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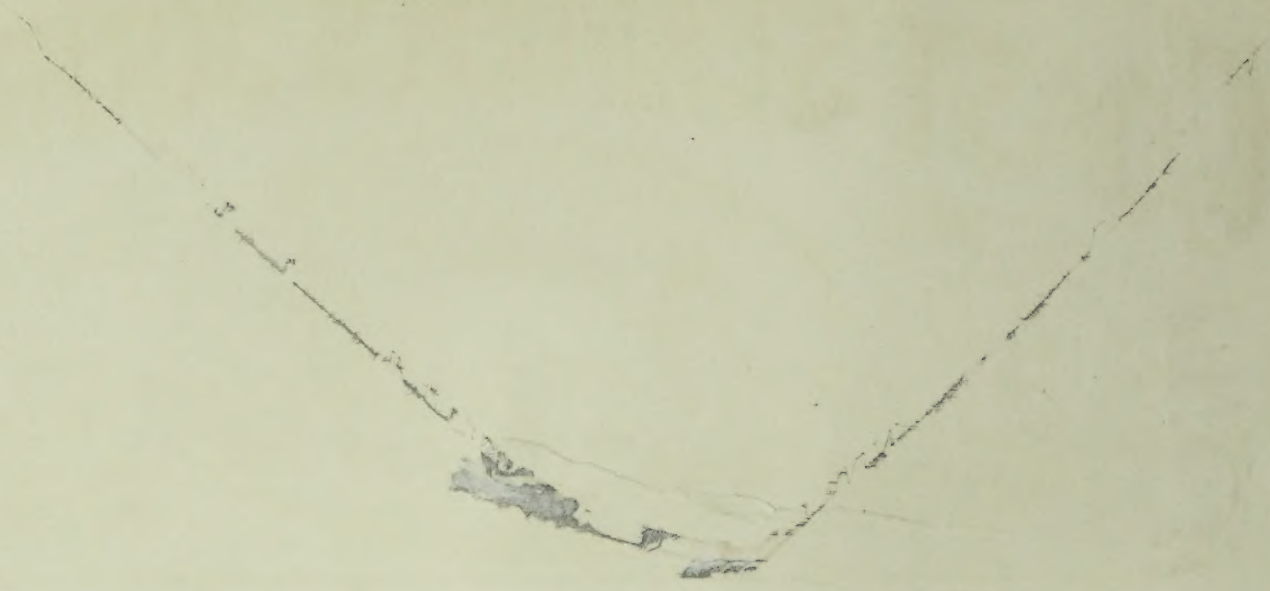
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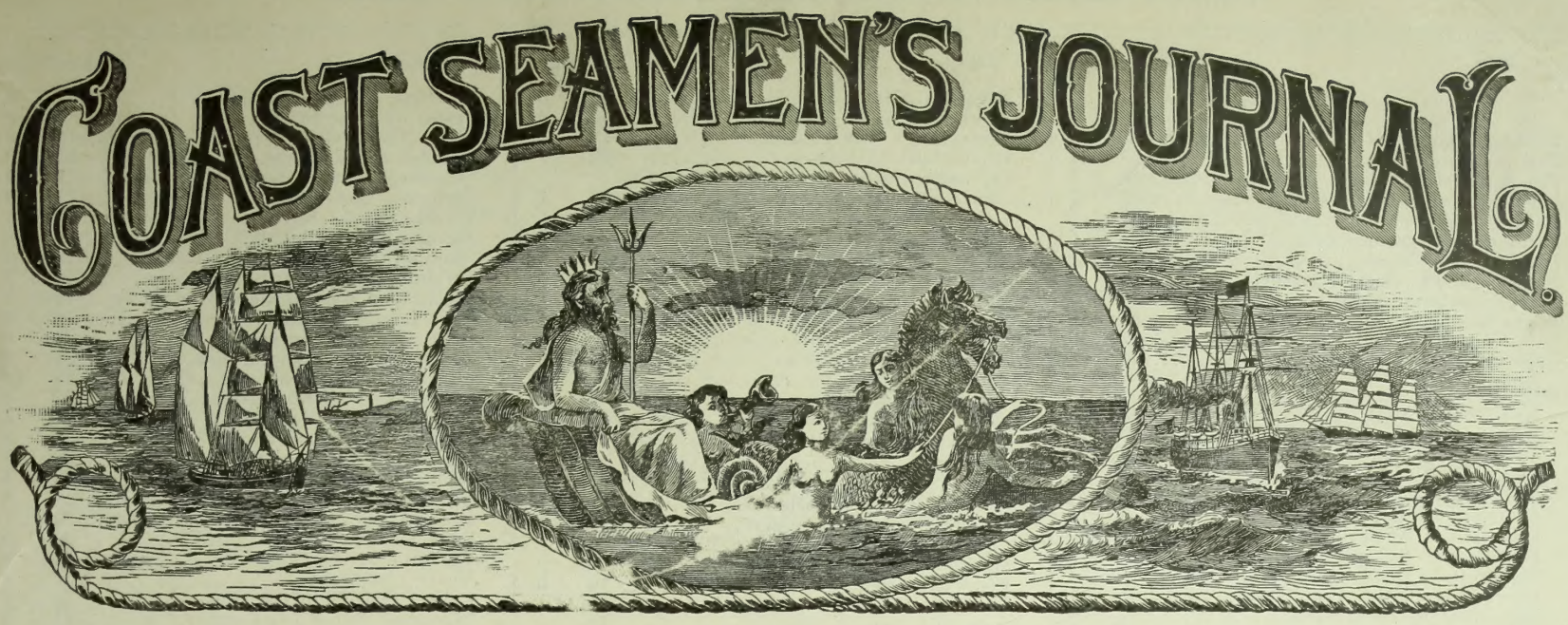
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COAST SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXIII, No. 1. SAN FRANCISCO, WEDNESDAY, SEPTEMBER 22, 1909. Whole No. 2035.

TO THE WORLD'S SEAMEN.

IN CONFORMITY with the request made by the Sailors' Union of the Pacific, that the International Seamen's Union of America open correspondence with the seamen's unions of other countries, regarding the proposed conference of the world's seamen, President Andrew Furuseth and Secretary-Treasurer William H. Frazier have issued the following address:

Office of Secretary-Treasurer
International Seamen's Union of America,
1½ Lewis Street, Boston, Mass.,
August 30, 1909.

TO THE WORLD'S SEAMEN:

Comrades—In reading over the different maritime codes it must become plain to the reader that there is no practical difference between them in reference to the status of the seaman. In all codes he is made the property of the vessel on which he sails; once having signed he must serve with or against his will at sea, in an open roadstead, or in a safe harbor. To leave the vessel singly or in combination brings prison penalty. To refuse to work, even while lying in a safe harbor where there is no danger to life or property, brings prison penalty along with loss of wages earned. Wages to be earned may be and are taken to pay for services of shipowners' agents, who serve as middlemen in hunting up men for the vessel. In practically all codes there is permission to hire and take to sea as members of the crew, any men regardless of their skill or lack of skill, regardless of their knowledge or lack of knowledge in the language used on the vessel on which they are serving. This means that the most inefficient men set the wages for the efficient ones, and that the efficient men at sea do the work of the inefficient ones.

Since all seamen suffer from the same laws, and want of proper laws, we believe that there should be a meeting of representatives of the seamen of all nations, with the object of coming to an understanding and an agreement upon a legislative programme to be submitted to all governments and to all national legislative bodies.

We believe that by such unanimous demand we shall be able to repeal the antiquated, unjust and injurious laws and obtain for ourselves the right of combination and self help, where such combination can be exercised without endangering either life or property as such, namely, while lying in a safe harbor. We believe, further, that in the interest of safety of life at sea, we shall be able to obtain laws providing for a specific number of skilled men to be on board of the vessel before she is permitted to proceed to sea.

You will see that such legislation would place the seamen on the same level with other workers. We could then have organization with means of enforcing proper improvements in the seamen's conditions. As it now stands we can only beg, and you know how the beggars are treated; or we can at most refuse to sign on in vessels until proper conditions are granted. This is a strike of the unemployed—that is to say, not a strike at all. A strike is quitting work in combination in order to make the machinery, the factory, land or means of transportation useless to its owner until he shall grant proper conditions. Leaving the employer without workmen is like leaving the government without authority to collect and expend money. Democracy insists upon holding in its hands the power to levy or not to levy taxes, to grant or to withhold supplies in order that political grievances may be redressed. A strike is withholding labor power necessary to production or transportation in order that the industrial conditions may be ameliorated. A people without power over taxation is impotent for good. Its only means of redress is revolution, arms in hand. A working class without power to withdraw its labor power from employers, as a last means of bringing about decent conditions, has no remedy except insurrection by means of physical force. This last is, of course, sheer nonsense and no remedy at all. The workers on shore have enjoyed the right to quit work for nearly a hundred years. They have used it with differing sincerity and skill in different countries. Where they have used it most skillfully and with the greatest sincerity, there they have obtained the best conditions. They have improved their wages, shortened their working hours and improved the shop conditions in proportion to their own unity, sincerity and endurance.

We seamen must acquire this power in order to be able to help ourselves. If it be true that "who would be free, themselves must strike the blow," it must follow that they must first obtain a weapon with which to strike that blow. To the man bound to service or labor on pain of imprisonment, there is no such weapon; he must first make it, and in so doing, he must first realize the real meaning of his own condition; second, he must have courage to complain and fortitude to suffer until redress can come.

Let us come together to try if we can agree upon the real trouble under which we suffer, if we can complain in such a manner that it must be understood by men on shore, and if we can help and encourage each other to endure, until we shall be endowed with the freedom, and hence the power, to help ourselves.

It is the hope of the organized seamen of America that you will place this matter before your organization at the earliest possible moment and open correspondence with me on the subject matter, and if it is possible for your organization to be represented at such a meeting.

We would suggest that such a meeting be held in Copenhagen, Denmark, a few days prior to the convention of the International Transport-Workers' Federation, in August, 1910, the date to be fixed later.

Hoping that I will hear from you at an early date, and that you will be able to assure me that your organization will be willing to meet at the time and place above mentioned, we are,

For the Freedom and Unity of the World's Seamen,

ANDREW FURUSETH,
President,
International Seamen's Union of America.
WM. H. FRAZIER, Secretary.

The terms of the address set forth clearly and concisely the purpose of the conference. Already the suggestion of a conference has been favorably received by the seamen's unions in several European countries. Acting upon the publication in these columns of the resolution adopted by the Sailors' Union of the Pacific, the Norwegian Seamen's Union has expressed its approval of the project. More recently the Seamen's Union of Holland, through its official organ, De Nederlandsche Zeeman, has placed itself on record as favoring the conference. Our contemporary, in its issue of September 4, reprints the resolution adopted by the Sailors' Union of the Pacific, and also the editorial comment of the Journal on the same subject. In an article headed, "Away With the Seamen's Bondage," the Zeeman expresses its approval of the plan to hold an international conference, and states its belief that the representatives of the Dutch seamen will support the proposals of their American comrades to the full extent of their power.

The favorable attitude of our comrades in Europe affords a substantial guarantee of the success of the conference. There is no good reason to doubt that the conference will be held, that it will be largely representative, and that it will mark an epoch in the history of the seafaring craft. That the conference will arrest the attention of the whole civilized world, and that it will do much to enlighten the world on the subject of maritime affairs, thus arousing a personal as well as a humanitarian interest among all classes, not least among the governing classes—these are foregone conclusions.

Of course, the success of the conference will depend largely upon the degree of unanimity among the seamen themselves upon the main purposes of the gathering. These are, first, to declare for the personal liberty of the seaman (i. e., the right to quit the vessel in any safe port by the abolition of the penalty of "imprisonment for desertion"); secondly, to declare for legislation by all maritime nations for the efficient manning of vessels. Concerning these subjects, especially as to the first-mentioned, opinions may differ on the score of practicability. But there can be no difference of opinion as to the RIGHT itself. That the seaman should be FREE IN THE DISPOSITION OF HIS OWN BODY—as free as any other man—is as clearly a right as is the fact of the seaman's manhood. The present laws of "imprisonment for desertion" are founded upon the theory of a difference in respect to common manhood between the seaman and other classes of men. Once the fact in this respect is recognized by the seamen themselves and by them firmly declared to the world, the emancipation of the seafaring class from the thralldom of slavery will follow in the nature of things.

"WHO WOULD BE FREE, THEMSELVES MUST STRIKE THE BLOW!"

STEAMSHIPS TO TAHITI.

The Union Steamship Company, of New Zealand, made arrangements in 1908 to start in January a new line between Wellington, having connections there for Australian ports, and Tahiti, where close connection would be made every 36 days with the Oceanic line for San Francisco. This Sydney-Wellington line has now made its fifth trip to Tahiti, where it has made connection each time with the Mariposa for San Francisco. A considerable number of passengers have taken advantage of this connection in going from the United States to New Zealand and Australia, but the number of through passengers in the other direction has been small, owing perhaps to the fact that the new line has not been so well advertised there as in America, and to the further consideration that New Zealand and Australian travelers may take passage on ships of a through line to Vancouver, where connection is made with the Canadian Pacific Railway. The new line offers an excellent opportunity to travelers who may wish to go by one line and return by another in making tours in the South Pacific.

Up to the present time very little through freight has been carried in either direction by this new line. As to business between New Zealand and Tahiti, it is likely to be done as in past years by means of the ship of the Union line, which continues to make the usual round trip between Auckland and Tahiti every 28 days. A considerable quantity of through freight for San Francisco was offered to the Union line on each trip, but it would have been running too great a risk to accept it, as the Oceanic line is under contract to give the preference to freight offered in the colony of Tahiti, from which it receives a subsidy for carrying the mails, as it does also from the United States. It is expected that the through-freight business will improve for the rest of the year, and when the wireless telegraph system is installed some difficulties, now of a serious nature, may be removed.

Some time ago the Chamber of Commerce of Noumea, the capital of the colony of New Caledonia, proposed that the French line of steamships running between Marseilles by way of Sydney to Noumea should be extended to Tahiti; and that, at the expiration of the contract with the Oceanic Steamship Company, the subsidy of 150,000 francs ($28,950), now paid for ten round trips a year between San Francisco and Tahiti, should not again be voted to that company, but that aid should be given to a French line so that it might be extended to San Francisco, thus making a through line from that city, by way of Tahiti, Fiji, New Caledonia, and Australia, to Marseilles. The Chamber of Commerce of Papeete has expressed itself as being favorable to the proposal from Noumea, provided that the time of trips between Papeete and San Francisco be not lengthened and that the freight rates be restored to what they were before they were advanced in March, 1907.

In the published proceedings of the Chamber of Commerce of Papeete it is stated that the proposed extension of the French line from New Caledonia to Tahiti and thence to San Francisco has also received favorable consideration in Paris. This is not surprising in view of the increased interest which France has been manifesting in her colonies, especially those in the South Pacific. The superior council of the colonies has recently instituted a comparative study of colonial administration, and the commission of reorganization has published a comprehensive report of the results of that investigation, which will no doubt lead to improvements in the government of the numerous French colonies.

It appears from colonial publications that a serious effort is being made to improve the condition of New Caledonia, known chiefly as a penal colony (though prisoners are no longer sent there), but worthy of consideration on account of its mineral wealth and agricultural possibilities. Including the Loyalty Islands the area is 7,654 square miles. The proposal from Noumea to extend the French steamship line to Tahiti and San Francisco may be regarded as an indication of the interest felt in improving the condition of that colony.

POPULAR EDUCATION.

A novel plan is now being put into execution in Saxony to enable the peasantry living at a distance from the educational advantages of the cities to become acquainted with certain phases of modern art and literature. Due to the initiative of a citizen of Plauen, a free traveling exposition of moderate size has been organized, and several villages have been selected in which the exposition will be held, with the help, in particular, of the local clergy and public-school teachers.

Books of interesting and elevating character, principally by German authors, cheaply and artistically printed, are displayed. There are also copies of very cheap editions that visitors may buy if they feel so inclined. Much attention is paid to books for children, and entertaining stories, popular biographies, and histories are offered at prices within reach of all, in the hope that they will take the place of detective stories and the like, which are found everywhere.

The living room of the peasant's home is rarely decorated with an artistic picture, and as such can now be bought in this country for a very low price in the form of colored prints of real merit, a section of the exposition is devoted to the display of attractive pictures of this class.

Included in the exposition is a collection of laces and embroideries. As is well known, this part of Saxony is largely engaged in the production of such articles. Many women and girls learn the different parts of the hand work on machine-made lace, and others devote themselves altogether to hand-made pillow-laces. With this in view, the art school of this city has loaned to the exposition a representative line of artistic laces, showing various stitches that can be learned without great difficulty, even by inexperienced hands. Those who may wish to copy the stitches or designs can get the use of the different pieces. Also, several very old specimens of Saxon lace have been given provisionally by the local art school.

Although this peculiar exposition of art and literature is just starting on its travels in the remote rural districts, sufficient interest has already been shown by the people for whom it is primarily designed to encourage the supporters of the philanthropic enterprise to further efforts.

FRENCH NEEDLE WORKERS.

The recent inquiry by the French Bureau of Labor is set forth in a report dealing with some of the "home" industries, especially those in the branch of needlework. In the Loire region, at Bourges, Mans, and Cholet, women labor ten hours or more per day sewing on shirts, skirts, and other articles of clothing. For this work they derive an annual income of from 108 to 240 francs ($20.84 to $46.32). In numerous districts a wage of from 3 to 5 centimes (5 centimes=1 cent) per hour is paid. Competition both in respect to labor and markets is said to have produced this condition. The beautiful work of other days, known as classique, is no longer in demand. The poor stuff flooding the markets, principally in the country districts, has given rise to the keenest competition among legions of working women who engage in every kind of ordinary hand work. In Bretagne, at Concarneau, the sardine packers, when the season is slack, are employed in the production of "Irish lace" at ridiculously low wages. They produce their goods from patterns furnished to them by the large buyers. At Auvergne the field laborers make pillow lace, which nets them at the rate of 25 centimes (5 cents) per meter (39.37 inches). These same goods are said to be sold elsewhere for 1.50 francs (39 cents) per meter. The attempt made by certain fashionable ladies to place the laces "en vogue" has, according to report, met with little success.

At a recent conference at the Academy of Moral and Political Sciences the question of a change of system with regard to such labor and its compensation was discussed by men prominent in the lace industry and trade. These men discourage any attempt to provide relief through legislative means, but suggest that an arrangement be effected with the workers which will insure them a more equitable basis in the production of their hand work. This includes the consideration of a minimum annual wage for a day of 10 hours, as well as the condition that, in the distribution of work, the price of "making up" should accord with the minimum rate. There seems to be a disinclination to follow in the steps of recent British legislation in these special classes of industry. The feeling appears to sanction the scheme of a voluntary understanding or contractual relation between the cottage workers and the agents.

At the request of the local authorities, the Russian Minister of the Interior has granted permission for the importation of Australian beef into Vladivostok during 1909, provided each shipment is supplied with a veterinary certificate viséed by a Russian consul.

Never in the history of the Canary Islands has there been so large a crop of grapes as in 1908, and more wine has been made than can be disposed of. The retail price for a liter of fair native wine is 30 centimos (6 cents).

The importation of Ceylon elephants to work in the Philippine lumber camps is proposed to make up for the scarcity of draft animals in the islands.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

SUBMARINE NAVIGATION.

One of the most prolific sources of danger on board submarines is the chlorine gas which is immediately generated if sea water gets into the storage batteries. A very small quantity of chlorine gas in the air will render work impossible, by causing violent coughing and a very little more will cause suffocation.

In October, 1905, three submarines of the A class were carrying on instructional exercises in Stokes Bay.

While A 4 was below surface some water got into the accumulators. Before the surface could be reached again an explosion occurred, and some of the gear was thrown out of trim, with the result that the vessel rose at an angle.

When the craft was seen to rise out of the water, stern first, with her conning-tower still under, the tug Nettle rushed to her assistance, and, attaching a hawser, pulled her level.

Then the conning-tower was opened, and, amidst the yellowish fumes of the chlorine gas, the crew crawled out in a half-suffocated condition.

Twice the coolness and heroism of her officers have saved the A 9 from terrible disaster.

In February, 1906, the frail craft was struck by a trading vessel when twenty-five feet under water. Lieutenant Fraser ordered the blowing of the ballast tank, and the pumping out of the water that had got into her conning-tower. Much to the relief of all the boat rose to the surface.

In July of last year, as part of a flotilla of seven submarines, the A 9 left Portsmouth, accompanied by the parent ship Aeolus. Lieutenant Groves was in the conning-tower, with Lieutenant Warren, when he noticed a strong smell of petrol gas, followed by the movements of the vessel becoming erratic. He signaled to the crew of eight below, but received no answer. The two officers then ventured below, and found the engines going full speed, but the crew all lying apparently lifeless.

Lieutenants Groves and Warren tried again and again to reach the engines, but were driven back by the fumes. A petty officer, who had been above with them, descended, but was stricken down. Then the gallant officers enveloped their faces in wet cloths, and Lieutenant Groves succeeded in turning off the supply of petrol, thus stopping the engines and the generation of gas. He was found by the rescue-party, that arrived soon after, lying stretched across the engines; but he had saved his men and his ship.

There were no white mice on board the A 9 when this accident happened, although formerly every submarine carried three of these little creatures. They were allowed 1 shilling a week each for rations, and the sum was entered in the Navy pay-roll. Their duty was to run about their cages, squeaking shrilly whenever they detected the presence of noxious gases; and many a disaster they have averted.

Recently, they were replaced by an automatic contrivance which serves the same purpose.—London Answers.

NEW YORK'S BARGE CANAL.

The stupendous engineering work which the United States Government is carrying on at the Isthmus of Panama so completely fills the public eye that very little is heard of that other great work of canal construction which is being executed in our very midst in the enlargement and reconstruction of the old Erie Canal between Buffalo and Albany. Certainly but few people outside of professional circles are aware that in point of magnitude of excavation the figures for the New York State barge canal rival, if they do not exceed, those of the Panama canal. Admitting that there can be no comparison on the score of accommodations between a canal twelve feet in depth and one with a maximum depth of forty-five feet, it should not be forgotten that whereas the Panama canal from shore line to shore line is but forty miles in length, the New York barge canal is nearly 400 miles. Furthermore, the latter work involves the construction of thirty-four dams, fifty-three locks and seven guard locks, the construction of which is complicated by the fact that the canal, being built through the most thickly populated section of New York State, the effect of these works on adjoining properties and water powers has to be considered and due precautions against damage taken, involving additional costs in time and labor.

It is in the comparison of the amount of excavation done, however, that the surprising fact is developed that the total amount of excavation and its equivalent in concrete structures, if compared for the same period of time, is found to be actually greater on the State canal than on the national undertaking at Panama. Up to January 1, 1909, the excavation on the barge canal amounted to 15,168,000 cubic yards, and if to this be added the concrete and other construction work, the total cost up to that date reaches $8,701,000. On the Panama canal, up to January 1, 1908, the total amount of material taken out amounted to 22,255,000 cubic yards, and up to that time practically no work had been done on the concrete structures. It is stated by the engineers that if the sum of money expended during the period under consideration on concrete and other structures on the barge canal had been paid for excavation at the prevailing rate, it would have been possible to remove an additional 10,417,000 cubic yards of material. This would have brought the total of excavation up to 25,585,000 cubic yards, which would have been equivalent to an increase of 12 per cent over the amount of excavation done on the Panama canal during the same number of years of operation. It is only fair in connection with these figures, however, to bear in mind that the present rate of excavation in Panama is far more rapid than that on the State barge canal. This, however, does not invalidate the force of the above comparison, as showing the magnitude of the work now being done between Buffalo and Albany.—Scientific American.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Union, 1½ Lewis St., Boston, Mass.

Marine Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 85 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond. 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques v puerto, Barcelona Mayor, 44, 2, I (Barceloneta) Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

World's Workers.

The combined unions at Broken Hill, Australia, are thinking of establishing co-operative grocery, meat, produce, and wood stores, also a bakery.

A recent conference of representatives of labor organizations in Sydney, Australia, decided upon immediate affiliation with the unions in the Newcastle and Maitland districts.

The net result of all the changes in British wages in July was a decrease of £619 per week, as compared with a decrease of £12,788 per week in June, and one of £17,144 per week in July, 1908.

Summonses have been issued in Melbourne, Australia, by the Federal Crown solicitor against five persons, who declined to answer questions in connection with wages, before the Harvester Commission.

A statement was made recently by an Early Closing Act inspector in Sydney, Australia, that the awards under the wages board are being broken everywhere in New South Wales by the employing class.

The Sydney (Australia) branch of the Shop Assistants and Warehouse Employes' Federation has asked employers to recognize the union badge and allow it to be worn by members of the federation during working hours.

Dr. Hodgkin, when delivering a university lecture in Sydney, Australia, recently, declared that the factory system, the great source of the national wealth of England, must be jealously watched, to prevent its degenerating into something like practical slavery.

Returns received from certain selected British ports (at which about 83 per cent of the total tonnage in the foreign trade is entered and cleared), show that during July 47,094 seamen, of whom 4,644 (or 9.9 per cent) were foreigners, were shipped on foreign-going vessels.

Consequent on the adoption of the British Coal Mines Regulation Act, 1908, working hours of most of the underground workers in coal and ironstone mines in the United Kingdom (with the exception of those in Northumberland and Durham) were reduced on July 1.

In reply to an unemployed deputation recently Premier Wade of New South Wales stated that all the State Government could do was to supply work either directly by Government works or provide facilities for those unemployed getting work from private employers.

The Shop Assistants and Warehouse Employes' Federation of Australia has drawn up a claim in regard to hours and conditions of labor to be laid before the Federal Arbitration Court. The claim has been agreed to by the branches in Victoria, New South Wales, Queensland, and South Australia.

The total number of cases of poisoning and of anthrax reported under the British Factory and Workshops Act during July was 73, consisting of 60 cases of lead poisoning, 1 case of phosphorus poisoning, 1 of arsenic poisoning, and 11 cases of anthrax. Six deaths were reported during July, 4 caused by lead poisoning, and 2 by anthrax. In addition to the above, 18 cases of lead poisoning (4 of which were fatal) were reported among house painters and plumbers.

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JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

INFORMATION WANTED.

Anyone knowing the whereabouts of seaman Ernst Dau, please notify the German Consul at San Francisco.

James Thoburn was at the Seamen's Institute about 1902. Letter awaiting him at 242 Steuart street, San Francisco.

James Sample, last heard of on ship Santa Rita in April, 1909, is inquired for by Seamen's Institute, 242 Steuart street.

Arthur John Martin. Was in San Francisco last March. Any news of him sent to Seamen's Institute will be appreciated.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

Robert Fordyce Bowers, age 33 years, height over 5 feet, stout build; correspondence awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

Samuel England, age 48 years, communicate with Seamen's Institute, 242 Steuart street, San Francisco.

John M. Murphy, dark hair, blue eyes, height 5 feet 8, smooth face. Last heard of at Oakland. Any information, communicate Seamen's Institute, 242 Steuart street, San Francisco.

Harry W. Morse, of Watertown, Mass., about 5 ft. 8, light hair, blue eyes, wore glasses. Enquiry from Lillian J. Morse. Letter awaiting him at Seamen's Institute, Steuart street, San Francisco.

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Jeshke, H.	Westad, Johan
	Yager, A.
	Zimmerman, F. C.

INFORMATION WANTED.

Camille Moortgat, who arrived at San Francisco in September last, is inquired for by the Belgian Consulate at San Francisco.

Donald Corsie, sailor, aged about 55, left the Great Lakes in 1885 for the West Coast and probably Australia, is inquired for by his brother. Address Coast Seamen's Journal.

Wm. McLaughlin, Julius Franz, K. Grunert, J. Koglund, W. Wickstrom and C. Christensen, who were members of the crew of the schooner Minnie E. Caine at the time of her wreck, are inquired for. Address, Coast Seamen's Journal.

B. H. Lewis, who left the British ship Pyrenees at San Francisco in the spring of 1901, is inquired for by the British Consul at San Francisco.

Frank Posstethwaite, who left Monteagle at Vancouver, B. C., May 26, 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco. Any information gratefully received.

Pacific Coast Marine.

The Globe Grain and Milling Company of Los Angeles, San Francisco and Sacramento, has closed the lease of 500 feet of water-front in Portland and will erect on it one of the most complete grain handling plants in the Northwest.

The port of Mulege, on the coast of Lower California, was overwhelmed by a tidal wave on September 4. There were several fatalities and considerable property was destroyed. The tidal wave flooded the inland district for a distance of about two miles.

Kuno Delefson was recorded at the San Francisco Custom-house on September 17 as master of the steamer Cascade, vice J. G. Ludlow. The steamer Mayfair, A. Olson master, and the schooner Nina Cyrus, J. Rosendal master, were enrolled.

The following vessels are reported spoken: French bark Charles Gounod, from Brest for Puget Sound, August 25, latitude S south, longitude 34 west; French bark Jean Bart, from Dunkirk for Oregon, September 1, latitude 12 north, longitude 27 west.

Captain Emil Francke, who was in command of the Great Northern liner Dakota when that vessel was lost off the Japanese coast in March, 1907, has been appointed superintendent of the northern district of the Pacific Coast Steamship Company.

Oscar Thompson, mate of the steamer Kadiak, was arrested at San Francisco on September 15 on complaint of John Sorenson, a deckhand, who alleges cruel and abusive treatment September 10 while on the passage from Alaskan waters to San Francisco.

The following vessels were enrolled at the San Francisco Custom-house on September 15: Schooner George Washington, J. Olsen master; steamer Washtenaw, C. C. Graham, master; steamer Sioux, J. E. Hammond, master; steamer Arctic, M. Kalnin, master.

Mat Daly, employed as a waiter on the steamer Breakwater, disappeared while the vessel was off Umpqua, on her way to Portland on September 11. The case was reported by Captain McGenn upon the arrival of the Breakwater on the 12th. It is supposed that Daly fell overboard.

Canned salmon worth over half a million dollars comprised the cargoes of five salmon packets which arrived at San Francisco on September 13 and 14. The five vessels, the Tacoma, Star of Holland, Star of Chile, Sintram and Standard, brought in aggregate 250,000 cases.

After an absence of five and one-half months, the schooner Czarina arrived at San Francisco on September 11 from codfishing in Bering Sea. She brought 115,000 codfish and 140 barrels of salmon to the Union Fish Company. The Czarina was eighteen days sailing from Pirate Cove.

Badly disabled, the French bark Notre Dame d'Arbor, from Antwerp to Portland, which was in collision with an unknown ship off the English coast, has been towed into Falmouth, according to advices received at Portland on September 11. A large portion of her cargo had been jettisoned.

The latest report with regard to steamship service for the Grand Trunk Pacific is that the company is negotiating for two fine turbine liners, the Cairo and the Heliopolis, for service in the Pacific. The steamers are reported to be two of the finest in Great Britain and fitted up in the most costly style.

Captain W. H. Patterson, a Columbia River pilot, was found guilty at Portland on September 15 of negligence in causing a collision between the George W. Elder, which he was piloting, and the tug Daniel Kern, by which the latter was sunk on August 17. He was suspended for ten days.

The following changes of masters were recorded at the San Francisco Custom-house on September 16: Steamer Point Arena, C. C. Hansen vice O. S. Johnson; steamer Hercules, H. G. Bell vice F. H. Cruthers; steamer Atlanta, H. W. Anderson vice R. W. Hanson; steamer Liberty, S. B. Randall vice A. C. Johnson.

The wreck of the steamer Ohio will be advertised for sale on the Canadian side, Customs officials having refused to permit an American vessel to salve the wreck. The fact that any attempt to save the cargo would be difficult and costly without cutting into the hull has delayed an agreement for the disposal of the wreck.

The following changes of masters were recorded at the San Francisco Custom-house on September 14: Steamer Point Arena, C. C. Hauser, vice O. S. Johnson; steamer Hercules, H. G. Bell, vice F. H. Cruthers; steamer Atlanta, Henry W. Anderson, vice R. W. Hanson. The steamer Arctic, M. Kalnin, master, was enrolled.

The well-known barkentine Archer, which for some time has been engaged solely in transporting lime from Roche Harbor to San Francisco, will now be engaged in the coastwise trade, carrying cement and general cargo from San Francisco to Puget Sound. The Archer will be equipped with a gas-producing engine of 300 horsepower.

Two more salmon packets arrived at San Francisco on September 12. They were the Alaska Packers' ship Charles E. Moody, Captain Larsen, and the bark James Nesmith, Captain Campbell. The Moody was twenty-five days from Koggiung and brought 70,418 cases of salmon. The Nesmith was twenty-seven days from Naknek and had a cargo of 47,000 cases and 3000 barrels of salmon.

With three of her crew seriously injured as a result of an explosion of a carbide buoy being refilled at San Juan harbor on the west coast of Vancouver Island, the tug William Jolliffe of the Canadian Marine Department returned to Victoria, B. C., on September 16. The injured men, Chief Officer James Moore, W. Caven and George Alexander, were conveyed to the hospital. All will recover.

Jebsen and Ostrander, operating the German steamers Ella and Erna between San Francisco, Puget Sound and lower Coast points, have been admitted to the West Indies coffee conference, a combination which controls practicaly all the coffee shipped from Salvador and Guatemala, the privileges of which heretofore have been enjoyed by the Pacific Mail Steamship Company and the Kosmos line.

Launch owners on San Francisco Bay and tributaries have scored a victory from the Department of Commerce and Labor in regard to the law that requires all small craft over fifteen tons to carry both a licensed engineer and pilot, lifeboats, fire extinguishers and other equipment. Commissioner of Navigation E. T. Chamberlain has just decided that such craft are exempt from the law.

Laden with 5637 tons of coal for the use of the United States Navy, the British tramp Hyndford, Captain Horne, arrived at San Francisco on September 17, sixty-seven days from Newport News, via the Straits. The Hyndford is one of a fleet of foreign bottoms that are on their way to San Francisco from the Atlantic Coast with fuel for the Government bunkers at Mare Island and California City.

The first consignment of California-grown hemp shipped from San Francisco was contained in the cargo of the American ship Astral, which sailed on September 17, bound for New York. The hemp was raised on an island in the San Joaquin, and is an experimental shipment, amounting to 150 tons. In addition to this the Astral had shipments of salmon, beans, fruit, lumber, wine, asphaltum and general merchandise. The vessel's cargo measured 5600 tons.

Negotiations extending over two years have resulted in the decision of the American-Hawaiian Steamship Company to build a 6000-ton steel passenger steamship to be named the Honolulan, for service between the Hawaiian Islands and San Francisco. It is announced also that the company has contracted for the building of two freight steamers, the Kentuckian and the Georgian, each of 6000 tons capacity. The steamers will be built by the Maryland Steel Company at Sparrow Point, Md.

Three salmon packets arrived at San Francisco on September 11 from the northern canneries. The Star of India was twenty-one days from Nushagak and brought 36,000 cases of salmon to the Alaska Packers. The bark Isaac Reed was thirty days from Naknek, and brought 55,000 cases of salmon to the Alaska Packers. The schooner Salvator was twenty-eight days from Koggiung. The latter brought 4395 barrels of salmon to Peter Nelson. The Alaska Packers' ship Indiana, which arrived on the 10th from Nushagak, brought 45,000 cases of salmon.

As a result of the wreck of the steamship Ohio and the subsequent investigation by the Marine Underwriters' agents in the vicinity of Sarah Island a complete change will be made in the inside passage route. This will be especially true of the larger vessels with their deep draft, for the stranding of the Ohio has shown conclusively that the passage where she hit is too treacherous to be used by the largest vessels on the run. In the future, instead of going on the east side of Sarah Island, as has been the custom of American vessels, they will take the passage on the west side of the island, which has been carefully sounded, chartered and buoyed by the Canadian Government.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

Affiliated with
AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer,
1½A Lewis St., Boston, Mass.

AFFILIATED UNIONS.
ATLANTIC DISTRICT.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters:
BOSTON, Mass., 1½A Lewis St.

Branches:
PORTLAND, Me., 377A Fore St.
NEW YORK, N. Y., 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
BALTIMORE, Md., 502 East Pratt St.
NORFOLK, Va., 50 Union St.
MOBILE, Ala., 4 Conti St.
NEW ORLEANS, La., 514 Dumaine St.

MARINE FIREMEN'S, OILERS' AND WATER TENDERS' UNION OF THE ATLANTIC AND GULF DISTRICT.

Headquarters:
NEW YORK, N. Y., 28 South St.

Branches:
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PHILADELPHIA, Pa., 252 Second St.
BALTIMORE, Md., 502 East Pratt St.
NORFOLK, Va., 228 Water St.
MOBILE, Ala., 4 Conti St.
NEW ORLEANS, La., 514 Dumaine St.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK, N. Y., 42 South St.

Branch:
BALTIMORE, Md., 502 East Pratt St.

HARBOR BOATMEN'S UNION OF NEW YORK AND VICINITY.

Headquarters:
NEW YORK, 85 West St.

INLAND SEAMEN'S UNION.

Headquarters:
WHITEHALL, N. Y.

LAKE DISTRICT.

LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 674 West Madison St.

Branches:
MILWAUKEE, Wis., 133 Clinton St.
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 87 Bridge St.
CLEVELAND, Ohio, 81 Main St.
OGDENSBURG, N. Y., 40 Ford St.
TOLEDO, Ohio, 54 Main St.
NORTH TONAWANDA, N. Y., 152 Main St.

Agencies:
DETROIT, Mich., 7 Woodbridge St., East.
SUPERIOR, Wis., 1721 North Third St.
ASHLAND, Wis., 515 East Second St.
BAY CITY, Mich., 108 Third St.
FT. WILLIAM, Ont., Canada, Box 235.
KINGSTON, Ont., Canada (Box 96), King St.

Sub-Agencies:
MANITOWOC, Wis., 725 Quay St.
ERIE, Pa., 305 French St.
CONNEAUT HARBOR, O., 992 Day St.
SOUTH CHICAGO, Ill., 113 92nd St.
SANDUSKY, O., 510 Meigs St.

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, Ohio, 1185 W. Eleventh St., N. W.
CHICAGO, Ill., 63 East Kinzie St.
DETROIT, Mich., 7 Woodbridge St.
MILWAUKEE, Wis., 157 Reed St.
ASHTABULA, Ohio, 85 Bridge St.
CONNEAUT, Ohio, 995 Day St.
TOLEDO, Ohio, Cherry and Summit Sts.
WEST SUPERIOR, Wis., 401 Tower Ave.
SOUTH CHICAGO, Ill., 83 Ninety-second St.
OGDENSBURG, N. Y., 8 Judson St.
BAY CITY, Mich., 208 Fraser St.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St. Tel. Seneca 823 R.

Branches:
DETROIT, Mich., 33 Jefferson St.
TOLEDO, Ohio, 1702 Summit St.
NORTH TONAWANDA, N. Y., 154 Main St.
OGDENSBURG, N. Y., 94 Hamilton St.
BAY CITY, Mich., 919 Water St.
ASHTABULA HARBOR, Ohio, 74 Bridge St.
CLEVELAND, Ohio, 929 Superior Ave.
CHICAGO, Ill., 242 South Water St.
MILWAUKEE, Wis., 317 Virginia St.

Sub-Agency:
CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

WALTER MACARTHUR.....Editor
PAUL SCHARRENBERG.....Manager

TERMS IN ADVANCE.

One year, by mail - $2.00 | Six months - - $1.00
Advertising Rates on Application.

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Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 44-46 East Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, SEPTEMBER 22, 1909.

VOLUME TWENTY-THREE.

This issue of the JOURNAL begins the twenty-third year of publication. Our readers will be interested in this announcement as a reminder of the flight of time. Seems like twenty-two weeks, or even days, since the JOURNAL made its first bow. Now it is the oldest labor paper in the United States, according to the best of our knowledge and belief. Throughout these years the JOURNAL has been sustained by the kindness of its friends—readers, subscribers, and advertisers—which kindness is hereby gratefully acknowledged. In setting out upon another year, we bespeak a continuance of our friends' regard and offer the assurance of our continued effort to deserve the same.

INDIVIDUAL ASSESSMENT.

The "individual" assessment ordered by the Sailors' Union of the Pacific for the purpose of making good the amount advanced from the Union's treasury in aid of the Lake District of the International Seamen's Union, is now due. Already a considerable proportion of the members have paid the "individual" assessment, thus affording the best possible proof of the willingness and enthusiasm with which the members of the International in all districts have come to the aid of their comrades on the Great Lakes. For the benefit of those members of the Sailors' Union who have been at sea continuously during the recent past we publish herewith the resolution adopted by the Union on July 19, as follows:

Section 1. Resolved, That an assessment of three (3.00) dollars is hereby levied upon each member, payable either as a whole or in two quarterly installments of $1.50 each for the purpose of recouping the treasury of this Union.

Sec. 2. Assessment shall be collected in preference to monthly dues, and any member who has not paid the first installment thereof on or before December 31, 1909, or the whole assessment on or before March 31, 1910, shall be deemed to be in bad standing regardless of his standing as to dues. Exception is made in favor of members who are in good standing under this section "at the time of the vessel's departure." (Art. XIV, Sec. 67, of the Constitution.)

Sec. 3. Members joining, transferring to, or reinstated in this Union on or before December 31, 1909, shall pay both installments of the assessment, and members joining, transferring or reinstated after such date shall pay the second installment only. Probationary members shall not be admitted to full membership until their assessment has been paid.

Sec. 4. Members desiring to take out Retiring Cards on or before December 31, 1909, shall pay the first installment, and members desiring to retire after such date must pay the assessment in full. Retiring members reporting back on or before December 31, 1909, must pay both installments, and retired members reporting back after such date shall pay the second installment only.

Sec. 5. Any member who can produce proof that "sickness actually prevented him from going to sea" (doctors' certificates or hospital discharges; see Resolution May 18, 1908) for a period of not less than thirty (30) days during the three months next preceding December 31, 1909, shall be exempt from payment of the first installment of the assessment; and any member who can show like proof of sickness for a like period during the three months from December 31, 1909, shall be exempt from payment of the second installment. Proof of illness in this case must be presented before the member in question accepts employment. Transferred members who can prove that they have paid the assessment to any other union affiliated with the International Seamen's Union of America shall be exempt from paying the same to this Union.

Sec. 6. Collection of assessment shall be continued until otherwise ordered by the Union.

A continuance of the present disposition of the members to pay the assessment promptly will greatly facilitate the business of the Union and aid in establishing a record which will go far to strengthen the loyalty and confidence of the members toward each other.

TAFT ON THE INJUNCTION.

President Taft, in an address delivered at Chicago on the 16th inst., made what is described by the press as a "strong defense of labor's right to organize in a lawful manner." The substance of the President's "defense" was merely a repetition of the sentiments generally prevailing on the subject, even among those who are most pronounced in opposition to the practical workings of the labor movement. On the subject of the Injunction the President was a little more definite. On this point Mr. Taft said:

Now that the election has come and gone, I want to take this opportunity of saying that I have not forgotten my own promises or those of the platform, and I propose in the next session of Congress to recommend the legislation on the subject of injunction which was promised in the Republican platform, and to see whether by such legislation it is not possible to avoid even a few cases of abuse that can be cited against the Federal courts in the exercise of their jurisdiction.

It is interesting to recall the language of the Republican platform, which is as follows:

The Republican party will uphold at all times the authority and integrity of the courts, State and Federal, and will ever insist that their powers to enforce their process and to protect life, liberty, and property shall be preserved inviolate. We believe, however, that the rules of procedure in the Federal courts with respect to the issuance of the writ of injunction should be more accurately defined by statute, and that no injunction, or temporary restraining order, should be issued without notice, except where irreparable injury would result from delay, in which case a speedy hearing thereafter should be granted.

This language, as was pointed out at the time of its adoption, so far from offering a remedy for the evil of "Government by Injunction," really condoned and confirmed that evil. It now remains to be seen how Mr. Taft proposes to fulfil the pledges of his party. This we find in a later address, delivered at Des Moines on the 20th, in which he said:

I am entirely opposed to excepting from the operation of any law of general application a class of persons like laborers or workingmen or farmers or ministers or teachers or lawyers. Take the present Anti-Trust law, therefore, and insert a special exception to the application of that law by providing that it should not apply to the trade-union class and it would be legislation of the most vicious character; but when you make the law apply only to conspiracies seeking to suppress competition or to monopolize the trade, then the labor boycott is probably not included, simply because the statute would not seem wide enough to include it in its scope, and this result is obtained without class legislation at all.

I am in favor of this change because I believe that the ordinary action in equity by injunction in any place where the boycott is operative can effectively accomplish all the purposes that ought to be accomplished by the suppression of such an evil. On the other hand, to employ the Anti-Trust law for the purpose of suppressing evils growing out of the labor organizations is to take advantage against such unlawful organizations of the literal terms of a statute which probably was not intended to include that which judicial construction could not avoid including within its words.

In brief, it is the President's purpose to recommend an amendment to the Anti-Trust law which will extend the "conspiracy" provisions of that measure to the labor organizations. The President would have the law specifically provide for the suppression of the boycott, a thing that can only be done at present by a "stretch of construction." Of course, this proposal is quite in keeping with the promises and pledges made by the Republican party in the last campaign.

Reverting to the President's Chicago speech of the 16th, we find the following among the features of that "strong defense of labor's right to organize in a lawful manner":

Of course, when organized labor permits itself to sympathize with violent methods, with breaches of the law, with boycotts and other methods of undue duress, it is not entitled to our sympathy. But it is not to be expected that such organizations shall be perfect, and that they may not at all times and in particular cases show defective tendencies that ought to be corrected.

Here we have the President's conception of the boycott as a measure of "undue duress," to be corrected by the method of classing it as a "conspiracy." Throughout Mr. Taft's "strong defense" nothing is said that more clearly indicates that gentleman's misunderstanding of the labor movement than his expressions on the "leveling tendency" of the labor movement. Upon this point the President says:

One defect which has been pointed out has been the disposition of majority members in labor unions to reduce the compensation of all men engaged in a particular trade to a dead level and to fail to recognize the difference between the highly skilled and very industrious workman and the one only less skilled and less industrious. I think there is a movement among trade-unions themselves to correct this leveling tendency, and nothing could strengthen the movement more than the adoption of some plan by which there should remain among union workmen the impetus and motive to be found in greater reward for greater skill and greater industry.

Here we have an idea that is as old as it is erroneous, namely, that organized labor "keeps down the wages of all to the level of the least skilled and industrious." This idea grows out of a mistaken conception of the "minimum wage." Those who claim to speak with authority upon labor questions ought to know, and generally do know, that the "minimum wage" is not necessarily designed to be the wage of all men employed in a given trade, but is merely the lowest wage that may be paid to any man. There is nothing in the "minimum wage" rule, or in any other rule of the labor movement, which prohibits an employer from paying a higher wage to the more skilled or more industrious among his employes. So far as the "leveling tendency" of the "minimum wage" is concerned, it remains to be said that that tendency is upward. Remove the "minimum wage," and the tendency of all wages would be downward. And this is precisely what the critics of the "minimum wage" desire, although, of course, they affect the opposite disposition.

Demand the union label on all purchases.

A. F. OF L. CONVENTION CALL.

American Federation of Labor,
Headquarters, 801-809 G Street N. W.,
Washington, D. C.,
September 11, 1909.

To All Affiliated Unions, Greeting: You are hereby advised that, in pursuance to the Constitution of the American Federation of Labor, the Twenty-ninth Annual Convention of the American Federation of Labor will be held at Toronto, Ontario, Canada, beginning at ten o'clock Monday morning, November 8, 1909, and will continue in session from day to day until the business of the Convention has been completed.

Representation.

Representation in the Convention will be on the following basis: From National or International Unions, for less than 4,000 members, one delegate; 4,000 or more, two delegates; 8,000 or more, three delegates; 16,000 or more, four delegates; 32,000 or more, five delegates; 64,000 or more, six delegates; 128,000 or more, seven delegates, and so on; and from Central Bodies and State Federations, and from local trade unions not having a National or International Union, and from Federal Labor Unions, one delegate.

Organizations to be entitled to representation must have obtained a certificate of affiliation (charter) at least one month prior to the Convention; and no person will be recognized as a delegate who is not a member in good standing of the organization he is elected to represent.

ONLY BONA FIDE WAGE WORKERS, WHO ARE NOT MEMBERS OF OR ELIGIBLE TO MEMBERSHIP IN OTHER TRADE UNIONS, ARE ELIGIBLE AS DELEGATES FROM FEDERAL LABOR UNIONS.

Delegates must be selected at least two weeks previous to the Convention, and their names forwarded to the Secretary of the American Federation of Labor immediately after their election.

Delegates are not entitled to seats in the Convention unless the tax of their organizations has been paid in full to September 30, 1909.

It is, of course, entirely unnecessary here to enumerate the imminent important subjects with which our forthcoming Convention will concern itself, but the reminder is not at all amiss that every effort must be made to broaden the field and means for the organization of the yet unorganized workers, to strive more effectually than ever to bring about a better day in the lives and homes of the toilers, to defend and maintain by every honorable means in our power the right to organize for our common defense and advancement, and to assert at any risk the freedom of speech and of the press. The Convention will also decide upon a closer affiliation with the organized trade-union movement of Europe. These and other great questions of equal importance will, of necessity, occupy the attention of the Toronto Convention.

THEREFORE THE IMPORTANCE OF OUR ORGANIZATIONS AND OUR MOVEMENT, THE DUTY OF THE HOUR AND FOR THE FUTURE, DEMAND THAT EVERY ORGANIZATION ENTITLED TO REPRESENTATION SHALL SEND ITS FULL QUOTA OF DELEGATES TO THE TORONTO CONVENTION, NOVEMBER 8, 1909.

DO NOT ALLOW FAVORITISM TO INFLUENCE YOU IN SELECTING YOUR DELEGATES. BE FULLY REPRESENTED.

BE REPRESENTED BY YOUR ABLEST, BEST, MOST EXPERIENCED, AND FAITHFUL MEMBERS.

Credentials.

Credentials in duplicate are forwarded to all affiliated unions. The ORIGINAL CREDENTIAL must be given to the delegate-elect and the DUPLICATE forwarded to the AMERICAN FEDERATION OF LABOR office, 801-809 G. Street Northwest, Washington, D. C.

The Committee on Credentials will meet at the headquarters of the American Federation of Labor six days previous to the opening of the Convention, and will report immediately upon the opening thereof at Toronto; hence secretaries will observe the necessity of mailing the duplicate credentials of their respective delegates at the earliest possible moment to Washington, D. C.

Grievances.

Under the law no grievance can be considered by the Convention that has been decided by a previous Convention, except upon the recommendation of the Executive Council, nor will any grievance be considered where the parties thereto have not previously held conference and attempted to adjust the same themselves.

Railroad Rates.

The various Passenger Associations have been requested to grant a special rate. Full particulars relative to Railroad Rates will be mailed to each delegate as soon as his credential is received at American Federation of Labor headquarters.

Reservations in any of the hotels can be made by addressing the Chairman of the Convention Committee, D. A. Carey, 95 Markham Street, Toronto, Ontario, Canada.

Headquarters of the Executive Council will be at the Prince George Hotel.

Delegates should notify Chairman D. A. Carey of the time of their arrival at Toronto, and over which road they will travel.

If there be any further information regarding the Convention, or the arrangements for the convenience of the delegates, it will be communicated in a later circular, or through the American Federationist.

SAMUEL GOMPERS, President.

Attest:

FRANK MORRISON, Secretary.

James Duncan, First Vice-President; John Mitchell, Second Vice-President; James O'Connell, Third Vice-President; D. A. Hayes, Fourth Vice-President; Wm. D. Huber, Fifth Vice-President; Jos. F. Valentine, Sixth Vice-President; John R. Alpine, Seventh Vice-President; H. B. Perham, Eighth Vice-President; John B. Lennon, Treasurer, Executive Council American Federation of Labor.

As a part of a national movement for better preservation of the teeth several German cities are providing free dental treatment for school children.

A pineapple cannery in Formosa, managed by Japanese, also extracts the long fiber from the leaf of the fruit for use in the manufacture of grass cloth.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Sept. 15, 1909.
Shipping and prospects good.
WM. H. FRAZIER, Secretary.
1½A Lewis St.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Sept. 20, 1909.
Regular weekly meeting was called to order at 7:30 p. m., P. Scharrenberg presiding. Secretary reported shipping fair. The Shipwreck Benefit was ordered paid to members wrecked in the steam-schooner Fair Oaks.
A. FURUSETH, Secretary.
44-46 East St., Phone Kearny 2228.

Vancouver, B. C., Agency, Sept. 13, 1909.
Prospects for the future good.
JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, Sept. 13, 1909.
No meeting; no quorum. Shipping medium; prospects uncertain.
H. L. PETTERSON, Agent
2218 North 30th St. Tel. Main 808.

Seattle Agency, Sept. 13, 1909.
Shipping fair; prospects uncertain.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Sept. 13, 1909.
No meeting; no quorum. Shipping fairly good; prospects uncertain.
WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Sept. 13, 1909.
Shipping situation unchanged.
WM. GOHL, Agent.
P. O. Box 62. Tel. 225.

Portland, Or., Agency, Sept. 13, 1909.
Situation unchanged.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Sept. 12, 1909.
No meeting; no quorum. Shipping poor; prospects fair.
JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Sept. 13, 1909.
Shipping and prospects fair.
H. OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, Sept. 7, 1909.
No meeting; no quorum. Shipping good; prospects uncertain.
CHAS. SORENSEN, Agent.
Cor. Queen and Nuuanu Sts. P. O. Box 314.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Sept. 16, 1909.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slack. The Shipwreck Benefit was ordered paid to two members of the steam-schooner Bandon.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Sept. 9, 1909.
No meeting. Shipping slow.
LEONARD NORKGAUER, Agent.
P. O. Box 1335. Phone Sun Main 2233.

San Pedro Agency, Sept. 9, 1909.
No meeting. Shipping medium.
ED. BARRY, Agent.
P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Sept. 13, 1909.
General situation unchanged.
V. A. OLANDER, Secretary.
143 West Madison St.

DIED.

Nicolas Aro, No. 1309, a native of Russia, aged 27, died at Nushagak, Alaska, on June 12, 1909.

Vincent Chevalier, No. 1038, a native of France, aged 31, drowned from the codfishing brigantine Harriet G. in Alaska waters, season of 1909.

Fred Dalman, No. 285, a native of Russia, aged 33, died in Nushagak, Alaska, on June 24, 1909.

Olaf Olsen Heller, No. 1664, a native of Norway, aged 30, died at Astoria, Or., on Sept. 7, 1909.

Peter H. Mathiesen, No. 1173, a native of Germany, aged 27, drowned at Nushagak, Alaska, on June 10, 1909.

Albert Woods, No. 121, a native of Massachusetts, aged 33, died at Eureka, Cal., August, 1909.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

FAKE PENALTIES IMPOSED.

On August 30, Captain Samuel Massey, of Cleveland, of the steamer D. R. Hanna, of the Hutchinson fleet, was found guilty of misconduct by the United States Inspectors of Steam Vessels, at Toledo, and they decreed that his license be suspended for thirty days.

The charges were made by Inspector Fluckey, of the Immigration Department, who alleged that Massey violated the Alien Contract Labor law during the strike early in the season. He also averred that when he went onto the Hanna to arrest Daniel La Rush, one of the crew, Captain Massey threatened him with bodily harm. He also charged that Massey substituted another man for the one wanted by the Inspector.

Captain James Stone, who is Supervising Inspector of the district, listened to an appeal by Massey's attorneys, and decided against the accused, sustaining the verdict of the Toledo Inspector.

Captain Stone's decision follows:

"The Board of Local Inspectors at Toledo, before whom the trial was had, found the captain guilty of misconduct, as prescribed under section 4450 R. S. On August 31 an appeal was taken from the decision. Attorney Masten presented his arguments on behalf of his client, Captain Massey, claiming that the Steamboat Inspection Service had no jurisdiction in the case, as the actions of the master in trying to deceive, mislead and obstruct the United States Immigrant Inspector from arresting a member of his crew, did not constitute an offense and misconduct while acting under the authority of his license, as provided in section 4450 R. S., with which view I do not coincide.

"In my opinion, the master of a steamer being on board, and in direct charge of his steamer, any action of his regarding the ship and her crew is done while acting under the authority of his license, by which authority he is in absolute command, whether in port or outside, and he can not at will cease to be the responsible master of his ship, while thus engaged. The fact of the captain's guilt was clearly proven, and not denied by his attorneys.

"I, therefore, find by the evidence before me that Captain Massey was guilty of misconduct, as provided in section 4450 R. S., in obstructing a United States officer while in the performance of his official duties. The action of the local board is, therefore, sustained."

At Conneaut, September 11, I met Captain Massey in the bank. He is still sailing the D. R. Hanna, and the United States Inspectors are not making any kick. They are fakes and under control of the owners. These fines and suspensions are all fakes to quiet the nerves of people not "in the know."

Conneaut, O. W. H. JENKINS.

The Chilean Congress has abrogated a contract made by President Montt with a French company for harbor improvements at Valparaiso, which were to have cost $19,466,000.

MANY VESSELS UNDER CONTRACT.

Prosperity in the Lake shipbuilding business is coming with a rush. At the rate that orders for new vessels have been placed during the past two weeks all the building berths for early delivery in 1910 will soon be taken. One company has lined up about all the business it can handle for early delivery next season.

The Pittsburg Steamship Company, which is the Lake end of the United States Steel Corporation, has placed an order for three freighters of the largest class with the Great Lakes Engineering Works of Detroit. The deal was closed by H. Coulby, president and general manager of the steamship company, and A. C. Pessano, president of the shipbuilding company.

This makes five 600-foot steamers that the Pittsburg Steamship Company has ordered to come out next year, and shows that the officials of the Steel Corporation not only have confidence in the future business, but look for a big season in 1910. Two of the big ships, contracts for which were closed some time ago, will be built at the Lorain yard of the American Shipbuilding Company.

The three steamers ordered recently will be duplicates of the Thomas F. Cole and other boats of that class that have been built by the Pittsburg Steamship Company during the past few years.

The boats will be 600 feet over all, 580 feet keel, 58 feet beam and 32 feet deep. They will have triple expansion engines and Scotch boilers. The new ships, which will have a carrying capacity of 12,000 tons each, will have 34 hatches.

The price was not given out, but the boats will cost something more than $400,000 each. They will be built at the Ecorse yard and about 15,000 tons of steel will be used in their construction. The material will of course be furnished by the United States Steel Corporation. President Pessano said that work on the new boats will be started as soon as the plates and shapes arrive at the shipyard.

The five new boats ordered by the Steel Trust this year will have a carrying capacity of about 1,250,000 tons in a season and will be a big addition to the fleet, which is now the largest carrying the American flag.

Next season the Pittsburg Steamship Company will have fifteen 600-foot steamers and nineteen vessels of more than 10,000 tons capacity. In a full season the nineteen steamers will move about 6,250,000 tons. All the big carriers have been built since Mr. Coulby took charge of the Steel Trust fleet in 1905.

The Great Lakes Engineering Works has booked orders for seven vessels, six bulk freight steamers and a package freighter for 1910 delivery. The American Shipbuilding Company has orders for nine steamers, making a total of sixteen vessels that the Lake builders have under contract for 1910 delivery.

For fair products of all kinds consult the JOURNAL'S ad columns!

LAKE LEVELS FOR AUGUST.

The United States Lake Survey reports the stages of the Great Lakes for the month of August, 1909, as follows:

Lakes.	Feet above tide water, New York.
Superior	602.42
Michigan-Huron	581.04
Erie	572.79
Ontario	246.82

Since last month Lake Superior has risen three inches, Lakes Michigan-Huron have fallen one inch, Lake Erie has fallen three inches and Lake Ontario four inches.

During September Lake Superior is likely to rise one and one-quarter inches, Lakes Michigan-Huron are likely to fall two inches, Lake Erie is likely to fall three and one-quarter inches and Lake Ontario five inches.

Lake Superior is seven and one-half inches lower than the average August stage of the past ten years and six inches lower than last year. It is six and one-half inches higher than in July, 1892, but eleven and one-quarter inches lower than in 1899 and ten inches lower than in 1903.

Lakes Michigan-Huron show a stage one and three-quarter inches lower than the average August stage of the past ten years and eight inches lower than last year, but fourteen inches higher than in August, 1896. In August, 1885, the water was twenty-seven and three-quarters inches higher.

Lake Erie is one and one-half inches above the mean August stage of the past ten years and four and one-quarter inches lower than in August last year, but seventeen inches higher than in 1895. It is fifteen and three-quarter inches lower than in August, 1876, and fifteen and three-quarter inches lower than in August, 1883.

Lake Ontario is four and one-half inches higher than the average August stage of the past ten years and thirteen and one-half inches lower than in August last year. In 1870 it was thirteen and three-quarter inches higher, and in 1883 twelve and one-quarter inches higher than in 1909. In August, 1895, it was twenty-nine and three-quarter inches lower than this year.

Within a few days contractors will start construction of a concrete pier at the head of the Canadian locks which will cost in the neighborhood of $75,000. The old wooden piers, which were put in when the lock was constructed, are worn out. The work is expected to be completed by the opening of navigation next spring. The Canadian Government is about to replace the old fog horn on Caribou Island with another plant costing about $50,000.

William Livingstone, President of the Lake Carriers' Association, issues the follow notice to mariners: The light exhibited on Courtright buoy in the St. Clair River is occulting. This is an error. The Canadian Government advises that the light will be changed and fixed white on or about the first of October.

LAKE SEAMEN ON PARADE.

Conneaut, Ashtabula and Erie celebrated Labor Day at Erie. Promptly at 7 a. m. the Conneaut Central Labor Union and affiliated bodies formed on the main street at Conneaut and with the band leading marched to the Bessemer Railway station, where a special train of ten coaches was waiting to take the participants to Erie.

The Lake Seamen's Union pickets at Conneaut and Ashtabula, together with Comrade McCoy and your humble servant, were in line. The Seamen carried two banners, each thirty feet long, as follows:

International Seamen's Union of America.

Sailors, Firemen and Cooks Are On Strike. Don't Be a Strike Breaker.

Each banner was carried by three members and attracted a great deal of favorable comment. The Seamen were given the place of honor in the line. Arriving at Erie we were met by a band of fifty pieces which escorted us to our place in the line. Comrades Johnson, of the Seamen, and Leibold, of the Firemen, were on hand with about 125 men to swell our ranks, and again the Seamen with their strike banners were given the place of honor. Thousands upon thousands viewing the parade read the appeal of the Seamen, "Don't Be a Strike Breaker," and were impressed. The Seamen also scattered handbills along the line of march. These bills were especially gotten up for the occasion by General Secretary Olander, and were a strong argument for the Seamen.

Conneaut, O. W. H. JENKINS.

ACCIDENTS OF A WEEK.

Sault Ste. Marie, Sept. 6.—After lightering 400 tons of her cargo of iron ore the steamer Arthur H. Hawgood was released from the bottom near the upper end of Canadian canal and brought to the pier on the American side.

Divers this evening finished the work of putting on a cement patch in the forward compartment. She will leave to-morrow morning.

Escanaba, Mich., Sept. 4.—Bound for Buffalo with a cargo of 11,000 tons of iron ore, the steamer LeGrand S. DeGraff grounded on Sand Point last night. The steamer is one of the largest on the Lakes. She is hard on the bottom. The DeGraff was loaded at the St. Paul dock, leaving shortly before 10 o'clock last night. The steamer measures 7,971 gross tons, is 585 feet long with 60-foot beam. She was built in 1907, and is owned by the Western Transit Company, of North Tonawanda, N. Y.

The Crete completed her repairs at Lorain Friday at noon.

The steamer George L. Craig is being repaired at Toledo as a result of her collision with the steamer Collingwood.

The Abraham Stearns is undergoing bottom repairs at the Lorain drydock.

The Brazil, which was in No. 1 drydock in this city, Cleveland, came out yesterday and went to Toledo to load coal.

Detroit, Sept. 3.—The steamer Western Star was aground at Bar Point, but was released this morning by the tug Harding. She is not believed to be injured.

The steamer German which was aground at Big Point was released yesterday and she reloaded the lightered ore.

The steamer Northern Queen met with an accident to her engines in Lake Superior yesterday and she was towed to Duluth.

Detroit, Sept. 9.—The steamer L. C. Smith is having a new low pressure cylinder put in by the Detroit Shipbuilding Company. She will be here until the end of the week.

Demand the union label on all purchases.

SOME "WELFARE" WORK.

Detroit, Sept. 6.—Since early yesterday the tug Harding has been having a busy time of it at the St. Clair flats ship canal, having worked on three ships that went on the bank below the lower entrance to the canal.

The steamers Joseph G. Butler and the Frederick B. Wells, bound up, were attended to first. Both were released without lightering, though the Wells was listed six or eight inches.

Later the steamer B. F. Berry, also bound up, went on in the same neighborhood. The Harding was not able to get her off, and this morning she took the lighter Rescue up to the stranded boat and a part of her coal cargo has been taken off.

The barges Sagamore and George Hartnell were in collision off Turtle light, Toledo, Thursday night. The Sagamore, bound out, was in tow of the tug A. W. Colton and the Hartnell was bound for Toledo in tow of the steamer Harvey H. Brown when the collision occurred. The Sagamore has five damaged plates and it will take a week to make repairs on her.

The Sagamore is having a run of bad luck. She left the yard of the Toledo Shipbuilding Company Thursday, where she had been for two weeks making repairs. She was towed back to the shipyard.

Sault Ste. Marie, Sept. 9.—The steamer Senator, which was sunk near Detour, was floated this afternoon after about 2,000 tons of her ore cargo was removed. She was pumped out and was taken from her resting place on Pine Island reef.

The wreckers are having no trouble in keeping her clear. Fires have been started under her boilers. She will be taken to a dock at Detour to-morrow, where the work of putting her in shape for taking her to Cleveland will be completed.

Detroit, Sept. 9.—A Hungarian fireman on the steamer Sharples was scalded about the hands to-day while she was coming down the St. Clair River, owing to a flue blowing out of the boiler. The steamer is at the Detroit Shipbuilding Company plant for repairs. The fireman had his wounds dressed at the Marine Hospital.

TOLEDO'S NEW DRYDOCK.

Captain C. E. Benham, the Lake Survey expert, said recently that the new drydock that is now under course of construction at Toledo will be one of the finest in the country. It will have walls of concrete, and will be built on a bed of solid clay. It will be most complete in the way of moorings and fastenings for boats. The entrance will be in such shape that there will be no interference with the concrete when the boats are being placed in the drydock. The formation outside the entrance is encased in steel to protect the concrete, and the construction is such that there are no corners which would come in contact with the vessels entering. The gate is 94 feet wide in the clear, and the base 85. The concrete walls at the bottom are 14 feet solid through. Vessels will be launched into the drydock from the ways when the new structure is completed. It will be over 700 feet long, so that the largest ships on the Lakes may be accommodated there. It is understood that Charles A. Calder, general manager of the Toledo Shipbuilding Company, designed the new drydock. He was formerly chief engineer for M. A. Hanna & Co.

FIREMAN CLAIMS DAMAGES.

A libel of $25,000 on the steamer James E. Davidson has been filed in the United States Court at Detroit as a result of the explosion on the vessel in the St. Clair River last month. The case is brought by Cleve Mason, who was badly scalded about the face, arms and legs.

He claims that the boat was short handed and that the assistant engineers were incompetent, causing the boiler trouble, and that the boat stopped in the St. Mary's River ten hours to repair the boilers. Mason asserts he has been injured internally.

INFORMATION WANTED.

Frank Donnelly is inquired for by his mother, Mrs. Eva Donnelly, 1317 Clark St., Racine, Wis.

L. F. Sweeney, No. 3132, Lake Seamen's Union, is anxiously inquired for by his family. Address K. Murphy, 541 North Clark street, Chicago, Ills.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

Demand the union label on all purchases.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)
674 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.
CLEVELAND, O.....81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O.....54 Main Street
Bell Phone East 756.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.
ASHLAND, Wis.....515 East Second Street
Ashland Phone 1563.
SUPERIOR, Wis.....1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, Mich.....108 Fifth Street
OGDENSBURG, N. Y.....40 Ford Street
FT. WILLIAM, Ont., Canada.....Box 235
KINGSTON, Ont., Canada.....(Box 96) King Street

SUB-AGENCIES:

MANITOWOC, Wis.....725 Quay Street
ERIE, Pa.....305 French Street
Telephone Bell 682.
CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.
SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 1944 South Chicago.
SANDUSKY, O.....510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

PROGRESS IN SURGERY.

In a recent account of the progress in surgery during the past fifteen years, a noted American surgeon, Dr. W. W. Keen, points out that the remarkable success achieved has been due chiefly to experimental research. In ordinary language, this somewhat professional phrase means that cats, guinea pigs and rabbits are used to test the theories of medical investigators, and that the success or failure attending the experiments forms the basis for the subsequent treatment of the maladies of mankind.

Foremost in modern surgical achievements Dr. Keen places operations involving the heart and arteries. The year 1897 marked the first successful attempt to sew up the heart; since then there have been 114 similar operations, with sixty-four recoveries. In the treatment of wounds of the arteries the old method of tying up the artery above and below the wound commonly led to gangrene in the limb, from which the blood supply was cut off. This disastrous sequence has been almost entirely eliminated in recent times by the adoption of methods following the outcome of numberless experiments on animals.

In like manner, according to Dr. Keen, the direct transfusion of blood, the transplanting of healthy bone in the place of diseased portions, the cure of goitre, and the marked success that has followed the use of serum in diphtheria, hydrophobia, and cerebro-spinal meningitis in human beings is due to the long series of experiments on the dumb creation in the laboratories of the surgeon. The cure of many infectious diseases in animals themselves has been discovered in the same way.

Here is a strong defense of vivisection. In considering its justness one does not need to vilify the wielder of the scalpel, nor sneer at the sentiment of the anti-vivisectionist. It is hardly conceivable that men who devote all their efforts to the amelioration of suffering would ruthlessly inflict pain on any creature. The test of their devotion has been evident by the fact that in cases where experiments on animals were futile, they have jeopardized their own lives in the pursuit of healing knowledge. The words on Lazear's tablet—he who offered himself willingly to the yellow fever tests in Cuba—commemorate this truth, "With more than the courage and devotion of the soldier he risked and lost his life to show how a fearful pestilence is communicated, and how its ravages may be prevented."

Granting the necessity for these experiments, the friends of the animals may still find many opportunities for the exercise of their protective care. To them and to the doctors may be commended the full tenor of the couplet from "The Ancient Mariner";

He prayeth well who loveth well
Both man and bird and beast.

—Washington Post.

The 800-foot bridge over the Yellow River at Lanchowfu, China, in the province of Kansu, is nearing completion. All materials had to be conveyed nearly 1,000 miles in carts.

Delegates from thirty-three countries attended the recent international congress of refrigerating industries at Paris and formed a permanent association.

KILLING THE SALMON.

Ten thousand people are in the salmon-catching and canning business. The season is short and the harvest is said to be uncertain. The salmon run, as it is called—the plunge of the mating pairs to the nesting grounds far up stream from the sea, lasts from one to three weeks only. Yet 4,000,000 to 5,000,000 cases, each containing forty-eight one-pound cans, are packed annually, with 42,000,000 fish, and the market value of the product is $28,000,000. There are 200 canning plants along the Pacific Coast from California to Alaska and so many thousands of snares for the finny victims that newcomers in the trade actually have difficulty to find places in which to spread their own decoys.

It is a short time they have and the work is fast and furious, and has in it all the ruthlessness of other such killings. The fish must be dressed and canned while they are fresh and firm, and the speed to handle at the canneries the huge takes of the multitude of fishermen must be great. The hands of men are too slow for the work. Even specialists—and there were multitudes of them a very few years since—in the art of cleaning fish, are useless. A short time ago, thousands of Chinese employed in the canneries, who did nothing else and knew almost nothing else but to wield the knife over the salmon, worked with almost incredible skill to keep pace with the supply. Now a machine, called the Iron Chink, because it does the human Chink's work—or rather the work of many Chinks—is established in each factory and turns the shining river beauties into eatables at the rate of one a second instead of the hand-rate of one a minute that used to be a boast. A two-horse-power engine thus does the work of sixty Chinese workers, for each machine contents itself with so little power.—Technical World Magazine.

CANADIAN LINE TO MEXICO.

The Canadian Government has decided to increase its annual subsidy for steamship service to Mexico on the Pacific Coast from $50,000 a year to $75,000 during the current year beginning April, 1909. This action has been taken on account of the fact that the Mexican Government has withdrawn its annual subsidy of $50,000 to this steamship line, and the Canadian Government desires to maintain a freight service in connection with the Tehuantepec Railway. It is stated that freight is transported via this route at a very considerable less rate than by the direct transcontinental route and with the loss of only a few days' time. The steamships of this Mexican Pacific line carried only 3,000 tons of freight from Mexico to Canada and 16,000 tons from Canada to Mexico during the last year, and most of this latter freight was destined for European ports via the Tehuantepec Railway.

According to the annual railway report 11 persons are killed or injured on the Indian railways every 24 hours. The number reported killed during the year 1908-9 was 2,137, and the number injured was 1,852, which is larger than any previous year and double the figures of killed and injured in 1904.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.
SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 44-46 East St.
Branches:
VANCOUVER, B. C., 122 Alexander St., P. O. Box 1365.
TACOMA, Wash., 2218 North 30th St.
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PORT TOWNSEND, Wash., 114 Quincy St., P. O. Box 48.
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PORTLAND, Or., 51 Union Ave.
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HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.
Headquarters:
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Branch:
SEATTLE, Wash., 140½ Western Ave., P. O.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.
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Branches:
SEATTLE, Wash., Colman Dock, Room 13, P. O. Box 1335.
SAN PEDRO, Cal., P. O. Box 2155.

UNITED FISHERMEN OF THE PACIFIC.
Headquarters:
SEATTLE, Wash., P. O. Box 42.
Branches:
COLUMBIA RIVER FISHERMEN'S UNION.
ASTORIA, Ore., P. O. Box 138.
LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.
GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.
ALASKA FISHERMEN'S UNION.
SAN FRANCISCO, Cal., 93 Steuart St.
Agencies:
SEATTLE, Wash., Colman Dock, Room 10, P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.
Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA
29 ERSKINE STREET, SYDNEY, N. S. W.

MAKE-UP OF THE SKYSCRAPER.

If one of New York's modern skyscrapers such as the Metropolitan Life or the Singer building, with their cloud-piercing towers, could be picked up bodily and dropped on some prairies there would be practically everything needed to start a little city, including the population.

Take the Singer building, for instance. It contains 136 miles of various kinds of metal piping. The telephones, elevators, electric lights, fans and clocks require 3425 miles of wire, which, if stretched out, would extend from the top of the Singer building to the top of Eiffel tower in Paris, with 300 miles left over. The steel used in the construction of the Singer building, if made into three-quarter-inch wire cable, would reach from New York to Buenos Ayres, a distance of 7100 miles.

The terra cotta floor blocks in the building, if spread out on a plane, would cover 8.36 acres. Placed end to end, they would extend ninety-seven miles, or from New York to Philadelphia. It contains 5,033,800 bricks, and these, laid end to end, would reach 635 miles, from New York to Detroit. They would pave a footpath twelve inches wide from New York to Boston.

This modern skyscraper contains 101 tons of sheet copper, enough to cover 4.64 acres. The copper, combined with the statuary bronze in the building would yield 46,208,000 cents, or $462,080.

If the concrete in the foundation of the building were all loaded on two-horse trucks it would make a continuous line of 10,180 trucks, thirty-eight miles long, or twice the distance from the Singer building to Yonkers.

The steel in the building would make 125 large type mogul locomotives; that is, a continuous line of engines for a mile and a half. It would make a seventy-four-mile stretch of heavy modern track, rails, spikes and tie-pieces. Made into elevator cables, it would extend 7100 miles, and if the total lengths of all the strands of wire in the cables were put together they would cover an area of fifty acres.

There are 13.3 miles of picture molding in the building. If all the moldings for the doors, pictures and windows were put in a straight line they would reach sixty miles.

More than 5541 tons of mortar were used in the masonry. This would make a path fourteen inches wide and one inch thick from New York to Washington, a distance of 240 miles. About 197 tons of paint were used on the various surfaces. This would cover a board fence six feet high from New York to Springfield, 126 miles, with one coat.

There are 25.4 acres of wall area in the new skyscraper. It would make a line of plaster twelve inches wide from New York to Boston.

The glass in the building, 85,203 square feet, would make a continuous show window six feet high on one side of Broadway from Liberty to Thirty-fourth street. There are 256,000 square feet of metal lath, or five and nine-tenths acres. To support those laths 49.1 miles of structural angle irons were required, together with 130 miles of tying wire and 110,000 bolts.

There are 8.85 miles of elevator cables in the building, and nine fans capable of blowing 6,820,000 cubic feet of air an hour, which would make it possible for an ordinary sized town almost to generate its own tornado.

The lighting system of the Singer building represents a capacity of 278,800 candle-power. The boilers of the building, to generate light, heat, power, etc., must yearly generate 150,000,000 pounds of steam. This will take 18,000,000 gallons of water and 8000 tons of coal.

The tower elevator cars travel about 600 feet a minute. With the building fairly well filled the cars will travel 310 miles daily and make a yearly total of 98,270 miles, or about four times the distance around the earth. The length of the highest elevator shaft is 546 feet.—Industrial World.

CAPE TO CAIRO RAILWAY.

Two more steps have recently been taken toward the realization of the late Cecil Rhodes' "substantial dream" of a Cape to Cairo railway. It is announced that this month Messrs. Pauling & Co. will start work on the construction of a 400-mile extension northward from Broken Hill. At the other end of the "gap" is Halfaya, 1,340 miles south of Cairo and only separated from Khartoum by the Blue Nile, across which a new railway and road bridge is now in course of construction by the Soudan Government. As soon as the Soudan Government railway administration is able to utilize this temporary bridge for the passage of its goods trains it intends to make a start with the southward extensions of its system, and rail head will be established at Seunar, a city of the Eastern Soudan on the Blue Nile, 160 miles south-southeast of Khartoum. From Seunar it is also intended to construct a branch line in a westerly direction, doubling back at almost a right angle to El Obeid, the capital of Kordofan. This railway will cross the White Nile near the village of Goz Albu Guma, about 192 miles south of Khartoum, and the contract for the construction of the road and rail bridge at this point has been awarded to the same firm which built the viaduct over the Zambesi at Victoria Falls, the Cleveland Bridge and Engineering Company. It is a curious coincidence that these distant but connecting links are being built by the same firm of British contractors and the erection supervised and carried out by the same resident engineer.

It was originally intended that the Cape to Cairo Railway line would pass from Broken Hill northeastward through northeast Rhodesia, but the plan has been changed so that it will run almost due north from Broken Hill to the border of the Congo State, then northwestward to Star of Congo mine. The 400-mile extension will reach that point and, as stated above, will be commenced at once, and will be of standard gauge.

The construction of the line from Broken Hill to the border of the Congo State will be carried out by a company known as "Rhodesia Katanga Junction Railway and Mineral Company (Limited)," and the line from the frontier to the Star of the Congo mine will be built by the Compagnie du Chemin de Fer du Katanga.—Consular Report.

Demand the Hatters' label when buying a hat.

SOUTH AFRICAN UNION.

By a referendum vote of three to one Natal has declared in favor of joining the South African union. This clears the way for the complete federation of the colonies of Transvaal, Cape Colony, the Orange River Colony and Natal. The British element is dominant in Natal, and there has been antagonism to union because of the fear that the confederation would be controlled by the Boers. The vote indicates that larger ideas have gained the day and that the greater good of all has been the determining factor.

When comparatively recent history is recalled the fear of the Boers seems natural. But there has been a rapid change of feeling in South Africa. The Englishman who was inclined to be suspicious of the former enemy has found him ready to accept the new conditions of life and to go forward under them to contentment and prosperity. As a result suspicion has been disarmed, and those who once opposed union as objectionable from the point of view of the Englishman have come out boldly in favor of it.

The desirability of simplifying administration has been an important consideration. To govern about 1,000,000 white people there have been four Governors, four Parliaments and four sets of machinery. The cost of such administration has been excessive. The economic aspect has influenced many in favor of the simpler plan of a single government for all.

Along with the distinct administration there has been noticed a tendency toward separation. This has affected commercial relationships and retarded internal development. Where a free interchange of commodities was desirable the separate government plan has worked in favor of discriminations and trade barriers whose ultimate effects were seen to be disastrous to the common interests of all.

The wisdom of a common policy toward the natives has been apparent. The advantages of combined effort in the fight against the locust, the tick, and other foes of the farmer have appealed to many. The desire to break down as rapidly as possible the barriers erected by racial differences has been influential.

Good sense has won the day. For the present the vexed question of language has been settled on the bi-lingual basis. English and Dutch will be used, time being allowed for the determination of precedence in accordance with the law of the survival of the fittest. Other adjustments have been made in generous spirit. All indications point to a happy issue of troubles in South Africa and to a successful future there.—Chicago Tribune.

A combination of shipowners has been formed at Blagoveshensk, Siberia, and has purchased all the wharves, godowns, and barges of the Amur Steamship Company, and now owns a fleet of 18 steamers and 31 barges, and they expect to control the navigation of the central and lower Amur.

The Chinese Board of Communication is negotiating the taking over of the China Merchants' Steam Navigation Company. This step is reported to be in connection with preparations for creating a modern navy.

News from Abroad.

According to newspaper reports, Abdul Hamid, the deposed Sultan of Turkey, is writing a history of his reign.

A dispatch from Tiflis says that 1000 Persian brigands are massed on the frontier and are menacing the Russian guards. Re-enforcements have been hurriedly sent.

The Austrian consulate at Saltillo, Mex., was attacked by a mob and other political disturbances occurred in connection with the Independence Day celebration there.

Count Tolstoi, who celebrated his eighty-first birthday recently, went to Moscow on September 17 for the first time in several years. He appeared to be in vigorous health.

A dispatch from Portici, on the Bay of Naples, to the Giornale d'Itala, says that Vesuvius is active again. Guides report rumblings followed by slight seismic shocks.

Walter S. Bond of New York has climbed Mont Blanc from Chamouni in eight hours. He thus breaks the record of nine and a half hours, made by Morehead, an Englishman, in 1865.

Lord Northcliffe, owner of the London Times, predicts war between Germany and Great Britain. He says that in the Krupp gun works alone 100,000 men are working night and day and on Sundays preparing for war.

A treaty concluded at Rio Janeiro on September 8 between the representatives of Brazil and Peru has put an end to the frontier dispute between these countries in the Amazon. Each country retains its actual possessions in the Amazon.

A temperance campaign which promises to have a marked effect on the consumption of alcohol in Germany has been begun as the result of a resolution adopted at the Socialist convention in Leipsic on September 16.

A dispatch received at St. Petersburg from Teheran, Persia, says the pretender to the Persian throne, Abdul Hussein, has appeared at Luristan and proclaimed himself Shah. He is receiving the support of the local population.

The Irish Land bill passed the British House of Commons on September 17 by a vote of 174 to 51. The House of Lords probably will pass the measure after modifying the clause regarding compulsory acquisition of lands.

A dispatch to the London Daily Telegraph from Copenhagen says that a sensation has been caused in Sweden by the decision of the Cabinet to present a bill to Parliament to abolish all order of rank and grades of precedence except among the officers of the army and navy.

The National Egyptian Congress in session at Geneva on September 14 renewed its protest against the further "wicked occupation of the country" by Great Britain. The congress selected September 14, the twenty-seventh anniversary of the entry of the British troops into Cairo, to voice its protest.

The High Court of St. Petersburg has rejected the appeal of the victims of the so-called "Republican" process held before the Military Tribunal in Tcigri, lasting from May 22 to July 3. This body found the defendants guilty and sentenced them immediately, the leaders being condemned to death.

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INFORMATION WANTED.

Relatives are inquiring for the following missing sailors: Alf. Carter of Wellesley Street, Auckland, New Zealand. John Cruickshank, late mate of Br. bark "Kilmeny," was in St. Mary's Hospital last August. Charles Seymour; made trip in transport S. S. "Sherman" in January, 1907. Was at Vancouver 1907. Address Seamen's Institute, 242 Steuart St., San Francisco.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Allen, W. J.	Lauritsen, Hans
Anderson, Alf.	Larsen, Kristian
Anderson, Andrew	Laive, V.
Anderson, Carl P.	Linder, Victor
Ankerstrom, C.	Lind, Hjilmar E.
Anker, C.	Lorin, Kristian
Berentsen, R.	Mathison, Nils
Benson, E.	Cartinson, Christ.
Bianca, F.	Machado, E.
Bird, Chr.	Malmberg, A. C.
Bray, A. E.	Magnusen, E. W.
Brauer, Geo.	Martinsohn, A.
Brown, Jim	McMahon, J.
Burkland, John	Mehuet, Jas.
Carlson, Ole	Mikkelsen, Kristian
Carlson, Ludwik	Miller, Adolf
Carlson, Thure	Molver, Olaf
Carnell, Geo. B.	More, A. O.
Christofferson, Emil	Morrison, J.
Christensen, Viggo	Monoghan, J.
Chapman, F. G.	Moore, James
Conee, A.	Nagel, A.
Coughlan, Chas.	Nelsen, M.
Daly, John	Ness, Carl
Daniels, C.	Nielsen, Wilhelm
Dreifelt, Albert	Nielsen, B. P.
Doll, Herman	Nielsen, Waldemar
Egelkoff, Fred	Olsen, Anton
Elliot, W. V.	Olsson, Just
Eliasen, E.	Olsen, O. A. -872
Engberg, Oscar	Olason, A.
Ernst, George	Olsson, Johan
Erick, Mr.	Olsen, Andrew
Erikson, Alton	Olson, Charles
Erickson, Axel R.	Orten, Sigurd
Espy, Orville	Owens, J. H.
Flynn, Maurice	Peters, J.
Fjelstad, K. M.	Pettersen, Sigurd
Franzell, Arthur	Pernin, Chr.
Fredriksen, B. D.	Pertells, W.
Gekler, Fritz	Penny, W.
Gonyette, Joseph	Petersen, P.
Gustafson, Karl O.	Price, Bruce
Hansen, H. C. -1998	Rasmussen, A. N.
Haga, A. Andersen	Rasmussen, R. -525
Hansen, T. S.	Reinman, Karl
Haug, H. H.	Rider, Arthur
Hansen, H. Johan	Rider, David
Hansen, H. K.	Rugland, Ole
Harris, Jos. E.	Sandstrom, F.
Hedlund, Arvid	Sanchez, F.
Hellwood, Mr.	Sandstrom, O. H.
Hewitt, P.	Saalenes, T. J.
Jsensen, Johannes -1684	Samuelson, Harold
	Schmak, M.
Jensen, Louis	Scherlen, Robert
Jersch, W.	Schultz, Ernest
Jorgensen, J. A.	Sckubber, H.
Jocketyn, J.	Skoog, August
Johnson, C. F. -1566	Soderlund, J. F.
Johnson, Eric	Solly, Ed.
Johnson, P. K. J.	Sorensen, Hans
Johnson, Chas.	Stoff, K.
Johnson, C. J.	Syvertsen, Ole
Johnsen, Hans	Swanson, J.
Johansen, Knut	Sunby, A. E.
Johansen, Alf.	Tellefsen, Peder
Johanson, Victor	Thompson, T.
Johnson, Emil	Thorn, Arvid
Klintberg, Chas.	Torgersen, Ludvig
Kleine, Carl	Tockelyn, T.
Klausen, Karl	Victorsen, Ernest M.
Klingenberg, John	Warren, Louis
Kristiansen, Louis	Wallace, A.
Kristoffersen, Emil	Walter, E. R. A.
Kristiansen, Nils	Wennecke, A.
Lathonen, Frank	Wifstrand, C. T.
Larsen, H. C. M.	Worm, Albert
Latz, Konstant	

INFORMATION WANTED.

John Widell, who has been on the Pacific Coast and in Alaska for about 18 years, is inquired for by his nephew, Bernt Valdemar Blomquist, Box 65, Seattle, Wash.

Oswald Schnaubelt, a native of Schneidemuehl, Germany, born 1883, last heard of 1903, is inquired for by his mother. Address Mrs. M. Schnaubelt, Neu Beelitz, near Bromberg, Germany.

William McLean, a native of Arbroath, Scotland, supposed to be sailing on the Pacific Coast, and a member of the Sailors' Union of the Pacific, is inquired for by his brother, Murdo, ship Loudenhill, Tacoma, Wash.

The five sailors who left the schooner A. J. West at Honolulu, on March 30, 1908, are requested to communicate with the Secretary of the Sailors' Union of the Pacific. The libel against the A. J. West has been adversely decided by the Federal Court at Honolulu.

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INFORMATION WANTED.

Johan Pommer, a native of Russia, aged about 38, supposed to be somewhere in a Pacific Coast State, is inquired for by Alex Pommer, Sailors' Union of the Pacific, 44-45 East street, San Francisco.

INFORMATION WANTED.

Wilhelm Drews, born at Breitenfelde, Germany, who was first mate on the American schooner "Philippine" in 1906 at Aberdeen, is inquired for by the German Consul, San Francisco.

Home News.

It is announced that President Taft will appoint George R. Colton, of the District of Columbia, as Governor of Porto Rico.

President Taft started from Beverly, Mass., on September 15, on a tour of the West, including a visit to the Alaska-Yukon-Pacific Exposition.

Robert S. Lovett was elected on September 13 to succeed the late Edward H. Harriman as head of the Union Pacific Railroad executive committee.

The will of Edward H. Harriman, the deceased railroad magnate, bequeaths all his property to the widow, amounting to between $75,000,000 and $100,000,000.

Claims for $11,500,000 for extra work done in the construction of the present subway from King's Bridge to Brooklyn, are pending against the city of New York.

Postmaster-General Hitchcock on September 13 signed an order increasing the fee for registration of mail from 8 to 10 cents, to take effect November 1, 1909.

Lord Charles Beresford, in an address at New York on September 17, declared his belief that a coalition of the English-speaking nations would preserve the peace of the world.

Spencer F. Eddy of Chicago has sent in his resignation from the Diplomatic Corps to President Taft. Eddy is at present United States Minister to Roumania and Servia.

William Lloyd Garrison, son of the great Abolitionist and widely known as a publicist and reformer, died at Lexington, Mass., on September 12, aged 71 years.

John D. Spreckels, Lyman J. Gage and U. S. Grant, Jr., are head of a company capitalized at $1,000,000 to promote a world's fair in 1915 to celebrate the opening of the Panama Canal.

L. H. Glavis, chief of the field division of the General Land Office, with headquarters at Seattle, was dismissed from the service on September 16 by telegraph by Secretary of the Interior Ballinger. Glavis is charged with attacking the integrity of his superior officer.

A British subject, William G. Irwin, now owns the entire island of Lanai of the Territory of Hawaii, according to a deed which has just been filed in the office of the Registrar of Conveyances at Honolulu. Lanai has an area of 139 square miles, 86,000 acres, and a population of about 600, chiefly laborers.

The Bagley Tobacco Company announces that it has resumed the manufacture of its tobaccos, after four weeks' cessation caused by damage due to fire in one of its factories at Detroit, Mich. The company has also given a contract for the construction of a new factory at Detroit, which will be the most complete of its kind in the country.

According to the Commissioner of Immigration at Ellis Island, N. Y., 580,616 immigrants landed at that port in the year ended June 30. Of these 564,473 came from Europe, 6,831 from Asia, and the balance from the West Indies, South America, etc. Of the European immigrants the bulk consisted of Italians (166,129), Russians (98,834), Hungarians (84,014), Austrians (74,645), British (50,286), and Germans (22,908).

Domestic and Naval.

The War Department has issued orders that no tows be permitted on the Hudson River between September 24 and October 10, on account of the Hudson-Fulton celebration.

Captain G. W. Waltemar, of the schooner Issac T. Campbell, which was wrecked in the Gulf of Mexico on August 26, arrived at New York on September 10 on the Mallory liner Brazos.

The three-masted schooner John Proctor went ashore off Cape Henlopen on September 13, and is slowly breaking up. The crew landed in the boats. The schooner probably will be a total loss.

The American schooner Henry Crosby arrived at Mobile, Ala., on September 12, dismasted and without provisions or water. She was wrecked in the hurricane of August 24 off Grand Cayman Island.

Captain Netherton of the British steamship Comedian, at Galveston, Tex., on September 14, reported that three strong streams of oil are bubbling on the surface of the Gulf of Mexico, 160 miles south of Galveston.

Statistics compiled by Navy Paymaster Jere Maupin show that 7700 men are saving and 6300 are helping to support their families, almost $2,000,000 being assigned for the former purpose and $1,500,000 for the latter.

The 26,000-ton battleship to be built by the New York Shipbuilding Company will be known as the Arkansas, and that by William Cramp's Sons & Company, as the Wyoming. The contracts for these ships were let recently.

A contract for the building of two steel steamships to run in the coal-carrying trade between Charlotte, N. Y., and Montreal, has been awarded to the Detroit Shipbuilding Company by the George Hall Company, of Ogdensburg, N. Y.

The Cunard liner Mauretania broke all transatlantic records on September 9 by making the passage between Queenstown and New York in 4 days 11 hours and 35 minutes, beating the record of the Lusitania by seven minutes.

A challenge for an international yacht race for the America's Cup in August, 1910, is expected to reach the New York Yacht Club next month from Sir Thomas Lipton. It will come through either the Royal Ulster Yacht Club or the Royal Irish Yacht Club, to both of which Sir Thomas belongs.

The Secretary of the Navy on September 10 recommended to Secretary MacVeagh of the Treasury Department that life-saving medals be awarded to Roy W. Akers, coxswain, United States cruiser Albany, and Thomas McDonald, gunner's mate on the Virginia. Secretary Meyer personally commended Martin F. Curran, gunner's mate of the Montana, for gallantry in jumping overboard to rescue a shipmate.

A recent dispatch from New Orleans announces what appears to be another assured New Orleans to Philadelphia steamship line. The new line will probably be called the Phoenix Steamship Company, and is the outgrowth of the Joseph Company's failure to get satisfactory terms from either the Southern Pacific or the Philadelphia and Gulf lines for the carrying of iron from New Orleans to Eastern ports.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abel, Paul
Abbors, Arne
Adamsson, John
Adolf, Chas.
Adamsen, Oscar
Aga, Johan
Ahern, Daniel
Akerman, W.
Akerson, Chas. A.
Albright, Emil
Allen, W. J.
Alonzo, Julius
Andersen, Chr.
Andersen, -1562
Andersen, Sam
Andersen, -1124
Andersen, -1541
Andersen, -1560
Anderson, Axel
Anderson, Ned
Anderson, John
Andersson, Emil
Andersson, -1246
Apps, P.
Aronsen, Halfdan
Aunbaun, A.
Austin, Andrew
Axelsen, Axel
Aylward, Jas.

Baardsen, Tellef
Bakman, Karl
Bartels, Herman
Barrinto, J.
Bastion, -1282
Bauer, Frank
Beausang, E.
Beck, Mr.
Beckman, Rudolph
Bensen, B.
Berentsen, E.
Berntsson, M.
Bertilsen-1083
Birde, Chr.
Birkelund, R.
Bjorkholm, G. A.
Bjorkman, C. H.
Black, Victor
Boisen, Jorgen
Boyesson, John
Brams, Carl S.
Brander, Wm. Mc.
Brandt, -1725
Bray, John K.
Bray, Edward
Brinton, Geo.
Brox, Harry
Bruhn, Paul
Buaas, Thomas
Bult, Ernest
Bung, B.
Burer, Frank
Bustamante, Jose

Callaway, Edw.
Carusen, John A.
Carlson, Ernest
Carlson, Oscar
Carlson, Gustav
Carlsson, E. G.
Carlsson-776
Carnaghan, Mr.
Carrick, Jas. B.
Ceelan, John
Chaler, B.
Chotard, Emilien
Christensen, -1126
Christiansen, J. F.
Christensen, E. H.
Christopher, Geo.
Christoffersen-1288
Cinsholm, R.
Classon, John
Claus, C.
Curran, Nicholas

Dahl, Olaf
Dahl, John B.
Day, Harry
De Baere, Harry
Dixon, John
Dories, H.
Draear, Edgardo
Dunn, C. W.
Duncan, G. M.

Edelman, G.
Eklund, Harry
Eliasen, E.
Ellis, Jack
Engelgreen, L.
Engberg, Oskar Leo
Engblom, Albert
Erdman, B. J.
Ericson, C. W.
Ericksen, Gerhard
Erikson, P. E.
Eriksen, Leonard
Espensen, E. N.

Falkner, John
Feeney, Thomas
Flem, Knut
Fox, T. B.
Frederiksen, B.
Fuchs, J.

Gardell, Chris.
Gasman, Geo. A.
Geiger, Joe
Gent, Adam C.
German, R.
Gibbs, Harry D.
Gottlieb, Sam
Grawert, Joe
Green, Chas.
Green, H. R.
Gron, Edward
Gronholm, -872
Gronman, H. R.
Grossl-766
Gunnarson, John
Gunderson, Oie
Gundersen, Martin
Gustafsson, G. B.

Haak, Reinhold
Hallstrom, J. E.
Halvorsen, Anton
Halvorsen, Wm.
Halvorsen, Milton
Hamm, Edward
Hansen, -967
Haugen, Lars
Hansen, -1195
Hansen, -1638
Hansen, Nikolai
Hansen, Harold O.
Hansen-1576
Hansen, Geo.
Hansen, H. T.
Hansen, Jens M.
Hansen, Theo.
Hansen, Markus H.
Hanson, Frank
Hanssen, -1867
Harmening, F.
Heesche, H.
Hegener, Reinhold
Hein, M.
Heinz, Jack
Heikkila, P.
Heller, O.
Helmer, F. H.
Hendriksen, Adolf
Henriksen, -1737
Henriksen, Adolf G.
Hermansen, -1622
Hetman, Walter
Hewston, James
Hilke, Carl
Hoglund, Frank
Holmstrom, K. A.
Holst, Richard
Hultberg, E.
Hutchinson, Mr.

Ingeman, -132
Irwin, Robert
Iversen, Tom
Iversen, Fred
Iversen, Carl

Jacobson, -1304
Jackobsen-1786
Jago, K.
Jensen, J. K.
Jansen, -1854
Jensen, Chas.
Jensen, -1076
Jensen, Ernst
Jensen, Kris
Jenson, T. C.
Johnsen, -1281
Johnsen, Mathias
Johnson, Geo.
Johnson, Hilmer
Johnson, Richard
Johnson, John E.
Johnson-1800
Johnson, Carl
Johnson-1659
Johnsson, Frank
Johansen, -1420
Johansen, -2004
Johansen, C. H.
Johansen, -1705
Johanson, -880
Johanson, -1082
Johanson, -1420
Johanson, -1734
Johansson, Theo.
Johansson, Gust
Johansson, Oscar
Johannessen, John
Johannessen, -1863
Jorgensen, Jakob
Jurgensen, Jakob

Kaasik, August
Kaho, H.
Kane, G.
Karlson, Aug.
Karlgren-644
Karsberg, C.
Kaufhold, Ed.
Kavall, John
Keelan, J.
Kellgren, J. A.
Kenniston, Frank
Kerr, Wm.
Keskula, John
Kjellen, Chas.
Klaesson, Axel
Knudsen, Lars
Knudsen, Lauritz
Koening, D.
Kolter, L.
Kopats, Oscar
Kristiansen, Nils
Kristoffersen, -1288
Kuehme, W.

Laason, -1790
Laason, -1370
Laason, M.
Lahr, Otto
Laine, Nicholas
Laine, Wm.
Lang-89
Langben, Chas.

Lane, Leonard
Lang, Gustaf
Langvardt, Chr.
Langdon, Chas.
Larsen, Anton
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Schmidt, Fritz
Schmitt, Geo.
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Apply to Secretary of Sailors' Union of the Pacific.

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Selander, Gust
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INFORMATION WANTED.

Thomas Ayres Phillips, seaman, last heard of at 44 Minna street, San Francisco, in 1902. Information wanted by British Consul, San Francisco.

Portland, Or., Letter List.

Alfo, John
Aeckerle, Ernst
Anderson, Eskil
Andersson, J. S.
Berntsen, Julius
Cox, H. E.
Farm, J. B.
Fostwedt, Carl
Hultberg, Ernst
Jensen, M.
Jacobsen, Hans
Johnson, C. A.
Kearns, Edwin
Koch, Carl
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Kent, Jack
Klebingat, Fred
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Nilsen, Oscar L.
Nordenberg, John
Olsen, Ole Johan
Olsen, Sigvald
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Swanson, Ben
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Boosban, Ch.
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ALASKA FISHERMEN'S LETTER LIST.

San Francisco, Cal.

Letters at the Alaska Fishermen's office will be advertised for six months only and will be returned to the Post Office at the expiration of seven months from date of delivery.

Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

Arvidsson, A. M.
Andersen, August
Andreasen, Mogeno
Anderson, A. O.
Arntson, Albert
Benson, John
Bore, Carl Marius
Carlson, Gust.
Farrell, Henry D.
Gulliksen, Gustav
Hagen, George L.
Hansen, Harry
Johnson, Otto
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Olson, Ole
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Olson, Olaf
Peterson, Frank V.
Prescott, Fred
Quay, Duncan R.
Riise, Wm.
Swanson, Chas.
Thompson, A.
Tonnesen, Jorgen

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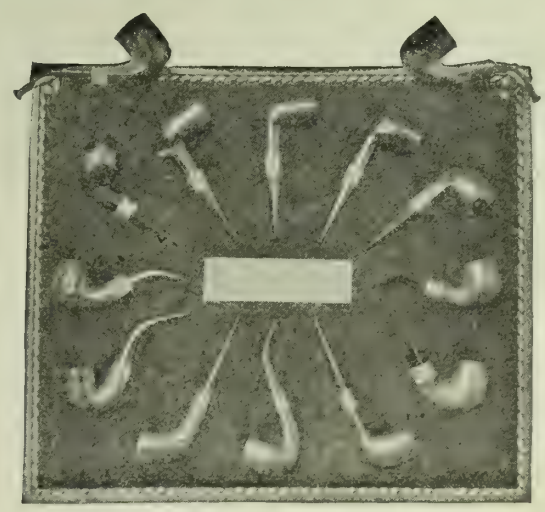
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INFORMATION WANTED.

Carl Bundessen, a native of Geestemunde, Germany, born 1883, is inquired for by Alfred Wrede, 20 East street, San Francisco.

Wilford Lawton Easterbrook is inquired for by his mother. Any one knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Ore.

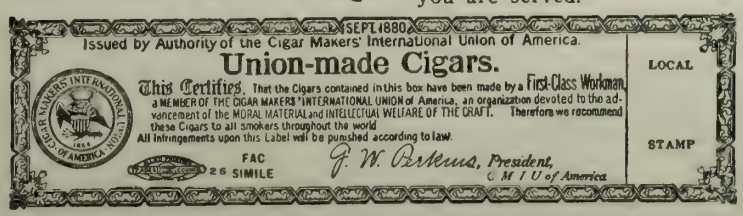
Henry Laurent, who has been sailing between San Francisco and Honolulu, is inquired for by his mother. Anyone knowing his present whereabouts will please communicate with the Coast Seamen's Journal.

John Johnson, a native of Norway, born September 15, 1858, at Blegeleidet Bamle; last heard from in 1904 living at 230 Third street, San Francisco. Any one able to give any information kindly communicate with his nephew, M. Olsen, 165 Third street, San Francisco, Cal.

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Labor News.

The United Clerks' Union of Sydney, Australia, has decided to press on the federation of the union with those of Victoria and Queensland in order to take Federal action.

A labor fair will be held in San Francisco during Portola week, October 19-23, for the purpose of raising funds to erect a Labor Temple.

The American Federation of Musicians has won a victory by the exclusion from the Hudson-Fulton Centenary parades in New York of all bands belonging to rival organizations.

The San Francisco Labor Council, on September 17, voted to expel the anti-McNulty locals of the Electrical Workers' Union, in accordance with the request of the American Federation of Labor.

President Taft, in an address at Chicago on September 16, repeated his ante-election declarations on the labor question and promised to recommend to Congress the passage of legislation on the Injunction question.

The second strike of workmen employed at the plant of the Pressed Steel Car Company at McKee's Rocks, Pa., which was declared on September 13, was brought to an abrupt end on the 17th, when the men returned to work.

Beginning on September 13, the mines of the Hazelton (Pa.) region will be operated on a schedule of four days a week. It has been two months since the collieries have been on such good time, two and three days having been the average.

An Order-in-Council has been issued extending the scope of the Brisbane (Australia) Carting Trade Board to omnibuses and other public vehicles which are drawn by horses or driven by power in the Brisbane district.

Judge MacFarlane, of Pittsburg, Pa., on September 10, handed down an opinion declaring the Eight-Hour law of Pennsylvania constitutional. The occasion for the decision was in the case of the Commonwealth against John F. Casey, a contractor engaged in work at a filtration plant.

The entire plant of the Fall River cotton mills, owned by M. C. D. Borden of New York, was shut down on September 13 following a strike. The weavers, numbering 1000, went on strike to enforce their demands for an increase of about 10 per cent in wages, and as a result the management decided to close the whole plant.

As the result of a conference between the officials of the Department of Justice, District Attorney Jordan, of Pittsburg, and Special Agent Hoagland, it was announced that there have been no clear cases of peonage nor any violations of the Federal labor laws at the Pressed Steel Car Company's plant to warrant Federal prosecution.

Eighteen countries were represented at the International Trade-Union Congress, held at Paris, France, beginning August 30. The secretary announced a membership in affiliated organizations of 4,246,000. "This is an increase over 1908," the secretary says in his report, "and it demonstrates that, in spite of losses in the membership of some countries due to industrial causes, trade-unionism is advancing steadily."

With the Wits.

Wrong Diagnosis.—Many a girl thinks she has broken her heart when she has only sprained her imagination.—Life.

A False Allegation.—"I hear the Comeups have a peerless daughter."

"Hardly, peerless. Her father bought her a duke last week."—Baltimore American.

The Climax.—When the thermometer is in the nineties the climax of folly is shown by the fat man who drinks three or four highballs and races after a street car that he does not particularly need to catch.—Philadelphia Ledger.

Impossible.—"Do you believe the suffragettes ever get what they want?"

"Not all they want," whispered Mr. Enpec, gazing about cautiously. "They're women, you know."—Kansas City Times.

Seeking Something Practical.—"What has become of that inventor with a device for signaling Mars?"

"He has given up the project for the present. He is trying to invent a signal that is sure to be caught by the motorman when you are running for the last car."—Washington Star.

Ghostly.— Gertie Wythavoyse —"You heard the song I sang last evening at Mlle. Misick's recital? All day to-day I have hummed and whistled nothing else—the tune seems to haunt me!"

Blanche Kruelthyng—"No wonder, dearie—the way you murdered it."—Judge.

Charitable.—"I have called to make the arrangements for the trip your daughter is to make to Europe to have her voice cultivated."

"But I am not sending my daughter to Europe to have her voice cultivated."

"I know it—it's the neighbors—they made up a purse."—Houston Post.

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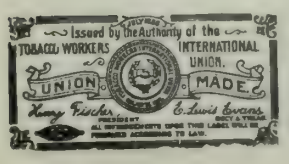
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STRIKE ON THE GREAT LAKES.

TO THE PUBLIC:

The strike of sailors, firemen and cooks against vessels of the Lake Carriers' Association continues. Over four months have elapsed since the struggle began.

Have YOU stopped to consider what this strike is about? Do you know WHY the seamen manifest such iron determination to win? There are reasons, good, valid reasons.

An organization of shipowners, known as the Lake Carriers' Association, denies American seamen any right to remain members of a labor union. Last year this association of employers began to discharge seamen for no other reason than that the men refused to give up membership in their Unions. Throughout the season of 1908 the shipowners tried some open and many shadowy means to force the men to give up their membership in the Unions.

Failing entirely to break up the organizations of the men in these ways, the Lake Carriers then tried another scheme to the same end.

In the spring of this year, 1909, they inaugurated the so-called "welfare plan." It was THAT which finally forced the strike.

The name "welfare" looks nice. It sounds charitable, well-meaning and benevolent. BUT THE NAME WAS ONLY A MASK TO COVER A LECHEROUS, COLD-BLOODED SCHEME TO ESTABLISH A MODERN FORM OF SERFDOM ON THE GREAT LAKES.

The "welfare plan" turned out to be nothing less than the vicious and degrading "continuous discharge book" system. Each sailor was to be compelled to register with and also pay a fee to the Lake Carriers' Association. A full personal description is taken of every man. He is then to be given a "Record Discharge Book," as it is called by the shipowners.

This was to "brand" him permanently—even as cattle are branded—a fit subject to be employed on association vessels. But this was not enough, it seems. That book, without which he was not to be employed, may be taken away from him without his consent at any time.

He must deposit it with the ship's master as soon as he goes on board. This rule is required so as to place him fully in the power of the shipowner, through the ship's officers. The sailor is then to be kept guessing, uncertain all the while, whether he will get his own book back again when he leaves the vessel or whether he is to be blacklisted by being arbitrarily deprived thereof—his only means to get work.

The result of such an intolerable, irresponsible system, its absolutely certain moral, or rather immoral, effects upon the minds of any class of workers who would submit to it, can better be imagined than described.

It would place the seamen ENTIRELY at the mercy of the shipowners. Under it every sailor, fireman and cook would be subjected to the whims and caprices of any one of more than two thousand subordinate officials in the employ of the vesselowners. Each of these individuals would have full and absolute authority to deprive any seaman of the discharge book, without which the seaman could not again obtain employment. Any petty official could deprive any seaman of his means of earning a livelihood on the Lakes, forever. No defense is to be permitted, no reasons given.

The sole purpose of this so-called "welfare" scheme is to render the seamen humble and submissive to every whim of the Lake Carriers, by keeping them in constant FEAR of the blacklist.

IT IS A SPY SYSTEM OF THE MOST VICIOUS KIND, COUPLED WITH AN ABSOLUTE IRRESPONSIBLE POWER OF PUNISHMENT. IT IS INTENDED TO HOLD SEAMEN TO THE SHIPS AT WHATEVER WAGES AND CONDITIONS THE SHIPOWNERS MAY CHOOSE TO GIVE.

How was it that the serfs and slaves were held to their masters in the days that all the world now blushes to remember?

It was not PHYSICAL restraint that really held the slave. To have applied constant physical force would have required as many overseers as there were slaves. What was it, then, that held them?

It was FEAR—craven—impotent—hopeless—FEAR, a mental condition created among the slaves by the masters, that kept them in bondage and prevented them from rebelling. It kept the slaves from thinking—from getting together—from acting together. Unreasoning dull dread held them powerless. It was FEAR, constant, relentless, ever-present FEAR, that broke their spirit and forced them to cringe and submit.

The would-be masters of free American workingmen no longer dare to apply very much physical restraint. But they still try, at times, to create among workingmen that same mental condition, that same FEAR and dread which in the days gone by held the slave to his master.

That is EXACTLY what the misnamed "welfare plan" of the Lake Carriers' Association aims to do to the men on the Great Lakes. MIGHT IS TO BE MADE RIGHT. FEAR, SPIRIT-BREAKING, SOUL-DESTROYING FEAR, IS TO BE MADE LAW—THE LAW OF THE LAKES.

Under this system, once it is permanently established, even the mere act of quitting a vessel, except at the will of the master, is punishable. The seaman MUST NOT DARE to resent ill-treatment—he MUST NOT DARE complain. Like the slaves of old he would not be allowed to join with his fellows in seeking better things. He would be denied the human right of organization. If he would voice his grievance at all, it must be done "individually," alone and unprotected. What chance would he have?

Under continual espionage he would be kept in constant FEAR—always in dread of the one fatal mark which then would exile him from his calling forever. A hundred good marks in his discharge book would avail him nothing. THE SYSTEM KNOWS NO MERCY. No matter how excellent his previous record his book would ALWAYS be subject to irresponsible revocation at any time, without redress. Continuous, dull, degrading, impotent FEAR is cunningly intended to govern his mind.

This, then, is the system against which the sailors, marine firemen and marine cooks are on strike. This is the damnable "welfare plan" of the Lake Carriers' Association. Can any one blame the seamen for so stubbornly refusing to submit to it?

It is to PREVENT SERFDOM on the Lakes that the seamen are struggling. They are fighting to maintain their LIBERTY. They KNOW this. They understand the REAL issue. That is why the strike goes on. That is why the seamen will continue the struggle until an honorable settlement, abolishing "The discharge book system," and recognizing the right of organization, is agreed to by the shipowners.

Can any liberty-loving, red-blooded, honest man deny the justice of the position taken by the Unions of Seamen in this strike?

WHY do the Lake Carriers want to disorganize the seamen?

WHY do they so eagerly desire to break the Unions?

WHY do they inaugurate the misnamed "welfare" scheme, intended to render the men as helpless and as obsequious as serfs?

WHY?

It is because the Lake Carriers want LABOR on the Lakes made more submissive, more servile, and therefore CHEAPER. So that the old system of miserably low wages, formerly in vogue on the Lakes under these same Lake Carriers, may be again instituted.

It's a "business" proposition. The Lake Carriers aim to reduce the labor cost, WAGES. Not only to REDUCE wages, but to KEEP wages down after the old low level is again reached.

Organization among workers means improved wages and conditions. It means increased labor cost, more pay for the workers. The shipowners recognize this as a fact, they object to it, and therefore are endeavoring to disorganize the seamen.

If they succeed, WHAT THEN? Will a return to the old conditions which prevailed some years ago, low wages, long hours, short crews and lay-offs, benefit any one except the shipowners?

What will be the effect upon the wages and conditions of OTHER workers connected with the shipping industry? Will not the standard of ALL be lowered? Will the "company stores," the "company living houses," and all their attendant evils make their appearance in the Lake cities and towns? IS NOT THAT THE HISTORY OF THE IRON AND STEEL INDUSTRY?

THEN—what about the effect upon the business men in the many ports where the patronage of seamen and dockworkers is of most importance to the retail merchants?

Will not the workers, the merchants, even the very cities and towns, suffer alike?

IS IT NOT TO THE INTEREST OF ALL TO PREVENT THIS?

THE SAILORS, MARINE FIREMEN AND MARINE COOKS NOW ON STRIKE DESERVE THE SUPPORT AND SYMPATHY OF EVERY MAN, WOMAN AND CHILD IN THE GREAT LAKES REGION. IN DEFENSE OF AMERICAN MANHOOD, AMERICAN IDEALS AND AMERICAN FREEDOM, THE STRIKE MUST BE WON.

LABOR IN THE NETHERLANDS.

The new law governing labor contracts in the Netherlands which went into effect on February 1, 1909, contains the following provisions:

In the civil code of the Netherlands only three paragraphs referred to "the hiring of servants and workingmen," but as that law was enacted prior to the year 1838 it is not surprising that its stipulations were considered too one-sided under the present conditions of labor and living; hence a new law was presented and received the sanction of both Chambers of the States-General.

The contract or agreement between employer and employe or laborer may be made verbally as well as in writing; in the latter case all costs and charges in connection therewith are for account of the work-giver (employer), who is supposed to be financially the stronger party.

All contracts, and even receipts for wages, are exempted from "stamp tax." If agreement to deviate from the requirements of the law should be made, which is in some instances allowed, it is essential that a written contract be made.

A married woman, who is still considered as a minor in Dutch judicature, is specially permitted to accept a position, sign the labor contract, and collect the wages, without the consent of the husband; but when she contracts, as an employer, for the services of household servants, she is supposed to have first obtained the required permission of her husband.

Thus far the Dutch husband has had the sole right to dispose of the income of his wife, unless it was distinctly agreed by contract made before the marriage that such should not be the case, but this general rule has, by the new law, been revoked as far as the income of the wife as "laborer" is concerned. In order to prevent the husband from lawfully claiming the earnings of his wife and spending them in any manner he sees fit, this law provides that the married woman is entitled to "the disposal, in the interest of the household," of all moneys which she earns or which is due to her under an existing labor contract.

A minor can only contract for labor with the permission of his father or guardian, which permission is considered as given when the lawful representative has not raised any objection within four weeks after the contract has gone into effect.

In everything connected with the labor agreement the minor has the same rights as if he were of age, with two exceptions: (1) He cannot begin legal proceedings unless assisted by his lawful representative, and (2) as to the collection of his wages he is still a minor. The written contract may contain a stipulation that his wages are wholly or partly payable to his lawful representative, and even if a written contract does not exist this payment will have to be made to his lawful representative if the latter insists upon it in writing. To avoid all possible complications in regard to the work-giver refusing to pay the minor his wages or the father or guardian claiming his wages, the law provides that the work-giver is fully discharged of all obligations by making payment to the minor unless the lawful representative has forbidden by contract or in writing that such payments should be made to such minor.

If the work-giver be a minor he will not be allowed to make an agreement or contract unless he has been declared of age in all forms of law.

Regulations made up by the work-giver (employer) are only binding on the workmen in the following instances: (1) A complete copy of the rules must be handed to the laborer; (2) a copy must be filed, for the information of the public, with the justice of peace in the district where the working place in question is located, and (3) a copy must be posted for reference in the factory or workroom.

Wages must be paid to the workmen in person unless a written authority exists by which somebody else is authorized to collect the same. The wages must, as a rule, be paid in currency. Products of the business may only to a small extent take the place of cash money in payment of wages. Thus, if previously agreed upon, a baker, for instance, is allowed to give his help one loaf of bread per day in part payment of his wages. House servants, waiters, seamstresses, who are in the domestic circle of the employer, are partly paid by the boarding and lodging which they receive. But, as a fundamental principle, it has been laid down in the law that payment or part payment in the shape of groceries and other necessities of life are illegal and void. This restriction has been made with a view of putting a stop to the practice of forcing upon workmen the obligation of buying in certain stores kept by the employer or his protégés and drawing their wages in the necessaries of life for themselves and families, which, in many instances, has been the cause of defraudation on the part of the employers and of great dissatisfaction among the working people.

The new law provides that the amount of wages which, owing to the ignorance or economical weakness of the workman, is not paid in cash may again be claimed, and must then be paid a second time by the employer. Payment of wages must be made at the end of the agreed period; thus week laborers must be paid at the end of every week.

In case the payment does not take place in time the work man or woman can claim after the third day 5 per cent additional for five days and 1 per cent for every further day to which the payment is deferred, but it must never exceed 50 per cent of the week's wages. Sunday labor must not be exacted unless it is specially agreed upon by written contract.

Funds are permitted to be established for the purpose of payments to the working people in case of illness, infirmity, death, etc., and the contribution of the employe may be deducted from his wages, but the interested workmen must be represented in the management of such funds and the moneys must be kept entirely separate from the business and personal possessions of the employer. The rules and regulations of such funds are binding as soon as they are signed by the representative managers and filed with the justice of peace of the district.

A copy of the rules and regulations must also be kept plainly visible in the factory or workshop.

All employes who are boarding with their employers are entitled to medical treatment for at least six weeks, unless he or she on their own accord should prefer to be nursed and treated elsewhere.

The employer, however, is not obliged to have the employe treated in his (the employer's) house; the law insists upon "proper treatment," and when the employe is sent to a hospital for account of the employer the requirements of the law are fully met.

Fines will only be exacted under the following conditions: (1) Where they have been agreed upon in the labor contract and the amount of the fines therein stated; (2) the contract must be in writing and the employer and employe must both have signed it; (3) the disposition to be made of the fines must be clearly stated; (4) the employer is obliged to give a written statement showing the amount of fine and the reason for its deduction. The amount of fines is not to exceed one day's wages out of one week's pay.

The requirements of law must be observed by all employers and employes, with the exception of shipowners and captains and crews of seagoing vessels. Employes and workmen whose income amounts to $480 per year are considered more or less financially independent, and for such some paragraphs of the law which are strictly binding for workmen earning less wages may be deviated from or set aside.

TIDES OF PUGET SOUND.

The waters of the Narrows, from which a party of University of Puget Sound students escaped through good fortune after a boat was upset, are treacherous. It is a place of terrible tides. Viewed from the precipitous shores the surging waters are magnificent. The scene has been compared with the Hudson above New York City. The waters of that part of Puget Sound which extends to Olympia, Mud Bay, Shelton and Henderson Bay, a vast inland sea within itself, all flow in and out of the Narrows.

In the upper reaches of the sound some twenty-five or thirty miles from the Narrows the tides attain a height of more than twenty feet. When the tides begin to fall all the accumulated water rushes out through the Narrows like a great river at flood. In like manner when the tide sets in the direction of Olympia the Narrows become a swift and turbulent stream. Frightful whirlpools are numerous. Streams running powerfully in contrary directions strike and the water boils.

Large steamboats struck by the contrary currents groan and creak and sway under the strain. This being so, it is no wonder that small craft often overturn in the Narrows. A whirlpool has been known to seize a rowboat and twist it round and round until the rowers almost despaired of coming out alive. It is a marvelously beautiful water with all its terrors, and hundreds and thousands will continue to find pleasure there, notwithstanding the summer tragedies. The rumble of the tides when running at full is like the distant rumble of the ocean. The terrors of the sea are an element of its charm, and so it is with the terrors of the Narrows—Tacoma Ledger.

Natural gas from certain wells in Kansas is found to contain 2 per cent. of helium and scientific experts are working on the problem of extracting it.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

GOLDEN DAYS OF STEAMBOATING.

The golden days of steamboating on Western waters began shortly before Fort Benton was reached. The Mississippi and all its principal tributaries, especially the Ohio, the Missouri and the Illinois, swarmed with steamboats. Between 1850 and 1860 the population of St. Louis much more than doubled, jumping from 77,000 in the former year to 160,000 in the latter. St. Louis in those days, with steamboat communication extending from New Orleans to St. Paul, and from Pittsburg to Fort Benton, was the busiest inland port in the world. New York led with steamboat tonnage, nearly all of which, however, was ocean tonnage, while New Orleans was second and St. Louis was third. Much of New Orleans' traffic was by way of the Gulf of Mexico and the ocean, but in aggregate of its steamboat trade it was only slightly in the lead of St. Louis. Everywhere on nearly all the big streams of the Mississippi watershed steamboats were almost always in sight. On the river-traffic maps of those days St. Louis was the hub of a wheel with spokes running in every direction. The Civil War, which, for the time shut off the river traffic with New Orleans and most of the other towns south of the mouth of the Ohio, and which made trade along the Ohio sometimes dangerous, hampered communication along the big stream and some of its lower tributaries; but that on the upper Mississippi, the Missouri and the Illinois increased. During the ten years covering the Civil War era St. Louis' inhabitants almost doubled, reaching 310,000 in 1870.

In all those years the growth in Mississippi River traffic reflected the expansion in the interests and activities of the great valley. The steamboat was a large factor in the winning of the West. Then came the advent of the railroad and the decline and fall of steam navigation on the Western streams, aside from those connecting the Great Lakes. Chicago got its first through railway connection with the East in 1853. In 1854 the Mississippi was touched by the railway at Rock Island, and in 1857 the railway reached East St. Louis. It was not until the Eads bridge was opened in 1874, however, that St. Louis obtained direct railway communication with the Atlantic seaboard. Railway building in Missouri began in 1851, and there was much rail traffic through the State during the war period, except as it was interrupted by rebel incursions. It was not until after 1880, however, that the railroad became a serious rival of the rivers. In 1869 the first of the transcontinental roads, the Union and the Central Pacific, was completed, and Villard's Northern Pacific was finished in 1883. By the latter date, through the paralleling of the rivers by the railways, the latter began to gain their ascendancy in the Mississippi Valley. As measured by the traffic at St. Louis, which was 416,000 tons in 1906, 368,000 in 1907, and 365,000 in 1908, the river trade of a large part of the big valley is steadily diminishing. A revival of river navigation is certain to come in the near future as a necessity of industry and commerce in the West, but it will probably never reach the proportions which it had a third or a half century ago. In the meantime who that remembers the great steamboating days on the Mississippi, the Missouri and the Illinois dreamed in those times that the big stream would ever shrink to its present little measure?—St. Louis Globe-Democrat.

ICEBERGS IN NORTH ATLANTIC.

Perilous experiences befalling the Allan liner Mongolian and the British freighters Madura and Bisley off the eastern coast of Newfoundland indicate an unusually mild season in the Far North. So much heavy ice as that reported by these steamers is seldom released from the Arctic anchorages.

The Mongolian, with several hundred passengers on board, was wedged so tightly for two days in a terrific ice jam off the harbor of St. John's that the powerful sealing steamer Diana, built to fight her way through just such obstructions, was unable to give assistance, though she made every effort to do so. Both the Madura and the Bisley report immense fields of pan, or floe, ice in the same latitude, broken from the Greenland glaciers.

There are two distinct drifts of northern ice. A great deal of what is called in the gulf of St. Lawrence the board, or shore, ice, is caught in the Labrador current and driven through the strait of Belle Isle, between Newfoundland and the Labrador coast. Much of this afterward finds its way through Northumberland strait, separating Prince Edward Island from New Brunswick and Nova Scotia, where it often impedes navigation for weeks at a time. Twenty-five or thirty years ago some one with a genius for the grotesque, proposed to relieve ice conditions in the lower gulf by damming Belle Isle from Blanc Sablon in Newfoundland to Forteau in Labrador! The other drift is off the east coast of Newfoundland, and in this is encountered not only the floe ice, but also most of the bergs, and the larger hummocks that are evidences of the huge pressure ridges in the Far North.

The danger to navigation from the eastern ice drift lies mainly in the possibility of a ship being crushed in the floating pack. Collisions with icebergs are rare. Many years ago, when the old Arizona was rated as an ocean greyhound, her bow plates were stove in through contact with a berg, and earlier still the mysterious disappearance of the Inman liner City of Boston led to the belief that she had foundered after a similar disaster. But the approach of ice is easily detected even in a fog, and those steamers that are compelled to use the long northern course where ice abounds in the spring months can protect themselves with lowered speed and a sharp lookout. Apprehension of disaster is therefore not large, but the physical aspects of the unusual ice drift will be interesting to meteorologists who may establish a relation between them and the weather, and to exploring scientists, who will speculate as to the effect an early Arctic spring may have upon the fortunes of Commander Peary and Dr. Cook.—Brooklyn Eagle.

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Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 85 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

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Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques v puerto, Barcelona Mayor, 44, 2, I (Barceloneta) Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

World's Workers.

The total number of fatal accidents at British mines and quarries in July was 116, as compared with 98 in June, and 88 a year ago.

The number of fatal accidents to British seamen reported in July was 67, as compared with 82 in June, and 89 in July, 1908.

The changes in hours of British labor taking effect in July affected 840 workpeople, whose working time was reduced by 2,059 hours per week.

In several departments of the Victorian (Australia) railway service the employes are in a state of semi-revolt against Government sweating.

The number of British paupers relieved on one day in July in thirty-five urban districts corresponded to a rate of 220 per 10,000 of the estimated population.

The British Federation of Cotton Spinners has decided to continue running the mills, using American cotton only, four days a week until November 8. This is six weeks longer than was originally intended.

The Industrial Court in Sydney, Australia, has agreed to appoint a Wages Board to create a standard of hours and wages for cabmen. In making the application the secretary of the union said that some of the men worked as many as 140 hours per week.

John Burns, President of the Local Government Board in England, claims that Great Britain leads in the crusade against tuberculosis, and has stated that the direct remedies which would eradicate the disease would be higher wages, less betting, and more regular work.

The total number of accidents reported under the British Factory and Workshop Act in July was 71, as compared with 65 in the previous month, and 72 a year ago. The corresponding figures for workpeople employed in the railway service were 24, 23, and 35 respectively.

The secretary of the Slaughtermen's Union of New South Wales recently proceeded against Miller & Company, carcass butchers, for an alleged breach of agreement in having worked certain employes on Easter Monday. The respondents pleaded guilty, and were fined 5s., with 21s. costs, or 24 hours.

The latest Australian Commonwealth Year Book gives the following as the average amount of salaries and wages paid per employe in 1907: New South Wales £80.63, Victoria £69.33, Queensland £71.82, South Australia £80, West Australia £114.23, Tasmania £74.40, Commonwealth £77.17.

The International Miners' Conference at Berlin has adopted a resolution, congratulating British miners on the enactment of the Mines (Eight-Hours) bill, demanding also similar legislation in other countries, and the restriction of the working day to six hours where the temperature is 82 degrees or more.

The High Court in Melbourne, Australia, has granted leave to the Commonwealth to intervene in respect to a special case stated by the President of the Court of Conciliation and Arbitration, in the matter of a dispute between the Federated Sawmill Timber Yard and General Woodworkers' Association vs. James Moore & Company, and other timber merchants.

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MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

INFORMATION WANTED.

Anyone knowing the whereabouts of seaman Ernst Dau, please notify the German Consul at San Francisco.

James Thoburn was at the Seamen's Institute about 1902. Letter awaiting him at 242 Steuart street, San Francisco.

James Sample, last heard of on ship Santa Rita in April, 1909, is inquired for by Seamen's Institute, 242 Steuart street.

Arthur John Martin. Was in San Francisco last March. Any news of him sent to Seamen's Institute will be appreciated.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

Robert Fordyce Bowers, age 33 years, height over 5 feet, stout build; correspondence awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

Samuel England, age 48 years, communicate with Seamen's Institute, 242 Steuart street, San Francisco.

John M. Murphy, dark hair, blue eyes, height 5 feet 8, smooth face. Last heard of at Oakland. Any information, communicate Seamen's Institute, 242 Steuart street, San Francisco.

Harry W. Morse, of Watertown, Mass., about 5 ft. 8, light hair, blue eyes, wore glasses. Enquiry from Lillian J. Morse. Letter awaiting him at Seamen's Institute, Steuart street, San Francisco.

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INFORMATION WANTED.

Camille Moortgat, who arrived at San Francisco in September last, is inquired for by the Belgian Consulate at San Francisco.

Donald Corsie, sailor, aged about 55, left the Great Lakes in 1885 for the West Coast and probably Australia, is inquired for by his brother. Address Coast Seamen's Journal.

Wm. McLaughlin, Julius Franz, K. Grunert, J. Koglund, W. Wickstrom and C. Christensen, who were members of the crew of the schooner Minnie E. Caine at the time of her wreck, are inquired for. Address, Coast Seamen's Journal.

Mr. James Clapton, of Newport, Mon., England. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

Frank Posstethwaite, who left Monteagle at Vancouver, B. C., May 26, 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco. Any information gratefully received.

Pacific Coast Marine.

William Moran, the shipbuilder, a member of the firm of Moran Brothers, died at Seattle on September 13. He was the fourth of the eight Moran brothers to die within four years.

Adam Donaldson was recorded at the San Francisco Custom-house on September 13 as master of the steamer Carlos, vice E. N. Hardwick. The schooner Pinole, H. G. Plate master, was enrolled.

The United States engineers have completed a survey of the Columbia River between Vancouver and the mouth of the Willamette and the dredge Oregon will be put to work deepening the channel at once.

After lying idle in Young's Bay, near Astoria, for the past year, the schooner W. F. Jewett has been chartered to transport lumber from Portland to San Pedro. She is expected to take out 500,000 feet of fir.

The Seattle Maru, the second steamer of the line to run between Osaka and Seattle in connection with the new Chicago, Milwaukee and Puget Sound Railroad, sailed from Tokio on September 11 on her maiden voyage.

I. N. Hibberd, well known in commercial and shipping circles of San Francisco, was appointed by Governor Gillett on September 18 to a place on the Board of Pilot Commissioners to succeed the late C. Erskine.

It is now considered probable that France will send a mission instead of a warship to attend the celebration at San Francisco next October of the discovery of the Golden Gate by Gaspar de Portola. Spain also probably will send a deputation.

General Manager George Higbee of the Pacific Coast Steamship Company, declared recently that it had not been decided whether the cut rate of $6.35 declared by Schubach & Hamilton of Seattle, for first-class passage from San Francisco to Los Angeles on the steamer St. Croix would be met.

Thirty members of the crew of the Japanese sealing schooner Kaisen Maru, arrested early last June for alleged poaching, were acquitted by a jury in the United States Court at Juneau, Alaska, on September 24, the evidence against them being very weak.

John S. Smith was recorded at the San Francisco Custom-house on September 20 as master of the steamer George Loomis vice John W. Spencer. The schooner Oceania Vance, F. G. Scott master, and the schooner Annie Eliza, A. Ketelson master, were enrolled.

A submarine signaling apparatus was installed on the Matson Navigation Company's steamer Lurline, which sailed from San Francisco on September 17 for Honolulu, and it is hoped that she will be able to get into operation with the submarine bells on the lightship when returning to San Francisco.

The White Pass Railroad announces that the last down-river steamer on the Yukon will leave White Horse for Dawson on October 7. The last steamer from Dawson for White Horse sails on October 11. The steamers up the Yukon are now bringing out full loads of Dawson and Fairbanks people.

Officers of the Alaska Development Company say that while it is true there are a large number of men destitute at Nome, it is not true, as stated in a Washington dispatch, that they are or have been employes of that company. The Government has sent a revenue cutter to take the stranded Americans from Nome.

The following changes of masters were recorded at the San Francisco Custom-house on September 23: Steamer San Jacinto, Berthal Carlson vice N. J. Rasmussen; steamer City of Topeka, J. O. Faria vice C. F. Hall; schooner Harry, Philip Herman vice L. Dreyersdorff; steamer Mabel, F. C. Buskey vice J. C. Chipman.

Revival in shipping, which was promised for this fall by well-informed shipping men, has become a fact, so far as coastwise and Oriental shipping is concerned. All coastwise vessels are carrying full cargoes and in some cases it is necessary to put on new vessels to take the overflow of the regular liners.

August Johnson, the contractor who furnished fishermen for an Alaska salmon season, filed a suit in admiralty in the United States District Court at San Francisco on September 24 against the Red Salmon Canning Company, owner of the bark B. P. Cheney, to recover $291, wages alleged to be due the crew he furnished that craft.

Francis H. Porter of San Francisco, Chief Inspector of the Fire Underwriters' Inspection Bureau, is urging the Tacoma Council and water front property owners to built a much-needed fire boat without delay. The Council has appropriated $50 000 for the fire tug and plans are being drawn. The railroads will probably contribute about $30,000 more needed.

The following changes of masters were recorded at the San Francisco Custom-house on September 24: Steamer Defiance, J. G. Trapp vice L. L. Langren; steamer Virgil G. Bogue, Erik Olson vice Gust Johnson; schooner Nettie, Matz Husfeldt vice Isak Isakson; steamer San Joaquin, Austin H. Hall vice J. M. Dixon; steamer Dauntless, L. L. Langren vice C. C. Tichworth.

An order has been received at Seattle from the Secretary of Commerce and Labor ordering telephones out of the local office of the United States Steamboat Inspectors, and shipping men are protesting vigorously. Lack of communication between the sub-inspectors and the office delays the inspection of vessels, and with the operation of steamships running from $500 to $1000 a day's delay is costly.

Two vessels of the Pacific Coast salmon fleet arrived at San Francisco on September 23 from the Alaskan fishing grounds. They were the Llewellyn J. Morse and the Star of France. The Morse came from Kogguing in twenty days, and brought down 41,500 cases of salmon consigned to the Alaska Packers' Association. Both vessels report having had an uneventful trip down the coast, the weather being fair. The other vessels of the salmon fleet are following in close order and will be arriving daily during the next few days.

The Argentine Government has offered Captain Balcom and his associates of Vancouver $25,000 compensation for the seizure four years ago of the sealing schooner Agnes G. Donahue, which was taken by an Argentine gunboat while sealing in the South Atlantic, and Captain Ryan and crew of twenty men were thrown into prison at Montevideo. The schooner was released some months after and the sealers were freed after serving several months in prison. The owners claimed $52,000 damages, and after some negotiations the British Colonial Office has submitted the offer of settlement from Argentina, which the Dominion Government recommends the owners accept.

Decision was rendered at San Francisco on September 20 by Federal Steamboat Inspectors O. F. Bolles and John K. Bulger on the charges of negligence and unskilful navigation brought against William Treanor, Neil McLeod and Thomas McIntosh, respectively master, chief-mate and second-mate of the steamer Winnebago. The steamer was lost on July 3 last, on a submerged rock at Point Arena in a dense fog, and the Inspectors found Captain Treanor negligent and suspended his license for sixty days; and that Chief-mate McLeod was also negligent and unskilful and his license is suspended for a period of six months. The charges against T. McIntosh, the second-mate, are not proved, according to the Inspectors' findings, and they exonerate him from blame.

The Alaska Junk Company, which bought the wreck of the steamer Yosemite, which went aground near Bremerton, Wash., a couple of months ago, is now actively engaged in demolishing the once fine passenger steamer. The Yosemite was built in 1862. The machinery in the old traveler is heavy and cumbersome, when compared with modern appliances. Everything movable is being stripped from the wreck. Among other things found in her were the pumps in her bilge. These were about five times the size of similar pumps made to-day, and unlike the modern pumps, the ones in the Yosemite were constructed wholly of brass. These were removed without being broken up. The wreckers say that notwithstanding the forty-five years' constant service to which the old vessel was subjected, her timbers are still in good condition.

Interesting tests are being made with a newly invented life-saving and wreck-locating gear by Frank P. Brust of Seattle, the inventor. The invention is a buoy held in a cylindrical tank fast to a steamer's deck, with a connecting rope coiled on a windlass, and when a vessel sinks equipped with this gear the inrush of water through apertures in the cylinder forces the buoy free and it floats to the surface. The buoy, which is pear-shaped and surmounted by a bell rung by the action of the waves, has a number of buoys attached to it. The released buoy floated up from a sunken wreck not only marks the spot where the vessel is foundered and the depth—this is shown by the marking of the line released from the windlass—but offers succor to the survivors. They are attracted by the ringing of the bell to the buoy, where on reaching it, they can easily detach the life buoys fastened to it and cling to lashings made fast to it.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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(Continued on Page 10.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO
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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, SEPTEMBER 29, 1909.

THE LAKE STRIKE.

The article published on page 1 of this issue is a verbatim reproduction of a circular prepared by Secretary Olander, of the Lake Seamen's Union, and widely distributed in the ports of the Great Lakes. Comrade Olander states the issue involved in the Lake seamen's strike in a way that could hardly be excelled for clearness, point and pith. The reader will at once understand the motive that inspires the Lake seamen in their struggle against the efforts of the Lake Carriers' Association to destroy all organization among the men who sail on the Great Lakes. That motive is not merely to preserve the unions, but to preserve freedom, freedom from a species of espionage and blacklisting that must, if successful, reduce the seamen to the level of so many soulless serfs. In such a struggle every nerve and fiber of manhood is inspired, as in a struggle for life or death. It is this inspiration of freedom, rather than any material considerations of wages or working conditions, that has sustained the Lake seamen throughout the struggle, and which will sustain them until the issue is settled in favor of the seaman's right to secure employment upon his merits, and his right to organize as a means to the end of maintaining his personal freedom. In this determination the Lake seamen are supported by the seafaring craft throughout the United States and by all enlightened elements of the press and public.

The Sailors' Union of the Pacific, at its meeting at Headquarters on the 27th inst., made a second donation of $100 in aid of the seamen now on strike in Sweden. In this way the Union has given practical expression to the sentiment of comradeship with the seamen of the world which has animated it throughout its long career.

Demand the union label of the Cigarmakers and Tobacco Workers when purchasing smoking materials.

POST AND THE PRESS.

Our old friend, Mr. C. W. Post, has recently given to the world another of his now famous effusions on the subject of organized labor. Of course, the newspapers are pleased to publish Mr. Post's writings—at so much per line. It would appear, however, that there exists here and there a newspaper which declines to accept the Post articles even at reading matter rates. This much we gather from the Fresno Republican, which paper comments upon the situation, as follows:

The Republican is in receipt of a note from the Grandin Advertising Agency, enclosing a copy of a letter from its client, C. W. Post, to the San Francisco Bulletin, informing that paper that he will boycott it on account of its attitude toward the labor unions. The advertising agency suggests that the Republican reprint the article and send marked copies to its advertisers and selected readers.

The Republican cheerfully complies with this request, and will give the letter even more prominence than was probably contemplated. Certainly a boycott notice of this sort should be given the widest possible publicity, so that if there are other advertisers who think that the editorial columns of the Bulletin belong to them, they may make haste to put in their claims. We note among these advertisers some firms whose position on the Union question is the reverse of Mr. Post's. Just where the paper would be if they should all undertake to edit it at once, we leave to some more acrobatic intellect than ours to guess.

Here follows the letter addressed by Post to the San Francisco Bulletin, in which the former announces his intention to boycott the Bulletin because of its alleged "pandering to labor unionism." The Fresno Republican continues, as follows:

Far be it from us to suggest any dissent from the conclusions so cogently expressed in this letter. Mr. Post is a valued advertiser—therefore his opinions are ours. Besides, Mr. Post is a public benefactor. He has not only raised the American breakfast table to the high plane of a gastronomic laboratory, and saved many a poor wretch from a coffee-drunkard's grave, but he has enriched literature by adding one more to its small stock of jokes. The breakfast-food joke is now almost as staple as the mother-in-law. Above all, Mr. Post has invented a product that supplies the most universal lack in the world—a food that makes brains. No better testimonial to the efficacy of that product could be desired than the masterful logic of the above letter. Having also partaken bountifully of much-needed brain food, we have attained to that mental elevation so frequently exemplified by talesmen in the Calhoun trial, and whatever a good customer thinks, we think too. "There's a reason."

But has Mr. Post stopped to think that the mental deficiency of the editor of the Bulletin, which prevents him from comprehending this point, is really a valuable adjunct to the value of his advertising? Would a maker of dyspepsia tablets advertise in the Farm Hand's Own? Would a distiller advertise in The Voice? Or a brain-food manufacturer in the Philosophic Review? The conclusive presumption is that if the editor of the Bulletin does not agree with Mr. Post he has no brains; therefore he needs brain-food. But, being brainless himself, he would naturally make a paper that would attract brainless readers, and these are the very ones that Mr. Post wants to reach, if he is going to sell brain food. Also, no doubt, if the Bulletin circulates among the brainless, it must have an enormous circulation. Therefore if advertising is to be determined, like opinions and votes, by business considerations, Mr. Post should not boycott, but rather especially favor those mentally defective publishers who do not agree with him in his industrial and political views. What he is advertising is not politics, nor non-unionism, but brain food.

Quite incidentally, we may mention the incompetent, irrelevant and immaterial considerations that probably the title deeds of the Bulletin are made out in the name of R. A. Crothers, instead of C. W. Post; that Mr. Post's advertising contracts cover considerably less than all the space in a paper; that there are misguided persons who really believe that the Bulletin is right and Mr. Post wrong; and that the freedom of the press from either governmental or business coercion is precisely the most essential safeguard of free institutions. Mr. Post is fighting for the privilege of running his own shop in his own way. That is exactly the privilege he ought to accord to the Bulletin. If Mr. Post's brain food is good, and the Bulletin can help him sell it, to a population which is undoubtedly in crying need of it, that is the whole transaction. To say that the selling of mush shall be determined by considerations of large public policy, while the conscience of a paper shall be a commercial commodity, thrown in as a free premium to advertisers, is to mix mush and brains in a way that suggests that somebody has switched the cartons.

Our contemporary treats the matter in the only way in which such stuff as that published by Post can be treated. Both the Republican and the Bulletin are to be congratulated upon their attitude toward Post. Concerning those papers which publish the Post stuff it remains to be said that the "business instinct" which permits them to publish as advertising matter sentiments which they would not publish upon their own responsibility is very small "business." The fact that the newspapers are paid for publishing this sort of stuff does not lessen the responsibility of the press in this connection. Newspapers which publish Post's malicious and stupid attacks upon the labor movement may justly be held to accountability for the sentiments therein expressed.

ASIATIC IMMIGRATION.

"Chinese and Japanese in America" is the title carried by the current issue of the Annals of the American Academy of Political and Social Science. Under this title the publication named presents a comprehensive treatment of the subject of Asiatic immigration as regarded from the three viewpoints, namely, of exclusion, of admission, and of national and international relations. In addition, a number of articles are devoted to the "Problem of Oriental Immigration Outside of America." The volume contains twenty-three articles and 200 pages.

The argument in favor of Oriental exclusion is presented by Chester H. Rowell, John P. Young, Walter Macarthur, A. E. Yoell, Hon. Albert G. Burnett, Sidney G. P. Coryn and Hon. Francis G. Newlands. The argument against Oriental exclusion is presented by Max J. Kohler, John P. Irish, Rev. Thomas L. Eliot and F. G. Young. Discussing the "National and International Aspects of the Exclusion Movement" are the following: William Draper Lewis, Herbert H. Gowen, Baron Kentaro Kaneko, Mary Roberts Coolidge, Chester Lloyd Jones, Marcus Braun and James Bronson Reynolds. The writers who discuss the subject of Exclusion as affecting other countries, notably South Africa and Australia, are: Yosaburo Yoshida, Russell McCulloch Story, L. E. Neame, Thomas F. Millard and Philip S. Eldershaw.

From this list of writers it may be inferred that the subject is treated not only comprehensively but authoritatively. Probably in no other quarter can there be found a discussion of the subject equal in all the points essential to a thorough understanding of it to that presented by the Annals. Considering the importance—the increasing importance—of the subject, the great public interest in it, and the absence of anything like intelligible and authentic information concerning it which has hitherto prevailed, the Annals is to be congratulated upon the present publication as in the nature of a great public service. The JOURNAL intends to review the publication at an early date, and in the meantime recommends a perusal of it by editors, publicists, lawmakers and all persons desirous of securing a comprehensive grasp of the subject. It may not be out of place to say that the contributions to the Annals are written without compensation, all receipts from the sale of copies being devoted to the

work of the Academy. The Annals may be had by addressing the American Academy of Political and Social Science, Philadelphia. Price $1.00.

A JOKE AND A CRIME.

The best political joke of the season is contained in the platform of the Union Labor party of San Francisco. Among numerous pledges and promises, that party favors the "fostering of an evening class in navigation, which shall be developed into a practical school for navigation so that the American youth of our city may have ample opportunity to qualify for the merchant marine." Just what is meant by this it would be difficult to say, other than that it is intended to catch flies—that is, votes. The person who drafted this particular "plank" could not explain it in terms either reasonable or practical. The statement on its face is meaningless and absurd. The "American youth," or the youth of any other nationality for that matter, does not "qualify for the merchant marine" by attending a night school. That can only be done by going to sea and "learning the ropes." This preliminary observed, the business of "learning navigation" may be attended to. The Union Labor party suggests a reversal of the natural order of things, and would make the American youth a navigator before he has become a seaman. However, difficult as this feat would appear, it is only one of the numerous feats, each as difficult and apparently impossible, which that party promises to perform if given "another chance."

To attempt to discuss this or any other feature of the Union Labor platform would be as vain as an attempt to discuss the secrets of legerdemain. The whole thing is so much trickery. It remains to be said that the platform of the Union Labor party is the grossest piece of political effrontery ever perpetrated upon a community. In language it is vague and verbose; in meaning, so far as any meaning may be seen, it is a blunt and disgraceful appeal to the narrowest, most selfish and most corrupt elements. Throughout a mass of verbiage not a single sentiment of forthright honesty is expressed, not the slightest suspicion of concern for labor or for the citizenship at large is evidenced. The whole thing is a sordid, selfish low-down appeal to the "merchant and business man," the "legitimate (!) liquor traffic" and the "taxpayer." By its own declarations the party is on record as evading every important issue now before the people, and as favoring a "business administration along legitimate liberal lines," which, being translated into plain English, means an administration along lines agreeable to the interests of the underworld.

As a political document, the platform of the Union Labor party is beneath contempt; as an expression of the sentiments of labor it is an insult and a crime.

There is one way in which every member of organized labor and every friend of labor may aid the Hatters in bringing to a final close the long fight which they have waged for the maintenance of their organization and the principles of the labor movement at large. That is by demanding the Hatters' label when purchasing a hat.

OHIO'S CREW COMPLIMENTED.

The investigation into the wreck of the steamer Ohio was concluded at Seattle on the 18th inst. The Inspectors, after giving their findings as to the cause and location of the wreck, completely exonerated Captain Johnson, Pilot Snow and the crew from all responsibility for the wreck upon the ground that the reef upon which the Ohio stranded was not marked on the charts. Concerning the conduct of the Ohio's officers and crew subsequent to the wreck, the Inspectors say:

While the vessel was being taken to Carter Bay with all possible dispatch, the lifeboats were swung out and lowered to the rail; passengers were called, life belts distributed and everything made ready to abandon ship. The best of discipline prevailed among both passengers and crew. The stern of the vessel sank about ten minutes after her bow was run on the beach. Four persons lost their lives; Mr. Hayes, a passenger; Mr. Eccles, wireless operator; Mr. Stevens, purser; Mr. Andreason, quartermaster. It is not known definitely how Hays and Mr. Stevens lost their lives. Mr. Eccles was killed in some manner unknown and there is no doubt that Andreason, quartermaster, lost his life trying to save some one whom he heard calling for help.

We believe that Captain Johnson, in his determination to beach his ship, and the manner in which he accomplished the feat, displayed excellent judgment and skill, which, together with the discipline and energy of officers and crew, prevented a great loss of life. After a careful consideration of all the facts in this case we are of the opinion that Captain Johnson or any of his officers should not be held at fault and they are hereby exonerated.

This recognition of the conduct of the Ohio's crew is timely and well deserved. The whole case illustrates again the well-established truth that the danger to life in event of shipwreck is reduced to the minimum by the presence of a sufficient and efficient crew of seamen.

Governor Gillett, of California, has commuted the death sentence of William Buckley to fifteen years' imprisonment. Buckley was convicted of murder growing out of the San Francisco Iron Trades strike of 1901, but it was afterward demonstrated that he did not actually commit the crime in question. Upon the presentation of proof to this effect, Governor Gillett extended Executive clemency, for which act he is to be commended. It is probable that Buckley will shortly be paroled and later pardoned. Thus justice will be done, and the State saved from the stain of inflicting the extreme penalty upon an innocent man.

Organized labor differs with President Taft, and with very good reason. Nevertheless, no class will welcome the President on his travels with more sincere respect than the members of the labor movement. However we may differ with Mr. Taft, we honor President Taft, and in so doing honor ourselves and our country.

A labor fair will be held in San Francisco during "Portola" week (October 19-23) for the purpose of creating a fund to build a Labor Temple. The fair will be held under the auspices of the San Francisco Labor Council and will doubtless be well supported by the members of organized labor.

While the JOURNAL, unlike most other publications, is not dependent upon its "business end," it recognizes those who advertise in it as its friends. The same may be said concerning the JOURNAL readers. With this introduction it would seem that nothing more need be said.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Sept. 27, 1909.
Regular weekly meeting was called to order at 7:30 p. m., P. Scharrenberg presiding. Secretary reported shipping medium. A second donation of $100 was made to the striking seamen of Sweden. A Quarterly Finance Committee was elected. The following were elected delegates to the convention of the California State Federation of Labor: F. H. Buryeson, J. W. Erickson, Jos. T. Liddy, P. Scharrenberg, A. Seaman and A. Thomal. Thomas Monaghan, No. 1670, was expelled from the Union for scabbing.
A. FURUSETH, Secretary.
44-46 East St., Phone Kearny 2228.

Vancouver, B. C., Agency, Sept. 20, 1909.
Situation unchanged.
JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, Sept. 20, 1909.
No meeting; no quorum. Shipping rather dull; prospects uncertain.
H. L. PETTERSON, Agent
2218 North 30th St. Tel. Main 808.

Seattle Agency, Sept. 20, 1909.
Shipping medium; prospects uncertain.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Sept. 20, 1909.
Shipping medium; prospects uncertain.
WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Sept. 20, 1909.
Shipping fairly good; prospects uncertain.
WM. GOHL, Agent.
P. O. Box 62. Tel. 225.

Portland, Or., Agency, Sept. 20, 1909.
Shipping good.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Sept. 19, 1909.
No meeting; no quorum. Shipping good; prospects uncertain.
JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Sept. 20, 1909.
Shipping and prospects fair.
H. OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, Sept. 14, 1909.
Shipping fair; prospects uncertain.
CHAS. SORENSEN, Agent.
Cor. Queen and Nuuanu Sts. P. O. Box 314.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Sept. 23, 1909.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slack.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Sept. 16, 1909.
No meeting. Shipping slow.
LEONARD NORKGAUER, Agent.
P. O. Box 1335. Phone Sun Main 2233.

San Pedro Agency, Sept. 16, 1909.
No meeting. Shipping medium; prospects poor.
ED. BARRY, Agent.
P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Sept. 20, 1909.
Strike situation good.
V. A. OLANDER, Secretary.
674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Sept. 21, 1909.
Shipping and prospects good.
PERCY J. PRYOR, Secretary pro tem.
1½A Lewis St.

DIED.

Patrick Flynn, No. 350, a native of Ireland, aged 30, died at Seattle, Wash., on Sept. 20, 1909.
Nicolas Koskinen, No. 598, a native of Finland, aged 58, died at San Francisco, Cal., on Sept. 27, 1909.
Notice: The announcement of the death of Vincent Chevalier, published in a recent issue, was due to misinformation.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

NEW PASSENGER STEAMER.

Another up-to-date steamer will be added to the Lake Erie passenger fleet next season. T. F. Newman, President of the Lake Erie Excursion Company, has closed a contract with the American Shipbuilding Company for a steamer to be an exact duplicate of the Americana. She will be completed by June 15, 1910.

The new boat, with the Americana, will be operated between Buffalo and Crystal Beach. The Americana is considered by her owners and experts a perfect ship for the route she is on. The steamer has capacity for 4,000 passengers.

The new steamer will be 216 feet long, 45 feet molded beam, 58 feet over the guards, and 15 feet 9 inches deep. She will have triple expansion engines with cylinders 20, 32 and 50 inches, with 36-inch stroke. Steam will be furnished by two Scotch boilers 13 feet 2 inches in diameter and 12 feet long. The boilers will be fitted with the Ellis & Eaves induced draft.

The steamer will be built at the Buffalo yard of the American Shipbuilding Company. The Americana, which came out in 1908, was built at the same yard.

Four vessels to cost about $1,000,000 have been ordered during the recent past for 1910 delivery. Three of the ships are freighters and will be built by the Great Lakes Engineering works of Detroit for the Northern Lakes Steamship Company.

BOUGHT TWO BARGES.

Garry Brothers of Bay City, Mich., have purchased the barges N. C. Holland and Theodore S. Fassett from the Tonawanda Iron & Steel Company. The boats were a part of the fleet which the local company has operated for many years. This spring the fleet was placed in ordinary at North Tonawanda and larger ore carriers chartered from the Tomlinson, Davidson and Gilchrist fleets.

The Fassett cleared on September 9 for Buffalo light. The Holland will follow. Both will load coal and in tow of the steamer Robert Holland, owned by the Garry Brothers, will go to the Georgian Bay district. During the balance of the season the Holland and barges will carry lumber from that section of Canada to the docks of White, Frost & White in North Tonawanda. J. H. Trude has been placed in command of the Fassett.

It is reported that negotiations are pending for a purchase of a number of other boats in the local company's fleet, among them being the steamer Curtis.

According to a dispatch from Houghton, Mich., a new passenger dock will be constructed and operated by the city administration of that port. It will be ready for use by the opening of navigation next season. It is the intention to make the dock one of the best of its kind in that section of the country.

Demand the union label on all purchases.

MORE WHITEWASH.

Although finding that the action of Milwaukee inspectors in revoking the licenses of John Murnan and Richard Thiele, formerly engineers on the steamer Kearsarge, was justifiable, C. H. Westcott, Detroit, Supervising Inspector, has modified the decisions.

The two men lost their licenses as the result of the "burning up" of a boiler on the Kearsarge, of the Canada-Atlantic line, The modified decision suspends the license of Murnan for four months and that of Thiele for forty-five days from July 21, when their licenses were revoked.

After a lengthy and exhaustive examination, the Milwaukee inspectors revoked the licenses under section 4441 R. S., which says licenses must be revoked if any engineer is found guilty of negligence in connection with the destruction of a boiler.

In his modified decision, Supervisor Westcott says the inspectors were justified in doing what they did and could not do otherwise, yet he says, in his belief, the offense was not done intentionally and that a term of suspension shorter than the revocation of the licenses would be as effectual in the matter of discipline in the service.

He also says that in his opinion the two engineers were extremely negligent.

FOUR NEW FREIGHTERS.

J. C. Wallace, president of the American Shipbuilding Company, has closed a deal with "Southern furnace interests" for four big steel freight steamers, all of them to be delivered by the opening of the season of navigation next year. He refused to name the persons who had ordered the ships.

Three of the new steamers will be of the following dimensions: Length, 524 feet; beam, 54 feet and 30 feet depth. They will have triple expansion engines with cylinders 23½, 38 and 63 and 42-inch stroke. They will have Scotch boilers 14-6 by 11-6. The fourth ship will be 545 feet long by 58 feet beam and 31 feet deep, with triple expansion engines 23½, 38, 63 and 42-inch stroke. She will have Scotch boilers 15 feet by 11½.

These steamers will be of modern construction, and the four will cost $1,300,000. It is probable that two of them will be built at the Globe yards in Cleveland, and the other two at the Lorain yards.

TWO NEW FISH TUGS.

The fish tug which John Bateman is building at Buffalo was launched on September 10. The boat is for Reger & Werner of Lorain, O. The work of finishing the craft and fitting her out for delivery on October 1, according to contract, will be completed at the wharf where she is launched. The tug is seventy-five feet long, sixteen feet beam and draws seven feet of water. Mr. Bateman has laid the keel for another seventy-five-foot fish tug, to be launched on October 20, for the Ranney Fish Company of Cleveland. The frames are all made and will be in place by the end of the week.

MORE FREIGHTERS ORDERED.

A deal for three new freight steamers that has been on for some time was closed recently. The order for the new ships, which will have a carrying capacity of about 8,300 tons each, was placed by Cleveland parties and the boats will be handled there.

The new freighters, which will be built by the Great Lakes Engineering Works of Detroit, will come out at the opening of next season. They will probably be built at the Ecorse yard.

The new boats will be 464 feet over all, 444 feet keel, 56 feet beam and 30 feet deep. They will have triple expansion engines and Scotch boilers.

A new company will be organized to operate the ships. This order makes four vessels that the Great Lakes Engineering Works has under contract for 1910 delivery. The other steamer is a package freighter for the Mutual Transit Company of Buffalo. She will have a carrying capacity of 5,000 tons.

THREE VESSELS GROUNDED.

Three Cleveland ships went aground on the Great Lakes on August 28, and wrecking tugs were at once dispatched to their assistance. The steamer Sir William Siemens and barge Smeaton, of the Pittsburg Steamship Company's fleet, went on just below "the cut" in Lake St. Clair. Both were loaded with ore, and were bound down to Lake Erie with their cargoes. It was believed that it would be necessary to lighter them before they could be released.

The steamer C. A. Eddy, of the Gilchrist line, while en route to Lake Erie with a cargo of ore, sprang a leak just north of St. Martin's Island in Green Bay, and in order to prevent her going to the bottom the captain beached her. The Great Lakes Towing Company sent a steam pump and tug to the boat's assistance. She is in a dangerous position, especially in case a bad blow should spring up.

PLOUGHBOYS STILL PLOUGHING.

It is believed at Detroit that the groundings at the St. Clair flats ship canal are caused by "humps" which have been thrown up in the channel or close to it by vessels that have stuck and have worked their wheels in releasing themselves. Several have been aground there in the last two weeks and have not called for a tug in getting off.

Say, comrades, this is good! They can't keep the farmers from ploughing, can they? Take them out of the field and put on a vessel and they plough the banks with her! Ploughboys, go to it!

The officials of the Northwestern Railroad Company at Escanaba have voted to appropriate $1,000,000 for the reopening of the ore dock, which recently collapsed at that port. Work on the new dock will be begun shortly. According to the plans formulated by the officials it will surpass the old dock in equipment and general facilities.

ACCIDENT TO SEAMAN.

It is provided by the Act that in fixing the amount of the weekly payment, regard shall be had to any payment, allowance or benefit which the workman may receive from the employer during the period of his incapacity. The Act applies to seamen, where a seaman is injured in the course of his employment. In the case of seamen a weekly payment is not payable in respect of a period during which the shipowner has under the Merchant Shipping Acts been liable to defray the expenses of maintenance of the injured man. Where a seaman is discharged at a foreign port before the termination of the voyage because of his unfitness through sickness or injury to do his work, the shipowners are bound under the same Acts to provide for the necessary maintenance and medical treatment of the man, and to defray the expenses of his journey home. By the same Acts also shipowners are bound to pay a seaman his wages up to the date of his discharge.

A seaman engaged to serve on a ship for a voyage not exceeding three years from October, 1908. On December 21st, 1908, he was injured by an accident on board while the ship was at sea. On December 29th the ship was at New York, and on that day the man was discharged, his wages being paid in full, and he was taken to an hospital where he remained a considerable time. Subsequently he was sent back to the United Kingdom, arriving March 11th, 1909. The shipowners paid all expenses incidental to his hospital treatment, maintenance, and return home. The seaman then brought a claim for compensation under the Act against the shipowners. When the matter came before the County Court judge there was no dispute as to facts, and the only contention was as to whether in computing the compensation the judge should have regard to the fact that full wages were paid to the seaman for the period from December 21st to 29th. The judge refused to have regard to the wages paid during that period. The shipowners appealed.

The Court of Appeal held that under the Act regard must be had to payments made after the accident, whether those payments are voluntary or not, and that the fact of such payments must not be overlooked, though the judge has discretion how they are to be regarded. In this case, therefore, the judge was bound to have regard to the fact that wages had been paid to the injured man for the period from December 21st to 29th, even though such wages were paid under a statutory obligation. The appeal was therefore allowed and the case sent back to the judge to assess compensation on a proper basis.—McDermott vs. Owners of S. S. Tintoretto, Court of Appeal, July 2nd, 1909.

ACCIDENTS IN BELGIAN MINES.

While coal is mined at a greater depth in Belgium than in most countries, the number of miners killed in accidents is less in that country than in any other mining locality. For the ten-year period from 1891 to 1900 the number of fatalities per 10,000 workmen was 16.84 per annum. In the metallic-ore mines the number of workmen who have been killed by accident is one-third that in the coal mines.

WHO IS A "SEAMAN"?

The Employers' Liability Act, 1880, applies to railway servants' and to any person to whom the Workmen and Employers Act, 1875, applies. The last mentioned Act does not apply to seamen. The term "seaman" was defined by the Merchant Shipping Act, 1854, to "include every person employed or engaged in any capacity on board any ship." The Merchant Shipping Act, 1894, has the same definition.

A man employed as a "rigger" by a firm of shipowners was working on board a ship lying in a dock. While he and four others were engaged in warping the ship from one berth to another across the dock he was injured by accident. The duty in which he was engaged when injured consisted in moving the vessel by means of a tug and a rope, she at no time being entirely free from the quay, and at no time using her own steam or any motive power of her own.

The injured man brought an action for damages under the Act against his employers. At the trial of the action it was contended on behalf of the employers that the plaintiff was a seaman and therefore not entitled to bring the action. The County Court judge, however, gave judgment for the plaintiff. The defendants appealed. It was held by the High Court that the County Court judge was wrong; that the plaintiff was a "seaman" within the definition in the Merchant Shipping Acts, and as such had no right to bring an action under the Act. The plaintiff appealed to the Court of Appeal.

The Court of Appeal held that the so-called definition of "seaman" in the Act of 1854 was no proper or true definition as it used the word "include" not "meaning," and further that it was not to be read into the Act of 1880. In the last mentioned Act, "seaman" bore its ordinary meaning and did not include a man like the plaintiff who was employed in a casual and temporary employment in dock and not while the vessel was being navigated. Therefore the High Court was wrong and the County Court was right. The Appeal was accordingly allowed.—Chislett vs. Macbeth & Co., Court of Appeal, July 22, 1909.

SAGAMORE AT IT AGAIN.

The steel barge Sagamore appears determined to keep pace with the steel steamer George L. Craig in the number of accidents caused by bad handling. On September 3, while being towed from the shipyard at Toledo, where she had been undergoing extensive repairs, incident to her stranding at Eagle River several weeks previously, the Sagamore struck the barge Hartnell and did considerable damage to both vessels. The Sagamore was returned to the shipyard.

Vessels manned by "gee-haw" sailors need plenty of room evidently.

The deepest bore ever made into the earth's surface for industrial purposes is said to be the Buyer oil well at Ronchamp, France, which reaches a depth of 3310 feet.

Several of the smaller Michigan cities are experimenting with street lighting by hanging arches of tungsten lamps across the highways from the eaves of buildings.

HEAVING THE LEAD.

The following incident, which happened on the steamer Ericsson, off Fairport recently, illustrates the character of the "seamen" employed by the Lake Carriers' Association. The master of the Ericsson told the watchman to "heave the lead." The latter, not knowing what was meant, started to look around, when the master said:

"There it is, right alongside of you. Get it over the side."

Thereupon the watchman picked up the lead and forty feet of line, and threw both overboard! He is now looking for another job.

INFORMATION WANTED.

Frank Donnelly is inquired for by his mother, Mrs. Eva Donnelly, 1317 Clark St., Racine, Wis.

Wm. A. Nicholson, No. 13,156, Lake Seamen's Union, is inquired for by his sister, Miss Alice Nicholson, 356 Lake street, Oak Park, Ill.

L. F. Sweeney, No. 3132, Lake Seamen's Union, is anxiously inquired for by his family. Address K. Murphy, 541 North Clark street, Chicago, Ills.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

Demand the union label on all purchases.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)
674 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.
CLEVELAND, O.....81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O.....54 Main Street
Bell Phone East 756.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.
ASHLAND, Wis.....515 East Second Street
Ashland Phone 1563.
SUPERIOR, Wis.....1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, Mich.....108 Fifth Street
OGDENSBURG, N. Y.....40 Ford Street
FT. WILLIAM, Ont., Canada.....Box 235
KINGSTON, Ont., Canada.....(Box 96) King Street

SUB-AGENCIES:

MANITOWOC, Wis.....725 Quay Street
ERIE, Pa.....305 French Street
Telephone Bell 682.
CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.
SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 1944 South Chicago.
SANDUSKY, O.....510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

WAGES IN BELGIUM.

Up to the present time Belgium enjoyed special advantages, which enabled her to compete successfully with the leading industrial nations of the world, owing to the fact that employers in all lines of industry were able to obtain an adequate supply of workmen at salaries decidedly lower than those current in other industrial countries. According to the latest reports, however, this advantageous state of affairs is not destined to continue for an indefinite period in this country, as the marked increase in the cost of living that has been more or less general throughout the world has been especially exemplified in the case of Belgium.

Belgium has heretofore been classed as a low-priced country, and the low cost of living has been an element that has attracted to the country quite a large class of foreigners, who were enabled to live almost luxuriously on modest incomes that in other countries would have been barely sufficient to cover absolute necessities.

A marked increase in wages has lately been manifested in nearly all the lines of industrial activity, and further increases are undoubtedly destined to be accorded in the near future, as, with wages such as have been paid in the past, it is deemed impossible for a workman to house and feed an average family in an adequate manner, and in accordance with the standard of living prevailing among the working classes of this country.

A case in point that may be cited as illustrative of the tendency to demand increased wages, is the recent action taken by the union of house-painters of this locality. After various isolated and futile attempts on the part of individual workmen to obtain from their employers an increase of wage, the union (Syndicat des Ouvriers Peintres) addressed an open letter to the population of this district and to the Association of Master Painters (Association des Patrons-Peintres). In this letter is stated that, in view of the unfortunate situation in which the house-painters are placed, owing to insufficient wages and long periods of enforced idleness taking place during the winter, they decided to address the Association of Master Painters of Liege in order to set forth their grievances, and, in common, to endeavor to discover means for remedying the same.

The situation of the Liege house-painters, it is asserted, is at present far from enviable, their wages being from 35 to 38 centimes (100 centimes=1 franc=19.3 cents) an hour, and in certain cases no more than 33 centimes an hour. The day's work varies throughout the year from 7 to 11 hours, depending upon the season. Working, therefore, for a period of 275 days, which is the average number possible during a year, taking into consideration holidays and periods of enforced idleness, at the rate of 36 and 38 centimes an hour, with an average day's work of 9 hours, a house-painter is enabled to earn the sum of 891 francs in case of the former rate, and 940.5 francs in the case of the latter; that is, a sum of $171.96 to $181.52. This, of course, according to the American standard, seems almost ridiculous, but even taking into account the different scale of wages existing in Belgium, it is far below what could legitimately be claimed as necessary. On petition of the workmen's association in October, 1907, the city of Liege advanced the wages of the painters employed by the municipality to 45 centimes an hour.

The communication states that taking into consideration the present increased cost of the necessities of life for a family, say, of four persons (rent, food, clothes, heating, etc.), it is easily seen what an arduous struggle for existence such a workman's life must become, without taking into consideration the diseases that are known to be prevalent among workers in this trade, such as painter's colic, lead poisoning, etc., as well as the dangers from accidents to which painters are continually exposed in carrying on their work. It is also claimed that good house-painters are every day becoming more difficult to find, as the best workers in the trade are abandoning this work in order to seek higher wages in other trades, in the hope of earning enough to sustain their families and to prevent their becoming objects of public charity.

The syndicate closes its letter by an urgent appeal to the population of the province to assist them in procuring a satisfactory solution of a problem of such vital interest, both to themselves and to the community at large.

WORLD'S LONGEST RAILROAD.

If the Cape-to-Cairo railroad is completed—and it is more than half finished now—the world's longest railroad will be in Africa, declares the Baltimore Sun. Then the man who has a passion for girdling the globe will have a new interest in life. In eleven days after he begins the journey in a luxuriously appointed vestibuled train from Cairo he will arrive, if all goes well, in Cape Town, South Africa, a distance approximately 6000 miles from his starting point in Egypt. In about three years, it is estimated, the Cape-to-Cairo trunk line will be in operation. But there is a stretch of 2500 miles between Khartoum, in the Egyptian Soudan, and Broken Hill, the present terminus of the railroad in Rhodesia, on which not a mile of track has yet been laid.

The estimated cost of completing the Cape-to-Cairo railroad is $1,000,000,000. The financial problem seems to present more difficulties than the engineering. South Africa has vast treasures of gold and precious stones and the men who control its mineral wealth are the dominant influence in the syndicate organized to complete the long connecting link of 2500 miles between Khartoum and Broken Hill. That this railroad, traversing Africa from north to south, will be a profitable enterprise in a business sense is doubtful. But it appeals to the imagination of many Britons who are imbued with the imperial spirit. This stupendous project was the conception of Cecil Rhodes, who died in 1902, when the accomplishment of his project seemed very remote, if it should ever be consummated. It is doubtful whether Mr. Roosevelt will find in all Africa anything more interesting and edifying than the extraordinary railroad development which Cecil Rhodes inspired.

The Chinese Board of Agriculture, Industry and Commerce has been granted leave to establish a factory to manufacture authentic weights and measures for uniform use throughout the Empire of China.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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29 ERSKINE STREET, SYDNEY, N. S. W.

BRITISH LABOR CONDITIONS.

Trade disputes involving more industries and larger numbers of men have occurred in 1908 than in any year for a decade. The financial crisis in the United States in the late autumn of 1907 was followed by a widespread trade depression, which affected the United Kingdom and the continent of Europe. With the fall in values came lessened production, a smaller demand for labor, and a reduction of wages.

The principal labor disputes of the year have been caused by the resistance of men to the enforcement of wage reductions, but the stoppages, coming on a falling market and at the time when large stocks were on hand, ended disastrously for the men. From January 1 to November 30 there occurred 367 trade disputes, in which 297,854 workmen were involved, with an aggregate loss of 10,506,600 working days. In the same period of 1907 there were 508 disputes, involving 137,142 work people and an aggregate loss of 1,978,100 working days. Consequently, the number of men affected has been doubled and the loss of working days has gone up by more than 500 per cent. The loss in wages alone is calculated to amount to $15,000,000. The funds of the trades federation and the trade-union concerned have been depleted, and after the loss and suffering entailed by a stoppage, the reductions have had to be accepted.

The injury to trade and the loss and suffering involved by the labor disputes which have occurred during the year have caused the Board of Trade to form a court of arbitration for the consideration and, it is hoped, averting of labor disputes. The services of the most distinguished public men, captains of industry, and most sagacious labor leaders have been enlisted. These men will doubtless command public confidence and respect. There is much to be hoped from the development of arbitration courts and conciliation boards in removing causes of difference and averting labor disputes.

The most prolonged and serious dispute of the year has been in the shipbuilding and engineering trades of the northeast coast. For seven months this dispute was continued, causing dislocation of trade and serious loss in wages to the men. The men returned to work on September 24, accepting the reduction of wages with the understanding that no further alteration in wages take place for six months from the resumption of work. The loss in trade and wages by the dispute must have run up to several million pounds sterling.

The dispute in the cotton trade was of shorter duration, but it directly involved a much larger number of work people. The boom in cotton has been responsible for a good deal of mill building and increase of production, with the inevitable result of large stocks accumulated on a falling market. The Master Cotton Spinners' Association on July 24 decided to ask for a reduction of 5 per cent in wages. It was decided, after some negotiations, to postpone the reduction until the new year. To this the spinners agreed, but their decision was rendered valueless by the refusal to accept on the part of the card-room operatives. On September 21 the federated employers closed their mills, and about 120,000 operatives were rendered idle, besides the injurious effect exercised on other industries. The stoppage continued until November 9, a period of seven weeks, when an agreement was signed for the operatives to resume work. The agreement provides for a 5 per cent reduction of wages, to come into effect on the first day in March. The only result which the operatives obtained for the seven weeks' stoppage and the loss of $5,000,000 in wages was the delaying of the 5 per cent reduction in wages from the first day of January to the first day of March. The employers received very substantial compensation for the delay in the reduction of wages in the clearing of stocks and the placing of the trade on a better basis to meet any improvement in the demand.

The miners have continued to receive high wages throughout the year, though there has been a drop from the boom prices of 1907. In the federated districts in England the coal owners gave notice of a reduction of 5 per cent in wages in July, which was resisted by the men, but on the application going before Lord James, on September 3, he gave his casting vote for the reduction asked for by the coal owners. The Scottish miners have suffered a reduction of 12½ per cent, and Northumberland and Durham have also had reductions. In the English federated districts wages are now 55 per cent above the standard wage and within 5 per cent of the maximum, in Durham 44½ per cent above the standard, and in Northumberland 41¼ per cent above the standard. In the closing days of the autumn session of Parliament the miners' Eight-Hour bill was passed into law. The agitation on the part of the miners has been for an eight-hour day from bank to bank. The bill legalizes an eight-hour working day, or, counting the two windings, nearly nine hours from bank to bank. The new Act, when it comes into law in Northumberland and Durham in January, 1910, and in other mining districts in July, 1909, will make a considerable change in the working conditions of the industry.

Toward the close of the year a small improvement in trade has set in, with a slight decrease in unemployment. In November the returns from trade unions with 644,770 members, showed that 9.1 per cent were unemployed, as compared with 9.5 per cent in October. It is hoped that these favorable indications of improvement will be confirmed with the new year.

RATSKIN INDUSTRY.

The use of rat skins in various industries has created a demand in London alone to the amount of nearly $200,000 a year, states a British publication. They are used among other things for bookbinding, photograph frames, purses, and for the thumbs of ladies' gloves. A new branch of work is likely to increase the consumption largely, and as much as 75 to 90 cents a day have been earned by the unemployed in Denmark last year, when the Rat Act was passed. The damage done by rats in England alone is estimated to amount to many million dollars per annum, and their capture already occupies a large number of persons.

The 682-pound Guffey meteorite, found near the Colorado town of that name in 1907, has been acquired by the American Museum of Natural History at New York.

The residue rejected by Greeks who smelted lead where it was mined as far back as 500 B. C. is being worked over to-day by modern methods.

ANTWERP'S SHIPPING INTERESTS.

At the close of 1908 the Antwerp Chamber of Commerce numbered 1,214 members and 34 sections, each section being interested in a particular phase of work which concerns the commercial welfare of the port.

The Antwerp Chamber of Commerce was instrumental in inducing both chambers of the Belgian Parliament to vote the new maritime law and the new law of maritime mortgages. Again, in order to expedite judicial proceedings, it prevailed upon the Government to create a second court of the Antwerp Tribunal of Commerce.

The Chamber induced the Government to enter into negotiation with the Dutch Government for the better lighting of the River Scheldt, to enable large ships to navigate the river at night. It also persuaded the city authorities to install the 50-ton electric crane at the south quays, which has greatly facilitated the manipulation of cargoes. A commission has been appointed, composed of delegates from the Government, from the city, and the Chamber of Commerce, to provide ways and means for assuring the safety of merchandise lying in the port. Acting upon the advice of the Chamber of Commerce, the Belgian Government has decided to allow the payment of duties upon the lumber destroyed by the great fire of 1907 until the passing of the proposed law providing for the exemption of this lumber. A commission has been appointed in the Chamber to prepare a bill for the unification of the diamond carat at 200 milligrams.

The Chamber also has the following lines of work under consideration: Increase of the export trade; an official load line for steamers; the development of Belgian canals; providing the harbor with floating grain elevators, preparing a bill for the adjustment of liquor licenses, etc. The work accomplished and the work in view is of such a nature as to have great influence upon the municipal, provincial, and general governments. The Antwerp Chamber of Commerce, composed as it is of the leading representatives of all branches of commerce, is the most influential semi-official or private body of this country.

The total tonnage entered at the port of Antwerp during 1908 was 11,054,269 tons, as against 11,181,226 tons in 1907, showing a decrease of 126,957 tons, due to the trade conditions of the past twelve months. However, as compared with other ports which have suffered from the depression, Antwerp has held its own in spite of the unfortunate strike of dock laborers which immediately preceded the financial crisis in 1907. The following will show the total tonnage entering this port during the past six years: 1903, 9,064,662; 1904, 9,385,267; 1905, 9,900,305; 1906, 10,884,412; 1907, 11,181,226; 1908, 11,054,269.

During 1907 and 1908 the port of Antwerp was visited by 6,284 and 6,135 vessels, respectively; during the same time the port of Rotterdam was visited by 9,873 and 8,811 vessels, respectively, with a total tonnage of 10,547,246 and 9,469,153 tons, respectively, while Hamburg was visited by 16,473 and 16,830 vessels, respectively, with a total tonnage of 12,040,000 and 11,914,000 tons, respectively.

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News from Abroad.

An earthquake occurred at Granada, Spain, on September 18, causing great alarm, but, so far as is known, no damage was done.

Torrential rains have caused the loss of one hundred lives and the destruction of five hundred houses at Homs, a town in Northern Syria.

The Netherlands Financial Department has submitted to the State Council a bill providing for an increase of 30 per cent on all import duties.

Robert Hoe, head of Robert Hoe & Co., printing press manufacturers of New York and London, died at London, Eng., on September 22, aged 70 years.

Southern France, especially Provence, was visited by heavy storms, accompanied by earth shocks on September 23. Considerable damage has been done.

Official dispatches received from southern ports of the Philippines state that it is rumored there that the revenue-cutter Sora has been captured by Moro pirates and the crew murdered.

After January next the owners of foreign automobiles brought into France for touring purposes will contribute a regular tax based on their horsepower and length of sojourn.

El Roghi, the rebellious subject of the Sultan of Morocco, who recently was brought to Fez a prisoner in an iron cage, was put to death on September 19 in the presence of the harem.

As a result of the recent Imperial defense conference in London, the Government of the Australian Commonwealth has begun to give effect to a decision to train and equip military and naval forces.

The Congress of the Chambers of Commerce of the British Empire, which was recently in session at Sydney, N. S. W., gave its hearty indorsement to the proposal that the Empire own the telegraph services.

The British steamer Umhlali went ashore at Cape Point, S. A., during a fog on September 16 and was abandoned by her crew. It is believed that several persons were drowned by the capsizing of a boat.

General Trevina, military commander of the District of Northern Mexico, who has directed the distribution of forces through the district swept by the recent flood, has estimated the number of lives lost at 3000.

The Sultan of Morocco has failed in his attempt to secure foreign intervention in the war between Morocco and Spain. It is reported that France, Great Britain, the United States, Germany and Russia will adopt a policy of non-intervention.

Three men—Berruyer, David and Liottard—were guillotined at Valence, France, on September 22 for a series of atrocious crimes in the department of Drome. A great crowd witnessed the execution and applauded wildly every time the knife fell.

In an interview at Honolulu on September 17 Premier Ward of New Zealand said that in addition to building a Dreadnought of the Indomitable type for the Empire at a cost of $10,000,000 New Zealand would be given three $4,000,000 cruisers, six torpedo boats and six submarines. These, with the Australian fleet and the ships attached to the China station will give Great Britain double the naval strength in the Pacific ocean over all other powers with the exception of the United States.

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INFORMATION WANTED.

Relatives are inquiring for the following missing sailors: Alf. Carter of Wellesley Street, Auckland, New Zealand. John Cruickshank, late mate of Br. bark "Kilmeny," was in St. Mary's Hospital last August. Charles Seymour; made trip in transport S. S. "Sherman" in January, 1907. Was at Vancouver 1907. Address Seamen's Institute, 242 Steuart St., San Francisco.

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Anderson, Alf.	Larsen, Kristian
Anderson, Andrew	Laive, V.
Anderson, Carl P.	Linder, Victor
Ankerstrom, C.	Lind, Hjilmar E.
Anker, C.	Lorin, Kristian
Berentsen, R.	Mathison, Nils
Benson, E.	Martinson, Christ.
Bianca, F.	Machado, E.
Bird, Chr.	Malmberg, A. C.
Bray, A. E.	Magnusen, E. W.
Brauer, Geo.	Martinsohn, A.
Brown, Jim	McMahon, J.
Burkland, John	Mehnet, Jas.
Carlson, Ole	Mikkelsen, Kristian
Carlson, Ludwik	Miller, Adolf
Carlson, Thure	Molver, Olaf
Carnell, Geo. B.	More, A. O.
Christofferson, Emil	Morrison, J.
Christensen, Viggo	Monoghan, J.
Chapman, F. G.	Moore, James
Conee, A.	Nagel, A.
Coughlan, Chas.	Nelsen, M.
Daly, John	Ness, Carl
Daniels, C.	Nielsen, Wilhelm
Dreifelt, Albert	Nielsen, B. P.
Doll, Herman	Nielsen, Waldemar
Egelkoff, Fred	Olsen, Anton
Elliot, W. V.	Olsson, Just
Eliasen, E.	Olsen, O. A. -872
Engberg, Oscar	Olason, A.
Ernst, George	Olsson, Johan
Erick, Mr.	Olsen, Andrew
Erikson, Alton	Olson, Charles
Erickson, Axel R.	Orten, Sigurd
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Hansen, H. Johan	Rider, David
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Jensen, Louis	Scherlen, Robert
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Johnsen, Hans	Swanson, J.
Johansen, Knut	Sunby, A. E.
Johansen, Alf.	Tellefsen, Peder
Johanson, Victor	Thompson, T.
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Lathonen, Frank	Wifstrand, C. T.
Larsen, H. C. M.	Worm, Albert
Latz, Konstant	

INFORMATION WANTED.

Wilhelm Drews, born at Breitenfelde, Germany, who was first mate on the American schooner "Philippine" in 1906 at Aberdeen, is inquired for by the German Consul, San Francisco.

Oswald Schnaubelt, a native of Schneidemuehl, Germany, born 1883, last heard of 1903, is inquired for by his mother. Address Mrs. M. Schnaubelt, Neu Beelitz, near Bromberg, Germany.

William McLean, a native of Arbroath, Scotland, supposed to be sailing on the Pacific Coast, and a member of the Sailors' Union of the Pacific, is inquired for by his brother, Murdo, ship Loudenhill, Tacoma, Wash.

The five sailors who left the schooner A. J. West at Honolulu, on March 30, 1908, are requested to communicate with the Secretary of the Sailors' Union of the Pacific. The libel against the A. J. West has been adversely decided by the Federal Court at Honolulu.

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INFORMATION WANTED.

Alfred Douglas Brakel, a native of Russia, also known as Fred Hansen, left the Russian cruiser Lena; last heard of about three years ago, is inquired for by his mother. Address, "Coast Seamen's Journal."

Home News.

The grand total of immigration to the United States from the fiscal year ending September 30, 1820, up to and including the last fiscal year, is given as 26,852,723.

City and county officers and one or two contractors, seventeen in all, were indicted by the Grand Jury at Youngstown, O., on September 11, on the general charge of grafting.

The Alaska-Yukon-Pacific Exposition entered upon its last quarter on September 12, with every cent of its floating indebtedness paid, nearly all of its bonds retired and the attendance increasing.

French exports to the United States, instead of diminishing, have increased rapidly, under the new tariff. The total for the month of August shows an increase of 76 per cent over that of August, 1908.

The American Telephone and Telegraph Company has completed arrangements with the Western Union Telegraph Company whereby it will acquire all the latter's holdings in the New York Telephone Company, amounting to about $16,000,000.

Democrats prominent in national and New York State politics met at Saratoga recently and formed a Democratic League, for the purpose of bringing their party back to its first principles in the hope of winning in the next national campaign.

President Taft has announced the appointment of Prof. Henry C. Emery, of Yale; James B. Reynolds, Assistant Secretary of the Treasury, and Alvin H. Sanders, an editor, of Chicago, as a tariff commission to assist him in the application of the new Tariff law.

New York's new municipal railroad is an unquestioned success. On the first day of its operation it carried 18,000 passengers across the new Queensborough bridge between Manhattan and Long Island City. With a 2½-cent fare the city finds that it can make a large profit.

French scientists are beginning to distinctly favor submission by Dr. Cook and Commander Peary of their records to an impartial international scientific tribunal. Prince Roland Bonaparte, President of the Paris Geographic Society, believes that France is the logical arbiter.

An official statement of the grain harvest of Canada places the wheat crop at 168,386,000 bushels, giving an average of twenty-two bushels per acre, and barley at 57,000,000 bushels or thirty-one bushels per acre. The yield of oats is given as 355,000,000 bushels or thirty-eight bushels per acre.

A net increase of 573,531 in the population of the United States by the arrival and departure of aliens was scored during the last fiscal year, against an increase of 209,867 the previous year. There was a falling off in immigration from 782,870 aliens during the previous fiscal year to 751,786 the last year.

Abram C. Eby, Mayor of Burkeville, Va., who wrote to President McCrea of the Pennsylvania Railroad that unless he was paid the sum of $45,000 he would blow up the property of the Norfolk and Western Railroad, was convicted at Philadelphia on September 20 of using the mails to attempt blackmail. Sentence was deferred.

Domestic and Naval.

Much damage was suffered by shipping in the Gulf of Mexico, caused by a great storm on Sept. 20.

The Naval Board of Construction has decided in favor of Parsons turbine engines for the two new Dreadnoughts.

MacAbee, the only surviving member of the crew of the old frigate Constitution, celebrated his 106th birthday in the Naval Home at Philadelphia on Sept. 22.

The Hudson-Fulton celebration began at New York on Sept. 25, with a naval parade participated in by warships of many foreign nations. The festivities will continue for two weeks.

Two long-hidden relics, paintings cut from the walls of the captain's cabin on the British frigate Guerriere by order of Commodore Isaac Hull, who wanted a souvenir of the battle with the Constitution, have been acquired by the Navy Department.

Cramps and other American shipbuilders are competitors for a share of the $13,000,000 that Uruguay is to spend on her navy. Uruguay intends to buy a cruiser torpedoboat of from 1000 to 1200 tons displacement, three destroyers from 300 to 350 tons, and six smaller torpedoboats.

The Bureau of Navigation reports that 84 sail and steam vessels of 17,361 gross tons were built in the United States during August. The largest steel vessel included in these figures was the J. S. Ashley, of 6361 gross tons, built at Lorain, O., for the American Ship Building Company.

Naval Constructor John G. Tawresey and five members of the crew of the naval tug Nezinscott, which turned turtle and sank off Cape Ann on August 11th, causing the death of four men, appeared before a court-martial at Portsmouth, N. H., on September 20 in connection with the accident.

"This is a hell of a ship," was the great sign read on the side of the cruiser North Carolina on September 21 as she lay at anchor in Hampton Roads. The letters extended two-thirds of the way along the hull of the cruiser, and had been painted in luminous paint, used in making targets visible at night.

That the missing British ships Falklandbank and Toxteth were probably lost as a result of collisions with ice off Cape Horn was the verdict given by the British Board of Trade inquiry recently. Both vessels sailed from Port Talbot, Wales, for the West Coast, the former in November, 1907, and the latter in March, 1908.

Queenstown's supremacy as a port of call for Atlantic liners is threatened by the new port of Fishguard, in South Wales, which has been created within the last two years by the Great Western Railway, and which formally began its life as a landing place for American tourists when the Mauretania called there on August 25 and landed her passengers and mails for London.

Details reached Mobile on September 17 from the Isle of Pines of the greatest marine disaster ever known in those waters, which occurred on the night of August 23, when the steamship Nicholas Castania, en route from Havana to Cienfuegos went ashore on the south coast of the island near Hell's Cove. All hands, including a crew of twenty-seven and two passengers, were drowned.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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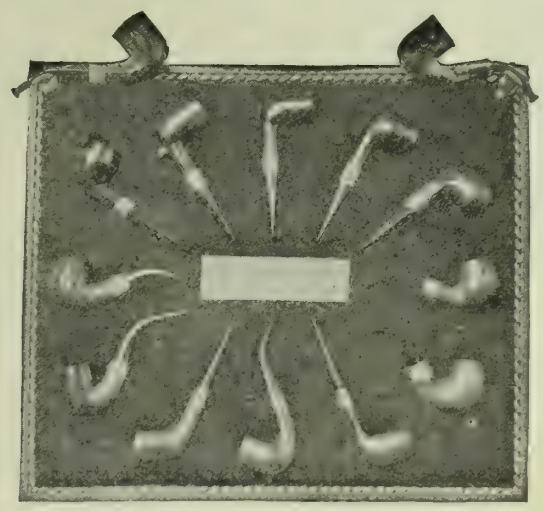
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INFORMATION WANTED.

Carl Bundessen, a native of Geestemunde, Germany, born 1883, is inquired for by Alfred Wrede, 20 East street, San Francisco.

Wilford Lawton Easterbrook is inquired for by his mother. Any one knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Ore.

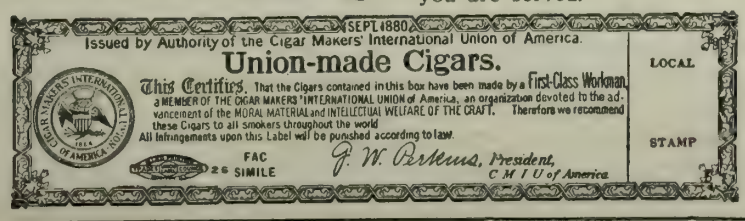
Henry Laurent, who has been sailing between San Francisco and Honolulu, is inquired for by his mother. Anyone knowing his present whereabouts will please communicate with the Coast Seamen's Journal.

John Johnson, a native of Norway, born September 15, 1858, at Blegeleidet Bamle; last heard from in 1904 living at 230 Third street, San Francisco. Any one able to give any information kindly communicate with his nephew, M. Olsen, 165 Third street, San Francisco, Cal.

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Labor News.

The boys employed by the Illinois Glass Works at San Francisco, went on strike recently for an increase of wages from $1.50 to $2 per day.

A number of central labor bodies throughout the country have refused to expel the anti-McNulty locals of the Electrical Workers' Union.

The labor movement of Washington, D. C., is making extensive preparations to receive President Gompers upon his return from Europe, about October 12.

Street-carmen of Omaha, Neb., went on strike recently and are still out. Much trouble has occurred as a result of the efforts to run cars with strikebreakers.

As a result of a jurisdiction fight between the Western Federation of Miners and the hoisting engineers, 80 per cent of the mines of the Butte (Mont.) district were closed down on September 24.

Secretary Morrison of the American Federation of Labor, on September 19 received word that by an almost unanimous vote, the United Brotherhood of Carmen, in convention at Atlanta, Ga., has decided to affiliate with the Federation.

President Gompers of the American Federation of Labor, accompanied by J. W. Sullivan, of New York, and David Lubin, of California, recently visited the workmen's organization at Milan, Italy, where he discussed the question of Italian immigration to the United States.

The striking weavers at the Iron Works Cotton Mills at Fall River, Mass., have accepted a 5 per cent increase in wages and returned to work on September 16. The weavers struck for a 10 per cent advance. About 5000 employes were thrown out of work.

Large gains in membership of the Wood, Wire and Metal Lathers' Union were shown by the reports of the officers at the international convention in Boston on September 14. President William J. McSorley, of Cleveland, recommended in his report that biennial meetings be held instead of the annual conventions.

At the annual convention of the International Wood, Wire and Metal Lathers' Union at Boston on September 18 there was no opposition to the re-election of International President William J. McSorley of Cleveland. Other officers elected include John Bell of San Francisco and Frank Mahoney of Seattle, vice-presidents.

William Buckley, sentenced to death for murder in connection with the iron trades strike at San Francisco in 1901, received a commutation of sentence to fifteen years' imprisonment, granted by Governor Gillett on September 21. Buckley will shortly be paroled and probably pardoned later on. Governor Gillett announced his belief in the innocence of Buckley.

Arrangements have been perfected for the restoration of the union label of the United Hatters of North America to all the factories in Danbury, Bethel and New Milford, Conn., from which the label was taken at the time of the inauguration of the Hatters' strike. This action is a step toward the final adjustment between the manufacturers and the Union.

With the Wits.

A Mean Man.

She said her fortune was her face.
Responded he
That poverty
Was no disgrace.

Another Alexander.—"You are all the world to me," said the man who had been twice divorced.

"Yes," replied the pretty grass widow, "and if I married you it wouldn't be long before you would be looking around for new worlds to conquer."—Chicago Record Herald.

It Worked.—Mrs. Brown—"You told me that if I left my tablecloth out all night the fruit stains would disappear. Well, I put it out last night."

Mr. Jones—"Of course the stains were gone in the morning?"

Mrs. Brown—"Yes; so was the tablecloth."—Tit-Bits.

Abusing His Strength.—Magistrate—"What was going on when you reached the house of these two prisoners?"

Policeman—"The man was on the floor yelling for help, and his wife was beating him with a flatiron, telling him she would teach him how to abuse a poor, weak, defenseless woman."—Washington Star.

Forget It.—A clerk in a Wall street office posted this notice on his desk one morning recently when he entered the office looking, as one of his associates said, "like a dissolving view:" "I know it's warm. I don't care to know how little you slept last night. It is usually warm at this time of the year in this part of the world. Forget it!"—New York Tribune.

Making the Best of It.—When the young husband reached home from the office he found his wife in tears.

"Oh, John!" she sobbed on his shoulder, "I had baked a lovely cake and I put it out on the back porch for the frosting to dry and the dog ate it."

"Well, don't cry about it, sweetheart," he consoled, patting the pretty flushed cheek. "I know a man who will give us another dog."—Brooklyn Life.

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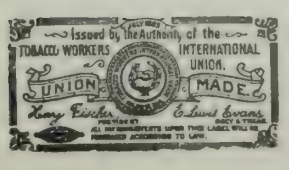
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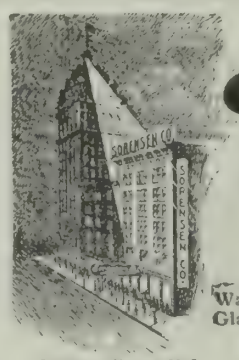
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ORIENTAL IMMIGRATION.

FOLLOWING is an article by Chester H. Rowell, in the September issue of the Annals of the American Academy of Political and Social Science, being part of a symposium on "Chinese and Japanese in America":

If an off-hand comment on the more obvious facts of Chinese and Japanese immigration as they strike the average Californian is considered a sufficient response to the request of the editor of The Annals for an article on this subject, it must be because precisely this off-hand view is one of the essential factors in any race problem.

It must always be remembered that the white American's standard of judging strange peoples is personal and unobjective. The average Southern white man, for instance, is most favorably disposed toward a type of Negro objectively inferior,—the type, namely, which best fits the inferior status which the white man prefers the black man to occupy. In a part of California very familiar to the writer, there is a large Armenian and a large Russian immigration. The Armenian, who is generally a superior person, is unpopular because his success is for himself, in his own business. The Russian peasant, who is often an inferior person, is popular because his labor is useful to us, in our business. The same standard of judgment is applied to the Chinese and Japanese. Pinned down to an objective judgment of the races as such, the Californian would doubtless place the Japanese in the higher rank. He judges the Chinese by their coolie class, and regards them as an inferior race. But it is almost impossible to get the Californian to look at the question thus objectively. Ask the question, "Which race is superior?" and you get the subjective answer, "I find the Chinese more useful to me, in my business." Also, the American business man insists on judging men by business standards. The Chinese virtues are business virtues and the Japanese faults are business faults. Therefore, the Chinese are judged by their virtues and the Japanese by their faults.

Taking for the moment this biased viewpoint, we find the Chinese fitting much better than the Japanese into the status which the white American prefers them both to occupy—that of biped domestic animals in the white man's service. The Chinese coolie is the ideal industrial machine, the perfect human ox. He will transform less food into more work, with less administrative friction, than any other creature. Even now, when the scarcity of Chinese labor and the consequent rise in wages have eliminated the question of cheapness, the Chinese have still the advantage over all other servile labor in convenience and efficiency. They are patient, docile, industrious, and above all "honest" in the business sense that they keep their contracts. Also, they cost nothing but money. Any other sort of labor costs human effort and worry, in addition to the money. But Chinese labor can be bought like any commodity, at so much a dozen or a hundred. The Chinese contractor delivers the agreed number of men, at the agreed time and place, for the agreed price, and if any one should drop out he finds another in his place. The men board and lodge themselves, and when the work is done they disappear from the employer's ken until again needed. The entire transaction consists in paying the Chinese contractor an agreed number of dollars for an agreed result. This elimination of the human element reduces the labor problem to something the employer can understand. The Chinese labor-machine, from his standpoint, is perfect.

But there are, of course, the additional standpoints of the merchant and the white laboring man. To the merchant the chief function of humanity is to "keep the money at home" and in circulation. The Chinaman spends his money with his own merchants, for Chinese goods, or sends it back to China directly. Therefore he is not a mercantile asset. In the old days, when the Chinese were sufficiently numerous and cheap to be real competitors, there was of course a violent labor-union opposition to them, most of which is now diverted to the Japanese, as the more immediate menace

But all this is academic and historical. The Chinese are a disappearing problem. Most of those still remaining in America are old men. The few born in this country, and the more numerous ones smuggled in, are only a handful, and there are not now in California enough Chinese to do more than a small part of the servile labor which our transitional industrial condition could absorb. So long as California undertakes to do intensive farming on large estates, with a small population, so long will there be a demand for much more farm labor, at certain seasons, than the local industries can support or the local population absorb during the remainder of the year. Fortunately, there is a harvest of some sort going on in some part of California almost every month in the year, so that it is only necessary to organize the migration of this temporary labor to keep it continuously occupied. The problem of meeting this condition with organized white labor is difficult and has not yet been solved. Meantime, the Chinese have met ideally the requirements of the employing white farmer. But there are not enough of them left, and in their search for a substitute the farmers have turned to the Japanese.

The Japanese are a very different people. As laborers they are less patient but quicker and brighter than the Chinese. In certain industries, particularly the thinning of sugar beets and the picking of raisin grapes, their short legs and ability to squat make them the most efficient workers in existence. A white man's efficiency is reduced very greatly when he has to squat. A Japanese can do as much work squatting as standing. Under the stimulus of "piece work," the Japanese work rapidly, but not carefully.

These differences, however, are minor. The one overshadowing contrast is this: The Chinese will keep a contract; the Japanese will not. Chinese business, like American business, is based on the assumption of the inviolability of contracts. Therefore the American and the Chinese can understand each other, on this point. But the Japanese seems to have no comprehension of the contract as a fundamental obligation, while the American cannot understand how a man can have any virtue who lacks this one. The Japanese contractor buys the fruit on the trees, as the Chinese used to do. The price goes down, and he refuses to understand how he could be bound by an agreement which has now ceased to be profitable. Japanese grape-pickers agree to pick a crop at a certain price. When the work is half done, there comes a chance to get a higher price elsewhere and they all decamp. There comes a sudden threat of rain in the drying season, and the trays must be "stacked" at once or the crop will be irreparably damaged. Instantly the cost of Japanese labor rises to blackmail prices, regardless of previous contracts. Of course there is such recourse as the law gives, but that is very little on a labor contract, and, generally, no legal obligation is worth much in business unless it is recognized also as a moral obligation. The Japanese does not recognize a contract as a moral obligation, and the American therefore assumes that he has no sense of any moral obligation. In an industrial system based on contract the Japanese must acquire a new sort of conscience, or he will remain an industrial misfit.

This of course is only the narrowly industrial view, chiefly that of the employing farmer. Socially, it is necessary to consider both the actual condition produced by the presence of Chinese and Japanese in moderate numbers, and the possible condition which would result if the bars were thrown down to the free immigration of either.

The Chinese live both by preference and by compulsion in "Chinatown," where they conduct their own affairs, independently of our laws and government, much as they do in China.

Adjoining Chinatown is usually the "tenderloin," and the whole district is the plague-spot of a California city. There is no law in Chinatown. The slave traffic is open and notorious, and slave pens, with bought slave girls peering through the barred windows, are a familiar sight. The most respected occupations of the leading Chinese citizens are gambling and lottery. As the laboring Chinese have become fewer, older and poorer, the games have turned to white men and Japanese for their victims. The Japanese rarely run gambling houses, but they are the chief frequenters of them, and lose much money. Chinese lotteries hold drawings twice a day, and tickets can be bought as cheaply as ten cents. Sometimes one small city will support a dozen lotteries. The tickets are peddled secretly, by the Chinese and by white cigar dealers and others, to American men and boys. In Chinatown the opium den or "hop joint" flourishes, and the opium-smoking white men who infest Chinatown are the dregs of creation. The governing bodies of Chinatown are the rival companies or "tongs," which enforce their decrees and settle their feuds by murder. There is a caste of professional hired murderers, or "highbinders," who are the executive arm of this peculiar government. The writer has seen the bodies of dead highbinders, after a tong war, stripped of actual chain armor, knife-proof and hatchet-proof. Chinese are sometimes convicted of murder, but there is never any telling whether you have convicted the right man. The Chinese whose word in a business obligation would be as good as a government bond, will perjure himself unblushingly on the witness stand. The jury-box estimate of Chinese testimony is that no Chinaman can be believed under oath. Chinese gambling joints are actual fortresses, with steel doors, sentries, and a labyrinth of secret exits. They are an open, fortified defiance of law, and are a source of almost universal police graft. An honest

(Continued on Page 7.)

A STERN CHASE.

I was sitting in the dingy, little smoking room of the Cherry Street Sailors' Home in New York one morning many years ago, blowing a cloud of tobacco smoke all around me and communing strictly with myself, when Steve Leslie, a shipmate, tapped me on the shoulder and said:

"What d'you say if we go an' ship in the Hidalgo? She's goin' to sign this afternoon, an' Alexander sez he'll put you an' me an' 'Brocky Wilcox' in her if we want to go. Now that 'Red' Murphy is out of her I guess she'll be all right."

Ordinarily my answer would have been a prompt and emphatic "No." The Hidalgo was one of that numerous class of American deepwater ships whose gory annals are told in the Red Record. Her evil reputation was mainly due to the cruelties perpetrated by the chief mate, one "Red" Murphy, an ineffably brutal scoundrel and allround ruffian. On the last voyage of the Hidalgo he had so ill-treated several of the crew that on her arrival in New York they had to be taken to the Marine Hospital, where one of them subsequently died of his injuries. Unfortunately "Red" Murphy was allowed to make good his escape, for murders of sailors were so common in those days that only the most flagrant cases were ever investigated by the authorities.

However, times were hard, and now that "Red" Murphy was out of the Hildago I might travel further and fare worse in the selection of a ship. I had been staying a month in the Sailors' Home, and if I wanted anything out of my advance I would have to ship pretty soon. Then, an opportunity to sail with old and tried shipmates is a desideratum which, with the average sailorman, outweighs a good many drawbacks. Steve and "Brocky" and I had made several voyages together, and were as thick as the proverbial mush. When it came to having trouble with the afterguard we knew that we could depend on one another right up to the hilts of our sheath-knives. And so, after cogitating on Steve's proposition for a minute or more, I said to him:

"Let's go out an' find 'Brocky' an' see what he thinks about it."

We found "Brocky" in the "Honest Man's" place, and as he happened to have a little money in his jeans we were soon seated around a table sampling Cherry-street booze, talking business between drinks. Cheered and made reckless by the cup that inebriates we signed articles a few hours later to proceed in the ship Hidalgo on a voyage to Rangoon, "and such other ports as the master may direct, and back to a final port of discharge in the United States north of Hatteras," etc., etc., "sixteen dollars a month, forty advance and nothing for the chance." In passing I may mention that Mr. Alexander, the superintendent of the Sailors' Home, got around the last mentioned clause by the simple expedient of charging each of us $5 for "cashing the note."

Two days after signing articles, having in the meantime duly spent the few dollars coming to us from our advances, we were rounded up along with various contingents from other boarding-houses and placed onboard the Hidalgo under guard of a squad of runners armed with blackjacks, knuckle-dusters, revolvers, and a goodly fund of profanity. The way of the transgressor may be hard, but it isn't a patch on the way trod by American deepwater sailors in "them days."

The crew, twenty strong, was the usual New York blend, hardly any two of them of the same nationality. The only one among them having the earmarks of a "native son" was so obviously a tyro at the game we were up against that he at once became the target for sundry uncomplimentary witticisms.

"Hey, sissy, where did you get that tie?" "Say, Dolly, you oughter have left that complexion ashore; it'll git spoiled here, sure." "How long have you been wearin' kidgloves, dude?" "Oh, but the mates won't do a thing to you—what!" were some of the questions and remarks hurled at the verdant-looking stranger.

He stood the bombardment with the imperturbability of one who knows how to take care of himself in any company; and as he seemed to have more whisky bottles in his clothes-bag than anything else he soon managed to turn the tide of popular sarcasm aside, so much so that those who but now had been gibing him were presently singing, "He's a jolly good fellow," and pledging him undying friendship. "You're all right, cull," they shouted in tipsy glee. "We'll make a sailor of you before you git back this far."

In appearance he was a smooth-faced, slight youth of twenty-five or so, with that air of precocious aplomb and easy nonchalance which never wholly deserts your true-born young American. His features were regular, refined almost, and denoted intelligence of a kind which, at his age, is only found in those who have enjoyed the advantages of cultured association. The small, slender, well-shaped hands, with their immaculately manicured nails, told as plainly as words could have done that manual labor had never been much of a hobby with him, despite the tough-looking togs with which he had arrayed himself. What his past had been was, of course, not easy to determine; but I judged him to be one of those social derelicts who have come to the end of their rope, and for whom the waterfront of a great city somehow seems to have a mysterious attraction akin to that which drew despairing souls to the waters of Lethe. That he had been virtually shanghaied onboard the Hidalgo was tolerably certain. At that I pitied him, for I knew only too well what sort of life lay in store for him.

Some one whom we took to be the mate came to the forecastle door after a while and sang out: "Man the windlass, men, an' let's git under weigh. Three or four of youse pass the end of the tow-line to the tugboat."

"Talks like a decent chap, that mate does," said "Brocky" as he handed me and Steve a bottle for a final swig. In a few minutes more we were heaving in the chain to the strains of "Shenandoah." A strong westerly wind was blowing and sending the scud across the wintry sky at a rate that gave promise of a real, old-fashioned "Yankee slant" to see us off on our long road. The Hidalgo, by all accounts, was the girl that could do some tall sailing, too; holding the records both ways for the fastest passages ever made between New York and San Francisco.

Towing down the lower bay from the Narrows we set the headsails, foresail and topsails, and catted and fished the anchor. The greenhorn by this time began to lose some of his assurance, for as the effects of the whisky died out among his new-found friends so did their friendship. Likewise had he collided once or twice already with the business end of the second mate, who was not slow to see where lay the line of least resistance to his blandishments. One thing that puzzled us was that there seemed to be only two mates onboard, while our understanding was that she had always carried three, the third mate acting as boatswain. However, we concluded that the old man would probably pick out some one in the forecastle to act as boatswain, and let it go at that.

When she got to within about two miles of Sandy Hook the skipper, a gouty, pot-bellied, bald-headed old fellow with a grouchy expression on his face, hobbled up on the forecastle-head and hailed the pilot on the tugboat, saying, "There he comes, down yonder," pointing over toward the Jersey shore. Whereupon the tug put her wheel hard a port and pulled us right up in the wind, after which she stopped as if waiting for something. Wondering what was up we looked over the lee rail and saw a large sailboat with two men seated in the sternsheets racing toward us, her lee gunwale all but under water from the press of canvas she carried. In two or three minutes more she was nearly alongside, and I was just getting a line ready for her when I felt a grip on my arm and heard Steve muttering hoarsely: "Sold, by God; it's 'Red' Murphy."

It may well be imagined that my feelings on hearing this were anything but agreeable. But I was younger then than I am now, and had my full share of youth's optimism, so after telling Steve to cheer up I jumped up on the rail and threw the line to the boat, which had sheered alongside in the meantime. And there was "Red" Murphy, sure enough, coming up the side ladder, grinning all over at the way he had outwitted us. Contrary to our expectations, however, he said nothing, but took his portmanteau and walked aft, merely nodding familiarly to the other two mates.

Half an hour later we were outside of Sandy Hook. After hauling in the hawser and setting the rest of the sails we were mustered aft around the capstan. Here the mates picked watches, after which all hands were sent to dinner. As good luck would have it Steve and I were picked by the second mate, while "Brocky" and the poor greenhorn got into the mate's watch.

When we got below for dinner "Brocky" took Steve and me to one side and said:

"This here is a pretty kettle of fish we've got ourselves into. There is goin' to be murder onboard of this hooker all right, for I'll never stand for any bulldozing from that mate. An' when it comes to a showdown in the courts I guess I'll have more friends than 'Red' Murphy."

This last was in allusion to the fact that "Brocky" was the proud owner of a gold medal presented to him by Congress for bravery. Some years previously, while serving as quartermaster on the U. S. Ship Brooklyn, he had, at the imminent risk of his own life, saved the life of the admiral of the fleet, then on the Chinese station. The admiral had been ashore to some function or other, and not wishing to stay until morning he had engaged a native sampan to bring him onboard late at night. Coming alongside of the ship, what with the darkness and the pitching of the sampan, he missed the accommodation ladder and fell into the water instead. The current was running a good three miles an hour at the time, but without the least hesitation "Brocky" sprang overboard and succeeded in getting hold of the drowning man and keeping him afloat till help arrived.

Of course, we cautioned "Brocky" against any undue rashness; but beyond that we could not consistently go, for deep down in our

(Continued on Page 10.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

DISCOVERY OF COMPASS.

Much interest must forever attach to the discovery of this instrument, and yet there are few subjects concerning which less is known. For a period the honor of the invention was ascribed to Gioia, a pilot born at Pasitano, a small village situated near Amalfi, about the end of the thirteenth century. His claims, however, have been disputed. Much learning and labor have been bestowed upon the subject of the discovery. It has been maintained by one class that even the Phoenicians were the inventors; by another that the Greeks and Romans had a knowledge of it. Such notions, however, have been completely refuted. One passage, nevertheless, of a remarkable character occurs in the works of Cardinal de Vitty, Bishop of Ptolemais, in Syria. He went to Palestine during the fourth crusade, about the year 1204; he returned afterward to Europe, and subsequently back to the Holy Land, where he wrote his work entitled "Historia Orientalis," as nearly as can be determined, between the years 1215 and 1220. In chapter 91 of that work he has this singular passage: "The iron needle, after contact with the lodestone, constantly turns to the north star, which, as the axis of the firmament, remains immovable while the others revolve, and hence it is essentially necessary to those navigating on the ocean."

These words are as explicit as they are extraordinary; they state a fact and announce a use. The thing, therefore, which essentially constitutes the compass must have been known long before the birth of Gioio. In addition to this fact, there is another equally fatal to his claim as the original discoverer. It is now settled beyond a doubt that the Chinese were acquainted with the compass long before the Europeans. It is certain that there are allusions to the magnetic needle in the traditionary period of Chinese history, about 2600 years before Christ, and a still more credible account of it is found in the reign of Chingwang of the Chow dynasty, before Christ 1114. All this, however, may be granted without in the least impairing the just claims of Gioia to the gratitude of mankind. The truth appears to be that the position of Gioia in relation to the compass was precisely that of Watt in relation to the steam engine—the element existed; he augmented its utility. The compass used by the mariners in the Mediterranean during the twelfth and thirteenth centuries was a very uncertain and unsatisfactory apparatus. It consisted only of a magnetic needle floating in a vase or basin by means of two straws on a bit of cork supporting it on the surface of the water. The compass used by the Arabians in the thirteenth century was an instrument of exactly the same description. Now the inconvenience and inefficiency of such an apparatus are obvious—the agitation of the ocean and the tossing of the vessel might render it useless in a moment. But Gioia placed the magnetized needle on a pivot, which permits it to turn to all sides with facility. Afterward it was attached to a card, divided into thirty-two points, called rose de vents, and then the box containing it was suspended in such a manner that, however the vessel might be tossed, it would always remain horizontal.—Electrical Engineer.

RIO JANEIRO DOCK SYSTEM.

While it is understood that formal bids for the great system will not be called for until certain legislation can be had from the Brazilian Congress, which convenes in May, the matter has been determined upon in its general features. In some respects the leasing of these docks will be the greatest investment affair in Brazil in many years. In a general way the plan is simply to turn the management of the docks over to a syndicate, which will collect dockage and other charges and keep the system in repair in return for a stipulated rental, but what plan for regulating this rental will be adopted is yet to be decided. The company leasing the docks at Santos has found its business very profitable—the most profitable enterprise, indeed, in all South America—and competition for the Rio Janeiro docks is likely to be very keen. It is understood to be a general policy of the present Government in Brazil to lease the public docks in all the ports of the country in which modern docks systems are being constructed.

The first section of the great dock system at Rio Janeiro is coming nearer and nearer to completion. A total of 1700 meters, or 1.056 miles, has been completed and accepted by the Government, this section including the modern warehouses and all other appliances needful for the economic management of such an institution. At present 400 meters, 1312 feet, more of the dock is finished and ready to be turned over to the Government. Up to date the commission in charge of the construction of the docks has expended upon the docks and approaches to the docks, including the Avenida Central in Rio Janeiro, a sum exceeding $57,000,000. The amount expended by the commission up to the time of its last financial statement on the docks proper, exclusive of the Avenida Central, was in round figures $44,660,000. The heavier part of the cost of the completed work is of course represented by these figures. While the docks already completed are used to some extent by smaller Brazilian vessels, the general use of the system by the larger ships is likely to be postponed for some time, owing to the need of further dredging before the larger ships can safely make the trip to the completed portion.

After a two years' voyage to Crozet the whaling bark Josephine is back at New Bedford, her home port, having taken in that time 13,000 pounds of whalebone, 500 barrels of sperm and 1000 barrels of whale oil. The season in Crozet was the worst in seven years, the Josephine doing better than any of the other ships.

The four-masted schooner Florence Howard, owned by the Atlantic Shipping Company, was successfully launched at Stonington, Conn., on August 4. Mrs. Florence Howard of Webster, Mass., after whom the vessel was named, christened her. The Howard is 1400 tons burden.

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International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Union, 1½ Lewis St., Boston, Mass.
Marine Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.
Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.
Inland Seamen's Union, Whitehall, New York.
Harbor Boatmen's Union, 85 West St., New York, N. Y.
Lake Seamen's Union, 143 West Madison St., Chicago, Ill.
Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.
Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.
Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.
Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.
Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.
Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.
United Fishermen of Pacific, Box 42, Seattle, Wash.
Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London E., England.
Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.
Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques y puerto, Barcelona Mayor, 44, 2, I (Barceloneta) Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

World's Workers.

The Melbourne (Australia) Trades Hall Council is going to hold an industrial convention, with the object of consolidating the wage-earners throughout Victoria.

At a meeting of the Sydney (Australia) Labor Council recently it was decided to request all unionists to demand to be served by shop assistants wearing the union badge.

A dispatch from Stockholm, dated September, 3 says that the Labor Federation has decided to call off the general strike on Septemer 6, as the outcome of Government intervention.

A restaurant keeper, in giving evidence before the Wages Board in Sydney, Australia, recently, said the cost of living had gone up nearly 50 per cent during the last six years.

The Broken Hill (Australia) Labor Federation is urging the necessity for holding a conference in Melbourne, with a view of bringing about the complete federation of all organized labor in Australia.

Exclusive of seamen, the number of British workpeople reported as killed in the course of their employment during July was 213, an increase of 26 as compared with June, and of 12 as compared with a year ago.

The arbitration undertaking by the Swedish Government to settle the dispute between the employers' union and the Confederation of Labor has failed, chiefly on account of the proposal to settle future disputes by arbitration.

Thirty girl weavers struck work at Torrenside Woollen Mills, Adelaide, recently, owing to a threatened reduction in wages. The trouble was amicably settled in favor of the union girls after a couple of days' suspension of labor.

Labor is rapidly organizing in Japan, practically every trade or occupation now having its organization, the constant exchange of ideas among the wage-earners bringing also the power of organized effort and the knowledge of such power.

The Swedish Government has intervened to settle the dispute between the employers' union and the Confederation of Labor, which was the cause of the recent general strike in Stockholm. Arbitrators have been appointed for this purpose, as well as to draw up regulations for the settlement of future disputes by arbitration.

Hans Back, employed in the shop of Andrew Bailey, butcher, of West Maitland, Australia, was proceeded against recently at the instance of Thomas James Waters, secretary of Newcastle branch of the Butchers' Shop Employes' Union, on a charge of breaking the award by commencing work before 5:30 a. m. Judge Hayden fined defendant £2 with £3 3s. costs, in default 14 days' hard labor.

The annual report of the Registrar of Trade Unions in New South Wales shows that 25 new unions were registered in that State during 1908, making the total number in existence 153, with a membership of 113,918 unionists. Among the largest unions are the Australian Workers' Union, with 22,472 members; the Colliery Employes' Federation, with 8979; the Machine Shearers' Union, 5580; Railway and Tramway, 5171; and the Seamen's, 4338. The wealthiest union is the Australian Workers' Union, with £10,581; followed by the Amalgamated Miners' Association, with £8056.

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Samuel England, age 48 years, communicate with Seamen's Institute, 242 Steuart street, San Francisco.

James Sample, last heard of on ship Santa Rita in April, 1909, is inquired for by Seamen's Institute, 242 Steuart street.

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Carlsson, N.	Manning, W.
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Carlson, C. G. F.	Melin, Einar
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Holz, P.	Ruter, Herman
Heckman, Fred	Seller, Willy
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Haupt, Emil	Smith, J. S.
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Pacific Coast Marine.

British bark Howard D. Troop arrived at Astoria on September 26, after a record-breaking trip of twenty days from Yokohama.

Captain Charles Potter, one of the best known navigators in the trade between the Hawaiian Islands and San Francisco, died at his home in Alameda on September 23, aged 78 years.

The British ship Ballasore, at San Francisco on October 1, 161 days from Hamburg, reports O. Christensen, sailmaker, died of heart disease. Deceased was a native of New York, aged 57 years.

The schooner Volante arrived at Seattle on September 20 from Point Barrow, bringing intelligence of the wreck of the schooner Ivy near that point. No lives were lost. The Volante brought $30,000 worth of furs and whalebone.

The following changes of masters were recorded at the San Francisco Custom-house on September 29: Steamer A. K. Payson, John A. Hockey vice Eric Olson; barkentine Amazon, Rasmus Jacobsen vice David Oraff.

The Coronado Company and the Centralia Company, both organized for the purpose of operating certain vessels now engaged in the coastwise trade, were incorporetad at San Francisco on September 30.

Two hundred thousand cases of canned salmon were brought by four salmon packets arriving at San Francisco on September 26 and 27. The vessels named are the bark George Curtis, the ship Bohemia, the ship Oriental and the bark Star of Peru.

Captain Sibbald of the British steamship Scottish Monarch was arrested at Honolulu on September 17 by the United States Marshal for having allowed three of his Chinese crew to escape on shore, in violation of the provisions of the Chinese Exclusion Act.

Three salmon packets arrived at San Francisco on September 28. The Alaska Packers' barkentine Centennial, Captain Larsen, reached port twenty-six days from Naknek. Her cargo consisted of 41,423 cases of salmon. The bark Paramita and the schooner Mizpah were the other arrivals.

The following changes of masters were recorded at the San Francisco Custom-house on October 1: Steamer City of Topeka, L. N. Nopander, vice J. O. Feria; schooner Sophie E., Conrad Cheller, vice James T. Hull. The steamer Lansing, C. Alberts master, was enrolled.

Word was received at San Francisco on September 30 of the conviction of the captain of the Norwegian steamer Varg for illegally landing men at East Cape. The master was arrested by the officers of the United States revenue-cutter Bear and taken to Nome, where he was tried, convicted and fined $1500 for the offense.

The following changes of masters were recorded at the San Francisco Custom-house on September 27: Schooner Rosella, Fred Haines, vice C. D. Haroldsen; steamer Modoc, Enos Fouratt, Jr., vice B. N. Rideout; steamer W. P. Fuller, J. J. Ortley, Jr., vice Oliver Ortley; steamer Cascade, Charles Maro, vice Knud Detlefsen.

The following changes of masters were recorded at the San Francisco Custom-house on September 25: Steamer Dixie, W. R. Osgood vice Charles T. Gillard; steamer Northland, C. M. Fagerlund vice A. Erickson; steamer Herald, George Fouratt, vice Enos Fouratt, Jr.; steamer James S. Higgins, Walter F. Higgins vice John A. Eleason.

The catch of the five Victoria sealers up to September was 2500 sealskins and eighteen otter skins. The schooner Toyo Maru, in command of Captain Voss, who some years ago circumnavigated the world in a canoe, had the highest catch of the thirty-eight Japanese schooners in Behring Sea, having 1065 skins. The others averaged from 300 to 400 sealskins.

Following quickly upon the cut in passenger rates made by the Pacific Coast Steamship Company in its effort to drive the steamer St. Croix of Schubach & Hamilton from the run between San Francisco and Los Angeles, the West Coast Company, operating a number of steam-schooners, has announced first-class rates one way of $1.50 and second class of $1.

The following changes of masters were recorded at the San Francisco Custom-house on September 18: Steamer Captain Weber, N. P. Nelson vice George H. Goodell; schooner Redwood City, Charles Herliky vice Adolf Frieberg; steamer Governor, H. C. Thomas vice Rasmus Jepsen; steamer Apache, J. A. Casson vice William A. Elsassen.

Bringing 261 passengers and $180.000 in gold the steamer Victoria, which arrived at Seattle on September 19, lowered the sailing time from Nome to Puget Sound, making the trip in seven days and eighteen hours. With the treasure shipment on the Victoria the gold brought from the Seward Peninsula to Seattle this year totals nearly $3,000,000.

The dockage facilities of the coast of British Columbia will be increased by a drydock, which will have a capacity of 10,000 tons. The contract for the dock, which will be 510 feet long, 70 feet wide and 30 feet draft over the sill, has been given to a firm which will build the dock in England and ship it to Vancouver in parts. The dock will be located in Vancouver.

The Matson Navigation Company received a cablegram on September 18 from Newport News stating that the steamship Wilhemina was launched at that place on that day. The Wilhelmina will run between San Francisco and the Hawaiian Islands. She arrived at the former port on February 1 and Captain Johnson of the Hilonian will take charge of her.

Credited with the fastest passage of the season from Alaskan waters and bringing the largest cargo of salmon yet received, the Alaska Packers' bark Star of Alaska, Captain Halverson, arrived at San Francisco on September 24. She made the passage from Chignik in eleven days, which is remarkably fast time. The Star of Alaska's cargo was 71,799 cases of salmon and fifty-five barrels of salmon.

War in earnest has been declared on the Pacific Coast Steamship Company by Schubach & Hamilton, of Seattle, which firm on September 24 published a first-class rate of $6.35 from San Francisco to Los Angeles on the steamer St. Croix. The rate is a cut of $3 under that declared by the Pacific Coast Company some days previously when it was announced that the St. Croix would be put on the southern run.

Sir Thomas Shaughnessy, president of the Canadian Pacific Railroad, announces that his line will immediately take steps to place new vessels on the Oriental run from Vancouver. The Empress of Britain and Empress of Ireland may be brought from the Atlantic, or new steamers may be built specially for the Pacific trade; but a decision one way or the other will be made very shortly.

The United States Inspectors at Seattle have issued their finding in the hearing of the evidence of the wreck of the steamer Ohio of the Alaska Steamship Company, exonerating Captain Johnson, Pilot Snow and all the officers of the Ohio, and express the conviction that if it had not been for the good judgment shown by Captain Johnson and the discipline and energy of the crew many lives would have been lost.

The Norwegian steamer Tordenskjold, which carries coal from Nanaimo to San Francisco, has been ordered held up by the local Steamship Inspectors because of the condition of her boilers and furnaces. Two months' work will be done on the collier by the Moore & Scott Iron Works, including the installation of a new furnace, new front heads on the boilers and two new line shafts.

The following changes of masters were recorded at the San Francisco Custom-house on September 28: Schooner Magnolia, Isak Isakson vice John Bates; steamer Glencoe, Charles T. Gillard vice J. E. Woodside; schooner Verbena, Eugene Lynch vice Jens C. Andersen. The schooner Crescent, T. Olson, master, and the schooner Ruby, W. Meins, master, were enrolled.

An interesting sailing race between the barkentines Koko Head and Lahaina from Vancouver to Sydney, Australia, will begin early this month. The vessels are now loading lumber at the Hastings mill and will complete their cargoes and get away within a few days of each other. Both will carry the same amount of cargo, so that the conditions of the race will be more equal than is usually the case in a contest between two sailing vessels. Hind, Rolph & Co. of San Francisco are the owners of the two carriers. The Koko Head was built in 1902 at Oakland, and her sistership at the same yard the previous year.

Several vessels well known on the Pacific are reported to have been acquired by foreigners. On the list is the iron four-masted bark Vanduara, 1916 tons register. She was built in 1882 at Glasgow and was purchased by the Norwegians for about $15,000. Another is the bark Lota, built at Glasgow in 1893. She realized about the same price at auction and will be transferred to Norwegian register. The iron four-masted bark Mariechen, which has been lying at Hamburg for some time, has been sold by order of the court for 67,000 marks, and the iron ship Brambletye, 1472 tons register, is also reported as having been sold for about $10,000.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

Affiliated with
AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer,
1½A Lewis St., Boston, Mass.

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ASHTABULA HARBOR, Ohio, 74 Bridge St.
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CHICAGO, Ill., 242 South Water St.
MILWAUKEE, Wis., 317 Virginia St.

Sub-Agency:
CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, OCTOBER 6, 1909.

SHIPS AND RAILROADS.

The Ship Subsidy question is again very much to the fore. President Taft, in his Seattle speech, promised to recommend to Congress the passage of legislation for the relief of the American merchant marine. However, Mr. Taft, like his predecessors in office, was careful not to specify the particular measures in mind, probably because he has no definite views on the subject. This attitude of indefiniteness is characteristic of the whole discussion on the subject of Ship Subsidy. Everybody favors the "rehabilitation of the American merchant marine." But unanimity ends with the utterance of this mouth-filling phrase. When it comes to ways and means of securing the desired object there are as many opinions as there are advocates. The reason for this disagreement is not far to seek. The scheme of Ship Subsidies is essentially selfish; it is a scheme to further private interests, rather than public good; consequently, any plan which is calculated to benefit one element of the shipping industry inevitably arouses opposition among other elements.

It has been contended in these columns that the absence of profit in many shipping enterprises is due to the attitude of the railroad corporations. The railroads take to themselves the bulk of the freight and passage payments, leaving to the shipping end of the transportation business only so much as is absolutely necessary to keep the ships afloat, and frequently not even that much. A striking confirmation of this view is given in a recent statement made by W. R. Wheeler, formerly Assistant Secretary of Commerce and Labor. Speaking at San Francisco on the 1st inst., Mr. Wheeler said:

> Not long ago a man ventured to establish an independent steamship line between New York and Galveston, and it at once became a question whether he would be able to run, the opposition rates went so low. He was trying to compete with a steamship line owned by a competing railroad. It is always so where a railroad is allowed to operate in conjunction with a competitive steamship line.
>
> The Pacific Coast Steamship Company is owned, or dominated, by the Hill interests. There is no use of mincing words here, where we are all in a family. You may ask why Hill runs a steamship line to San Francisco when he has no railroad here. The answer is that San Francisco is the supply point for Puget Sound in competition with St. Paul.
>
> Why does the Pacific Mail run a line of vessels to Panama? Is it to build up the merchant marine of the country, or to promote the interests of the American flag on the seas? No; it is to protect the transcontinental railroad lines. It is as a protection against competition and to keep the rates where they are.
>
> As a prerequisite to the upbuilding of a merchant marine, you want first to make competition exist on the water, and not with the water. Protect the local or domestic trade, and if that can be allowed to grow, from it may arise a determined effort to branch out into the world trade, which will be successful.
>
> There should be an amendment to the Interstate Commerce Act, making it unlawful for a railroad to own, operate or be interested in competing steamship lines. That will give the man who wants to engage in the coastwise trade a chance, and after that will come greater things.

This statement, which is undoubtedly correct, quite clearly conveys the inference that any subsidy which might be granted by Congress would be unavailing for the purpose of increasing shipping, since it would be absorbed by the railroad end of the respective corporations. As Mr. Wheeler says, the trouble lies not in competition between ships, but in competition between ships and railroads.

As to protection for the coastwise trade, that trade is already fully protected, at least in the matter of competition with foreign shipping. Whether as a result of this protection or not, the fact remains that American shipping (including the coastwise and Lake trade), is second only to that of Great Britain in amount of tonnage. This fact is lost sight of entirely by those who assert that the United States Navy (also accredited with second place in point of strength) would be handicapped in time of war by reason of the lack of coal ships and other auxiliary craft.

It is noticeable that in the recent discussion of the Ship Subsidy question no mention is made of the feature of personnel. Originally this was the feature most strongly emphasized. Subsidies were advocated not so much for the purpose of increasing the number of ships as for the purpose of increasing the number of seamen—American seamen—who should be available as a reserve force for the Navy. It will be recalled that in spite of this argument none of the Ship Subsidy bills introduced at any time has contained a single provision tending to this end; that, on the contrary, every attempt to secure the insertion of such provisions has been strenuously, and successfully, opposed by the prospective beneficiaries of the subsidies. Whether sincere or insincere in their advocacy of "American ships, owned by American citizens and manned by American seamen," it remains true that only upon the ground of an improvement in the numbers and efficiency of the crews of American ships can the proponents of Ship Subsidies hope to be successful in their appeal to the country.

The maritime craft should not be behind any other branch of labor in assisting the members of the garment-making industry in their struggle against Asiatic and sweatshop labor. Demand the Garment Workers' label when purchasing suits, shirts, overalls, etc.

The union label is Labor's most effective weapon. Demand it at all times.

LABOR IN THE ISLANDS.

The problem of "Americanizing" the Hawaiian Islands has long been a subject of discussion in the United States. Indeed, that question was discussed before the annexation of the Islands, in 1898, the difficulties in that connection being regarded by many as a serious objection to the policy of annexation. Subsequent events have demonstrated the soundness of the position that territory lying within the tropics can not be "Americanized" in the sense of being made habitable by the American people. Additional light is cast upon the subject by the expressions of certain members of the National Immigration Commission, who recently returned to San Francisco from a visit to the Islands. Commissioner William R. Wheeler sums up the situation in the following terms:

> The Immigration question in the Hawaiian Islands is as yet in a rather complex state, but the people down there are striving earnestly and strenuously to get it into satisfactory shape, and I have no doubt that they will be successful in the near future.
>
> We visited the three large islands, Oahu, Maui and Hawaii, and came in contact with the leading men of these places. It is the Japanese labor problem with which the Islanders are most vitally interested and which they are taking steps to solve. At present there are 78,000 Japanese on the Islands, which is over 50 per cent of the population.
>
> It is this fact and the possibility of an increase that has convinced the people that the Islands must be Americanized as rapidly as possible. We were agreeably surprised to find the broad public spirit in this regard that we did. There is a feeling that the increase of the Oriental population along its recent lines must be stopped.

In the effort to secure white labor agents have been sent to Russia and the Azores, from which fields it is hoped to recruit the labor needed on the plantations. The expense involved in this procedure is defrayed by a tax of 2 per cent upon the owners of property exceeding $4000 in value, 75 per cent of which goes to the local Immigration Board and 25 per cent to the reclamation of lands and irrigation. The Commissioners also report that steps are being taken to divide the land into small tracts and to vary the products of the soil by planting pineapples, tobacco, cotton and other staples. The Immigration Commissioners express themselves as hopeful of the success of these measures. Whatever the outcome, it is quite evident that in their present condition as to population the Hawaiian Islands are a white (or rather brown and yellow) elephant on the hands of the United States. As things now stand, the best that can be said for the Islands is that they serve as a valuable object-lesson of the dangers of Asiatic immigration to the mainland. What has already taken place in the Islands would just as certainly take place in California in event that the existing restrictions upon Asiatic immigration be not maintained and extended.

The labor movement of the United States will be represented in spirit, if not in person, in the reception to be tendered at Washington to President Gompers upon his return from Europe. We congratulate Brother Gompers and wish him the fullest personal benefit from his trip.

Demand the Hatters' label when buying a hat.

ORIENTAL IMMIGRATION.

(Continued from Page 1.)

"Chinatown squad" is an iridescent dream. Sanitary conditions are unspeakable and sanitary regulations are unenforceable. Religion is represented by joss houses, where the coolie worshiper seeks which god will most cheaply grant his prayer for a winning lottery ticket.

There are decent men in Chinatown, but no moral leaders, and no civic sentiment, to enforce any moral obligations but business ones. These are absolute, and every Chinese pays all his debts by the time of the annual New Year festivities. Superstition is universal and gross, and the numerous devils are the only power feared, except the tongs. Dead men are greatly honored, but a dying man is thrust into the dead-house to starve, supplied with opium, but with nothing else. Chinese clothing, food, customs and standards are universal, and a Californian Chinatown is simply a miniature section of Canton, transported bodily. The Chinese are not part of American life, and conform to American standards only in the single respect of recognizing the obligation of a business contract.

The Japanese in the beginning congregate on the borders of Chinatown, but they build better and cleaner houses and admit some air to them. They adopt American clothing at once, and American customs very rapidly. As they grow in numbers and prosperity, they provide themselves with recreation—good and bad. They go to the Chinese gambling houses and to the Buddhist temples and Christian missions. Pool and billiard rooms, with their good and bad points, are liberally patronized. The general aspect of life is cheerful and attractive, and the Japanese themselves, from the highest to the lowest, are a delightfully polite and genial people. Even the "cockyness" that has followed the Russian war has not obliterated their personal likableness. In every relation but a business one they are charming. They develop a civic sense, public spirit, and moral leadership. When the Chinese gambling joints debauch the Japanese young men, the Buddhist priest, the Christian missionary and the president of the Japanese Reform Association call on the mayor to protest. But when asked whether the Japanese houses of prostitution should not be suppressed also, they shake their heads. Prostitution is a most characteristic Japanese industry, and there appears to be no moral sentiment against it. The women themselves are under less social ostracism than the women of corresponding class of other races, and they appear also to be less personally degraded. You see no obscene pictures and no flaunting of vulgarity in a Japanese house of prostitution. In some places, these facts are giving the Japanese an approximate monopoly of this evil.

But the Japanese do not confine themselves to "Japtown," nor permit the white man to determine the limits of their residence. They buy up town and country property, and wherever they settle the white man moves out. In Sacramento they have completely occupied what was formerly one of the best business districts. The process is simple. A Japanese buys a fine corner location, paying for it whatever price he must. Then he gets all the rest of the block very cheaply, for the white owners and tenants will not stay. In the country, wherever the Japanese rent or buy land in any quantities, white men evacuate. The Vaca Valley, one of the richest and most beautiful spots in California, is the most notable example. Similar beginnings have been made elsewhere. In business they do not confine themselves to their own people. In Fowler, California, for instance, one of the leading department stores, doing a general business with Americans, is owned by Sumida Bros. In San Francisco there is a Japanese daily newspaper, with a modern plant and a large circulation and business. It was the first newspaper in San Francisco to resume publication with its own building and plant after the fire.

The Japanese are energetic, versatile and adaptable. Many of them attend the high schools and universities, to secure a first-class American education. These students frequently work, after hours, as house servants in American families, partly to support themselves and partly to supplement their American academic education with an American domestic education. As servants they are intelligent, accommodating, competent and unstable. As in everything else, their one weakness is their failure to recognize the obligation of a contract. They will leave, without notice or consideration, on the slightest provocation. Chinese servants, such of them as there are left, are more generally professional servants, who make the work a permanent business, and expect high wages.

Magnify these conditions indefinitely, and it is not hard to foresee the result of any general admission of immigrants of either race. Chinese will not assimilate with American life, and Americans refuse to assimilate with Japanese. The great danger of the "yellow peril" is its enormous size. With less than two million white men in California, and more than four hundred million Chinese in China, just across the way, the very smallest overflow from that limitless reservoir would swamp our Pacific Coast. If it is impossible for two million white men, in an American State, to enforce American laws on a dwindling few thousand Chinese, American institutions would be simply obliterated by any considerable influx of Chinese. A very few years of unrestricted Chinese immigration would leave California, American only in the sense in which Hongkong is English. Fortunately, on this question, American policy is fixed, and is for the present in our hands. China is powerless to protest, whether we deal justly or unjustly, and the dwindling remnant of Chinese present few occasions for personal or diplomatic friction. The Chinese problem is easy, so long as our present policy continues. Under any other policy, it would straightway overwhelm us. No possible immediate industrial demand could justify letting down the bars to Chinese immigration in even the slightest degree. Those industries which cannot be developed and those resources which cannot be exploited without Chinese labor must simply be left undeveloped and unexploited—unless we are willing to sacrifice American civilization permanently to industrial exploitation temporarily, on the whole Pacific Coast.

The Chinese problem is approaching its end, unless we reopen it. The Japanese problem is only beginning, and the end is not wholly within our control. For the present, there are no more Japanese in the country than we can safely utilize, and the number, under the restrictive policy of Japan, appears to be decreasing. This is excellent, so long as it lasts. But it can last, in peace and amity, only so long as Japan wills, and Japanese sensitiveness constantly tends to magnify the smallest provocations into international issues. Industrially, we can utilize some Japanese, but internationally we cannot guarantee even one Japanese against the possible chances of American hoodlumism. With the issue, not probably of peace (for war is the remotest of contingencies), but of amity in the hands of any rowdy boy who chooses to smash a Japanese window, the present Japanese exclusion arrangement is in the unstablest equilibrium. A momentary wave of demagogy, in Japanese politics, a chance street fight in the San Francisco slums, and the whole agreement might be jeopardized. Then we should be forced to the alternative of Japanese exclusion by our own initiative, with all its difficulties and possibilities of complication.

But let no American who realizes what it would mean to the South to turn back the wheels of history and decree that there should never have been a race problem there, consider for a moment the possibility of importing another and harder one on our Pacific Coast. There is no right way to solve a race problem except to stop it before it begins. Every possible solution of the Negro problem is a wrong one, but we can at least let each generation determine which wrong it will commit, and take the consequences, with respect to that permanently impossible problem. No such possibility opens with respect to a race problem where the other race would determine its own view of its own rights, and be backed by a powerful and jealous nation in maintaining them. The Pacific Coast is the frontier of the white man's world, the culmination of the westward migration which is the white man's whole history. It will remain the frontier so long as we guard it as such; no longer. Unless it is maintained there, there is no other line at which it can be maintained without more effort than American government and American civilization are able to sustain. The multitudes of Asia are already awake, after their long sleep, as the multitudes of Europe were when our present flood of continental immigration began. We know what could happen, on the Asiatic side, by what did happen and is happening on the European side. On that side we have survived, and such of the immigration as we have not assimilated for the present we know is assimilable in the future. But against Asiatic immigration we could not survive. The numbers who would come would be greater than we could encyst, and the races who would come are those which we could never absorb. The permanence not merely of American civilization, but of the white race on this continent, depends on our not doing, on the Pacific side, what we have done on the Atlantic Coast. For the present, the situation as to both Chinese and Japanese immigration is satisfactory. But to relax the present policy, even for a brief interval, would be to load ourselves with a burden which all eternity could not again throw off and all our vitality could not withstand. There is no other possible national menace at all to be compared with this.

The contract for salvaging the cargo and hull of the steamer Ohio, wrecked in Finlayson Channel, was awarded to the Vancouver Dredging and Salvage Company on September 20. The agreement for the working of the cargo of 1800 tons was entered into with the San Francisco Underwriters. The contract covering the hull was executed with the London Salvage Association. Work was started last week on the cargo and then attention will be given to the hull.

The following changes of masters were registered at the San Francisco Custom-house on September 22: Steamer Phoenix, Charles Matsen vice H. G. Hansen; steamer Brooklyn, H. G. Hansen vice Axel Henriksen; sloop Ida, John Dalietto vice F. G. Condari; steamer State Reuben L. Holman vice R. M. Dixon; steamer Sea Foam, Axel Henrikson vice Bertimus Lee; steamer Yellowstone, J. G. Ludlow vice Charles Reiner; steamer Alcatraz, E. Wirschauleit vice John Ellessen.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, October 4, 1909.

Regular weekly meeting was called to order at 7:30 p. m., E. A. Erickson presiding. Secretary reported shipping medium. Quarterly Finance Committee reported having examined the Union's accounts for the third quarter and having found same correct. The second installment of the International Assessment for the benefit of the affiliated Unions on strike on the Great Lakes was ordered paid.

Notice: Nominees for delegates to the International Seamen's Union convention who desire to become candidates must so notify the Ballot Committee at Headquarters not later than October 8, 1909.

A. FURUSETH, Secretary.
44-46 East St., Phone Kearny 2228.

Vancouver, B. C., Sept. 27, 1909.
General situation good.
JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, Sept. 27, 1909.
No meeting; no quorum. Shipping medium; prospects fair.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Sept. 27, 1909.
Shipping medium; prospects uncertain.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Sept. 27, 1909.
No meeting; no quorum; shipping fair; prospects uncertain.
WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Sept. 27, 1909.
Shipping slack; prospects better.
WM. GOHL, Agent.
P. O. Box 62. Tel. 225.

Portland, Or., Agency, Sept. 27, 1909.
Shipping good.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Sept. 25, 1909.
No meeting; no quorum. Shipping good; prospects uncertain.
JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Sept. 27, 1909.
Shipping fair; prospects uncertain.
H. OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, Sept. 21, 1909.
No meeting; no quorum. Shipping and prospects poor.
CHAS. SORENSEN, Agent.
Cor. Queen and Nuuanu Sts. P. O. Box 314.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Sept. 30, 1909.

Regular weekly meeting was called to order at 7:30 p. m., Ed. Andersen in the chair. Secretary reported shipping slack, plenty of men ashore. A Quarterly Finance Committee was elected to go over the finances of the Union for the past quarter.

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Sept. 23, 1909.
No meeting; shipping medium.
LEONARD NORKGAUER, Agent.
Phone Sun Main 2233. P. O. Box 1335.

San Pedro Agency, Sept. 24, 1909.
No meeting; shipping medium; few men ashore. Prospects fair.
ED. BARRY, Agent.
P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Sept. 27, 1909.
Strike situation satisfactory.
V. A. OLANDER, Secretary.
674 West Madison St.

DIED.

Olaf Emil Hagberg, No. 1920, a native of Sweden, aged 32, died at Fort Stillacoom, Wash., on August 26, 1909.

Victor Newman, No. 615, a native of Russia, aged 67, died at San Francisco, Cal., on September 30, 1909.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

WILSON AT BUFFALO.

Saint Brigid's Hall in Louisiana street was crowded to capacity yesterday (September 19) afternoon by 1,000 striking marine engineers, firemen and seamen to hear Joseph Havlock Wilson, a member of the British Parliament from Middlebro, Eng., and President of the National Sailors & Firemen's Union of Great Britain, denounce the "so-called welfare plan of the Lake Carriers' Association as a copy of the notorious Shipping Federation of Great Britain."

It was a gathering of the men who have been on strike on the Lakes for the last five months against the announced "Open-Shop" policy of the vesselowners, and who were cheered last week with the announcement that $50,000 had been voted to help their fight by the International Seamen's Union of America.

Edward Stack, President of the Marine Firemen's Union, was chairman, and others on the stage were W. H. Frazier of Boston, Secretary-Treasurer of the International Seamen's Union; V. A. Olander of Chicago, General Secretary of the Lake Seamen's Union; Michael Casey, Secretary of the Marine Firemen's Union; William Jenkins of Conneaut, chairman of the Lake District grievance committee of the seamen; John Coleman, business agent of the United Trades and Labor Council; Charles Stevens, head of the cigarmakers' union, and other local leaders. Father James A. Lanigan, rector of Saint Brigid's Church, was also present.

Mr. Wilson is one of the oldest labor members of Parliament and has carried on the work in the British House of the late Samuel Plimsoll, originator of the Plimsoll line, which prohibits vessels from loading deeper than the mark indicated and has reduced the loss of life from 3,500 annually in 1885 to less than 1,000 annually now.

"This welfare plan, so-called, which the Lake Carriers are trying to enforce on these Lakes," said Mr. Wilson, "is worse by far than the notorious Shipping Federation of Great Britain. We have been fighting it over there for the last eighteen years, and I prophesy that we will win inside to twelve months."

The speaker reviewed the history of their strike and explained the workings of the British Federation scheme. "In 1885 the wages of the British seamen had reached the lowest point in twenty years," he said. "They were $12.50 a month. I organized the National Sailors & Firemen's Union in 1887, and the wages were brought up to $25 and $27 a month. The formation of the Shipping Federation, Ltd., a combine of all the shipowners, followed, and sailors were compelled to join. After eighteen years the British shipowners declare that white sailors and firemen are such a drunken, disorderly lot that they are compelled to employ Chinamen, Lascars and Hindoos.

"After spending millions of dollars, the shipping Federation has been a flat failure, and I predict that if the same system prevails on the Lakes, Mr. Colby and his friends will discover to their sorrow that they have been fighting a shadow. They may get cheaper labor, but it will be dear labor.

"The abuses of the Federation system are many. Agents extort graft from sailors for jobs; men are compelled to submit to a physical examination by shipowners' doctors, and they are the subject of blacklisting, which wrecks their chances for employment. The continuous discharge book contains a record of a sailor's services on all ships. Once a man gets a black mark, whether it is just or not, he may as well quit the Lakes, and he has no record if he sought employment on the coast, as the owners hold the book.

"The Shipping Federation, after failing to crush the seamen, tried to ruin me financially, believing that they could thereby drive me out of the House of Commons. After eighteen years, do I look like a crushed man? (Cries of "No, no.") The Federation, in conspiracy with the seamen's boarding-house keepers, put me in jail for six weeks, sold my furniture and effects, brought me into bankruptcy court, but, in spite of all, I am still fighting, and we will win in another twelve months.

"The purpose of the Lake Carriers is to destroy your organization and then they'll take care of your wages. This is the most important struggle in your history, and if the employers succeed in their welfare scheme, you might as well bid good-by to your organization and your present wages. The seamen of the world are with you in this fight and you can depend on their support."

All through his talk the speaker was interrupted with cheers and when he finished, men jumped to the platform to shake his hand.

Secretary Frazier of Boston, who announced the donation of $50,000, said: "The seamen of two coasts consider this as much their fight as the men on the Lakes. We will win."

John Coleman said: "Organized labor of Buffalo and Erie County is with you and ready and willing to do all it can to help in this struggle against one of the greatest organizations of capital in the country."

The party will leave Buffalo this morning for a tour of the Lakes, stopping at Cleveland, Toledo, Detroit, Chicago and Milwaukee.—Buffalo Express.

RULES FOR PASSING CANAL.

The following instructions have just been issued by J. W. LeB. Ross, superintending engineer of the Canadian Canal at Sault Ste. Marie, Ont.: "All vessels using this canal must take their turn, and if traffic becomes congested so that there is not room at the piers for all waiting vessels the latest arriving vessels must come to anchor in the river until there is room for them in the entrance. No vessel must attempt to pass or take the turn of any vessel so waiting at anchor excepting those which have the right of way, according to rule 24 of the canal regulations, or small vessels which may lock with large ones, but must come to anchor and await their turn. Captains are requested to report to the office in writing when any other vessel breaks this rule. A fine will be imposed upon all vessels neglecting to follow these regulations."

Demand the union label on all purchases.

MORE LAKE ACCIDENTS.

Port Huron, Sept. 18.—When the Mutual line Lackawanna, bound down, loaded with flour, copper and shingles, was abreast of the upper Grand Trunk freight sheds this morning, at 11 o'clock, her steering cable parted and she took a sheer between the steamer Shenandoah and the barge Chieftain, which were bound up. The strong current swept the Lackawanna down the river broadside, and Chieftain collided with the Lackawanna, hitting her on the starboard side abreast of No. 3 gangway, breaking a large number of plates.

The Lackawanna started to fill, and with the assistance of the tug Reed, which was near when the collision happened, the Lackawanna was pushed over on the middle ground of the Canadian side abreast of Lynn's office, where she sunk.

Her upper decks are out of water. The Reed Wrecking Company have the steamer Manistique alongside of her making an examination of the damage. The Chieftain's stem is broken off from the tip of the rail to below the water. She also has a large number of planks broken. Repairs will be made here.

James Davidson, owner of the Chieftain, and W. E. Lloyd, manager of the Mutual line, will be here in the morning to look after their interests. The Lackawanna is owned by the Lake Transit Company of Buffalo, and is being operated by the Mutual Transit Company under charter. A steam pump has been placed aboard the wrecked ship.

Detroit, Sept. 16.—The steamer Oliver, that has been aground at Walpole Island since Sunday night, has been released and passed down this afternoon.

After lightering about 150 tons of ore the barge Nasmyth was released from New York shoal at Amherstburg to-day. She is lying at Bar Point, waiting to be picked up by a downward Steel Trust steamer.

Sault Ste. Marie, Sept. 16.—As the steamer Pathfinder with the barge Sagamore was leaving the canal upbound, the latter took a sheer, crashing into the steamer Maruba, downbound. The Maruba's starboard bow was stove in by the force of the collision. Both vessels proceeded, the injuries not being serious enough to detain them.

The steamer W. W. Brown arrived here this afternoon and is tied up with a disabled air pump. Temporary repairs will be made. Vessels were delayed by a heavy fog last night and this morning.

Detroit, Sept. 13.—A thick fog which came up suddenly at midnight Sunday caused five strandings in the Detroit and St. Clair Rivers and furnished plenty of work for the tugs. The tug Home Rule also got a towline in her wheel and is temporarily disabled.

The big steamer City of Cleveland grounded on the east bank of the river just above Amherstburg and was released by the tug Harding. The steamer is not injured. The little steamer Adiramled and the barge Dobbins grounded on Bois Blanc Island, across

from Amherstburg, and were freed by the tug Trotter.

The big barge Nasmyth, loaded with ore and in tow of the steamer Corona, went on New York shoal, abreast of Amherstburg, and lightering may be necessary. The tug Colton is on the way from Toledo, and Marine Superintendent Smith of the Pittsburg Steamship Company is expected in the morning.

The steamer Henry W. Oliver is on the head of Walpole Island, opposite Algonac, St. Clair River. Two of Reid's tugs have been at work on her and the tug Harding has gone up the river. The steamer Captain Thomas Wilson of the same fleet as the Oliver is expected to stop on her way up and help in releasing her sister-ship. The steamer Francis Wildar was on near the City of Cleveland for a time, but she worked herself free.

Port Huron, Sept. 16.—The Reed wrecking tugs Ottawa, Reed and Manistique succeeded in releasing the steamer Oliver this morning at 10 o'clock from the head of Walpole Island. The steamers Wilson and Yuma, with the tugs Winslow and Reed, pulled on the Oliver yesterday and failed to move her. The Oliver left for Cleveland.

The steamer Choctaw is lying down river making repairs to her steering gear.

The steamer P. P. Miller, loaded with ore, is aground at the entrance to Huron harbor. Tugs could not release the steamer and she will have to lighter. The tug H. D. Goulder left for Detroit yesterday for the lighter Wayne, and part of the cargo will be taken off.

EXPERIENCE WITH LIGHTNING.

An interesting experience with lightning striking a vessel is given in the Hydrographic Bulletin under date of September 8 by Captain W. H. LaFleur, master of Pere Marquette carferry No. 20. The incident occurred on August 4, while the boat was headed for Manitowoc.

"I was standing at the engine-room telegraphs, near the front part of the bridge and within four or five feet of the spar, when the lightning struck the ship," says Captain LaFleur. "I felt a sharp pain in my left shoulder, which was almost drenched by the rain beating and soaking through my oilskin coat, my left side being dry, and I must have been spun around, for when I recovered my wits I was facing aft instead of forward and I experienced a severe dizziness for a few minutes and a slight sickness of the stomach.

"I noticed my compass was affected immediately after the squall passed away. When I lined up in the center of the channel and had got away from the attraction of the fog signal station I found my compass instead of reading W. 1-4 S., was reading W. 7-8 S., having an easterly variation of 5-8 of 1 point.

"Leaving Manitowoc harbor, I found my compass, instead of reading E. 1-4 N., to read E. 1-2 S., therefore leaving the attraction westerly to the amount of 3-4 of 1 point."

The steamer Muskegon, which was owned by J. J. Boland & Co., of Buffalo, has been sold to the Independent Sand & Gravel Company of Chicago. Her new owners will convert her into a sandsucker.

WHALEBACKS EXCHANGED.

The old whaleback barges of the Pittsburg Steamship Company figured in the contract which the steamship company closed last week with the Great Lakes Engineering Works of Detroit. The Great Lakes Engineering Works will take seven of the whaleback barges in part payment for the three 600-foot steamers that were ordered. It was not given out at what price the whalebacks were taken over.

The barges that will be turned over to the shipbuilding company are the 117, 118, 130, 131, 132, 133 and 134. The boats have not been in commission the past two seasons, and they will be towed to the plant of the shipbuilding company during the next few weeks. It is reported that the boats will be sent to the coast. If that is done, the barges will have to be changed, as they are too long to get through the Welland canal.

The 117 and 118, which came out in 1891, are 285 feet keel and 36 feet beam, and have a capacity of about 3,000 tons. The 130, 131, 132, 133 and 134 were built in 1893. They are 292 feet keel and 36 feet beam, and carry about 3,100 tons.

Since he took charge of the fleet President and General Manager Coulby has disposed of all the whaleback barges except two. They are the Alexander Holley and the 137. Mr. Coulby sold sixteen of the whalebacks about four years ago, and they were taken to the coast. Changes have been made in most of the steamers that were built according to the plans of Captain Alex. McDougall.

SHOAL AT ERIE.

The steamers E. D. Carter, Wainwright, James Gayley and Admiral recently grounded on a shoal at the entrance to Erie harbor. George A. Marr, secretary of the Lake Carriers' Association, took the matter up with Colonel W. L. Fisk, United States engineer at Buffalo. Regarding the shoal Colonel Fisk in reply said:

"There is a shoal along the north line of the outer channel of Erie harbor 200 feet long, beginning 400 feet Lakeward from the end of the north pier and 150 feet wide, on which the depth is less than twenty feet and least depth sixteen and a half feet at mean Lake level.

"Vessels should pass the shoal in the small half of the 300-foot channel, where the depth is not less than nineteen and a half feet at mean Lake level 150 to 200 feet south of the range of the lighthouse on the outer and inner ends of the pier, which range is the north line of the dredged channel.

"A contract is in force for removing this shoal and restoring all of the Erie entrance channel to the required depth of twenty feet at mean Lake level, and it is expected that the dredging will be begun before October 1 and completed before the end of the month."

Information from a reliable source states that a contract for a bulk freighter 524 feet long and fifty-six feet beam was placed recently in Buffalo by Boland & Cornelius, managers of the American Steamship Company, with President Pessano of the Great Lakes Engineering Works of Detroit. The steamer will be built on the arch type of construction with automatic steel hatch covers, and will come out at the opening of 1910.

NORTH STAR CLAIMS.

Notice is given that those members of the crew of the North Star who put in a claim for clothing lost in the wreck of that vessel will be awarded compensation upon application to the Mutual Transportation Company, Ganson St., Buffalo, N. Y.

INFORMATION WANTED.

Frank Donnelly is inquired for by his mother, Mrs. Eva Donnelly, 1317 Clark St., Racine, Wis.

Wm. A. Nicholson, No. 13,156, Lake Seamen's Union, is inquired for by his sister, Miss Alice Nicholson, 356 Lake street, Oak Park, Ill.

L. F. Sweeney, No. 3132, Lake Seamen's Union, is anxiously inquired for by his family. Address K. Murphy, 541 North Clark street, Chicago, Ills.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

Albert Appenyella, sometimes known as Albert Zellers, supposed to be a Seaman and a Dredgeman, is inquired for by his sister, Anna Goodmiller, 806 E. Wood St., Decatur, Ill.

There is an obstruction in the channel at Ashtabula. The steamer Alexis W. Thompson struck it going in recently. The boat was damaged, but she is not leaking.

The steamer P. P. Miller, which was aground at Huron, was released recently after lightering about 400 tons of ore. The boat was not damaged.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

674 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.

TOLEDO, O.....54 Main Street
Phone Bell 1890.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.

SUPERIOR, Wis.....213 Banks Avenue
Telephone, Old Phone, 4428 L.

BAY CITY, Mich.....108 Fifth Avenue

OGDENSBURG, N. Y.....70 Isabella Street

KINGSTON, Ont., Canada.....(Box 96) King Street

ERIE, Pa.....305 French Street
Telephone Bell 682.

CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.

SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.

SANDUSKY, O.....510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Mich.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

A STERN CHASE.

(Continued from Page 2.)

hearts we felt pretty much the same as he did on the subject. Only those who have sailed before the mast on American deepwater "hellships," and have been treated worse than Bill Sikes ever treated his dog, can understand how a naturally inoffensive, peace-loving seaman is made over into a desperado with a heart bent on murder.

By three o'clock we were abreast of Fire Island. The wind had veered around to northwest, and had attained a velocity of forty miles an hour or more. She was staggering along to the eastward under every bit of canvas we could give her, from skysails down to courses, and reeling off sixteen knots an hour. Indeed, she more than made good her reputation for being a fast sailer, as well as a record-breaker.

And yet we were slowly but surely being overhauled by a craft coming up astern of us, which had been following us all the way from Sandy Hook. The experienced eye of "Brocky" had made her out to be a sloop of war, and from the speed she showed he opined that she was the Lancaster. She was gaining on us, as nearly as we could judge, about half a mile an hour. As with us, she had everything set, and from the smoke which occasionally belched forth out of her funnel it was apparent that she wasn't saving her coal. To leeward, streaming in the wind in line with the lee leach of the foretopsail, she displayed a set of signals which "Red" Murphy and the skipper were evidently trying to decipher, for they had the code book on deck and were both poring over it.

By this time a rumor had gained footing forward that the sloop of war was after "Red" Murphy. What lent the color of probability to the rumor was that the mate had been unusually quiet, almost subdued, in his manner the whole afternoon. Then there were the signals which, of course, were meant for us. Altogether, we began cherishing hope of soon getting rid of "Mr." Murphy, for the sloop of war was now within two miles of us, and would therefore be up with us in four hours more at the most. As the moon would be up all night there wasn't much show for us to give him the slip, which the afterguard would undoubtedly have tried to had the night been dark.

Even as we were rubbing our hands in glee at the prospect of a happy deliverance from "Red" Murphy, that gentleman sang out from the poop:

"Boatswain, git the stu'nsails out from the locker. Bear a hand now. Some of you git the booms up an' reeve off the gear. Carpenter, you git the boom irons screwed in their places. Work lively there, bullies; there'll be no watch below for anyone before them stu'nsails are set."

The tone in which he gave his orders was temperate in the extreme for a man of his savage disposition, and suggested to us that he kept his habitual ill temper under a wrap. And, strange to relate, the only one who seemed to take him seriously on the hurry up proposition was "Tommy, the dude," the green hand with the drawing-room complexion, who worked like a beaver to get the studding sails on her and got in everybody's way.

It was no easy matter to set studding sails in the strong gale that was blowing, but it was done at last. Of course, it couldn't have been done had not the wind been so steady that its pressure and probable straining of gear and booms could be gauged to a pound almost. And when it was done "Red" Murphy turned his villainous face to windward and prayed the prayer of the Dago captain cracking on sails in the "rolling forties," "Blow San Antonio, but no rompe the mast."

At sunset it was apparent that the sloop of war was not gaining on us any more; the studding sails had added an extra half knot to our speed, thus enabling us to maintain our distance from her. On seeing this "Brocky," fearful that "Red" Murphy might yet escape, proposed to me and Steve that we let go the two anchors and thus stop her way. This could easily have been done as the anchors were as yet on the rail, secured only by some temporary rope lashings, but we pointed out that with the big sea running the flukes of the anchors would undoubtedly knock holes in her and send us to Davy Jones' locker in short order. Even if the plan was successful the chances were that "Red" Murphy, seeing his escape cut off, and acting on the maxim that it is just as well to be hung for a sheep as for a lamb, would shoot us on the spot. Besides, we argued, the sloop of war had steam to propel her in addition to wind, and the present breeze would blow itself out sooner or later. The only danger was that the breeze, with the persistency of westerly winds in the North Atlantic, might last several days, thus affording us an opportunity to slip away by altering our course sometime between the setting of the sun and the rising of the moon, which latter would, of course, take place later and later with every passing night.

With the rising of the full moon the gale, it seemed to us, freshened its nip. The studding sail booms were buckling like an Indian's bow, and there was that incessant cracking and snapping heard when spars and running gear are strained to all but the breaking point. All of us had that uneasy feeling begotten by not knowing just when or where to stand from under falling tophamper which at any moment might come tumbling down on us.

But the devil was always good to his own. All night she kept jogging along without as much as breaking a ropeyarn. Every half hour we hove the log, and at no time did she make less than sixteen and a half knots, and often she made seventeen. The sloop of war hung in our wake with the dogged pertinacity of a hound running after a fox. Twice we passed ships going the same way as ourselves as though they had been at anchor. Had it not been for the sloop of war pursuing us they must surely have thought us the Flying Dutchman, for to the ordinary mariner it would hardly seem natural that a ship built by human hands could carry such a cloud of canvas as we did in the breeze then blowing.

At daybreak the softened appearance of the sky in general, and the warm-hued tints of the dawn, indicated the probability of a gradually lessening breeze. The wind, in fact, had already moderated some, for when we looked astern we saw that the sloop of war was not much more than a mile behind us. Foot by foot she kept crawling up on us till by nine o'clock she was abeam to leeward, less than half a mile off. She displayed no signals of any kind, nor did she hail us in any manner; but as the hours went by with the breeze steadily moderating, and she still kept her position abeam of us, the conviction grew upon us that she was after us without a doubt, and was only waiting for the sea to go down before sending a boat to board us.

"Red" Murphy had evidently resigned himself to his impending fate, for he had long

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.
SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 44-46 East St.
Branches:
VANCOUVER, B. C., 122 Alexander St., P. O. Box 1365.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 1312 Western Ave., P. O. Box 65.
PORT TOWNSEND, Wash., 114 Quincy St., P. O. Box 48.
ABERDEEN, Wash., P. O. Box 62.
PORTLAND, Or., 51 Union Ave.
EUREKA, Cal., 227 First St., P. O. Box 327.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.
Headquarters:
SAN FRANCISCO, Cal., 91 Steuart St.
Branch:
SEATTLE, Wash., 1408½ Western Ave., P. O.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.
Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branches:
SEATTLE, Wash., Colman Dock, Room 13, P. O. Box 1335.
SAN PEDRO, Cal., P. O. Box 2155.

UNITED FISHERMEN OF THE PACIFIC.
Headquarters:
SEATTLE, Wash., P. O. Box 42.
Branches:
COLUMBIA RIVER FISHERMEN'S UNION.
ASTORIA, Ore., P. O. Box 138.
LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.
GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.
ALASKA FISHERMEN'S UNION.
SAN FRANCISCO, Cal., 93 Steuart St.
Agencies:
SEATTLE, Wash., Colman Dock, Room 10, P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.
Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA
29 ERSKINE STREET, SYDNEY, N. S. W.

since ceased to give orders, and was moodily seated on the mizzen booby hatch, his hands clasped around his left knee. His face was haggard and drawn, as much from want of sleep as anything else, for he had been on deck the whole night. Now and then he would take a long look at the sloop of war, and at such times there crept into his eyes the glint of despair that comes to the hunted criminal when brought to bay. Altogether he presented a living proof of the truth that a guilty conscience makes cowards of us all.

At noon she was making only six knots, and the sea had gone down considerably. Eight bells were struck onboard of the sloop of war. Hardly had the last chime died away before she fired a shot across our bow and ran up a signal to her mizzen gaff. The next moment she sheered to within hailing distance of us. A gold-laced officer on her quarter deck put a speaking trumpet to his mouth and sang out:

"Heave your ship too at once, sir. I am going to send a boat alongside of you."

In five minutes more we had taken in the studding sails and backed the mainyards. For once no urging was needed to make us work lively. In the meantime the sloop of war had lowered a launch into which an officer, a couple of marines and six bluejackets piled. On her bow was painted in small black letters, "U. S. S. Lancaster." Presently she came alongside, and the officer, followed by the two marines and two of the bluejackets, climbed onboard.

"I know that lieutenant," whispered "Brockey." "He's all right; he was with me in the Brooklyn."

The lieutenant wasted no time on formalities but, turning to the skipper, asked, angrily:

"Why the devil didn't you answer our signals yesterday?"

"Because I didn't have to," replied the skipper, surlily.

"I have a good mind to take you back to New York," went on the lieutenant, "and make you stand trial for your conduct. Muster all of your crew aft and bring your articles on deck."

After looking over the articles he scanned the crowd in front of him for a moment as if searching for some particular person. A sinking sensation began to assail our hearts. Could it be possible, after all, that he had not come for "Red" Murphy? Surely, we thought, if he was after the mate he would look for him among the afterguard, who were all standing on the poop.

"Where is Thomas Smith?" he at length asked. "I have an order for his arrest."

"Thomas Smith?" echoed "Red" Murphy, alacriously, his face wreathed with smiles, now that the awful suspense he had suffered was over. "Why, that's the young greeny in my watch. Where the hell is he?" he thundered, his voice having suddenly recovered all its wonted fierceness and resonance.

In the excitement of heaving to and being boarded no one had missed "Tommy, the dude," but now that he was wanted he was nowhere in sight. With a bound "Red" Murphy jumped off the poop and made for the forecastle. Just as he disappeared around the forward corner of the forecastle we heard the report of a shot. With awed faces all hands rushed forward, driven by that curious impulse of human nature which makes us revel in the morbid and the creepy. There, on deck, near the foremast, lay "Tommy, the dude," dead, his right hand grasping a smoking revolver, a small stream of blood trickling from his temple where the bullet had entered.

The lieutenant looked at the dead man attentively. Turning to the bluejackets he said:

"That's the man we are after. Pick him up and carry him aft, and we'll lower him into the launch."

We looked at one another in dismay. Was "Red" Murphy to escape the clutches of the law after all? As if in answer to our question "Brocky" nudged us all around, saying:

"I'll fix Murphy all right. Just watch me."

Pushing his way through us he stepped up in front of the lieutenant and saluted him in naval fashion:

"May I speak to you for a moment, Mr. Eagan?" he asked.

"Why, bless my soul, is that you Wilcox?" exclaimed the lieutenant, cordially extending his hand to "Brocky." "I hadn't noticed you before. Certainly you may speak. What is it?"

"Well," began "Brocky," "the reason they wouldn't answer your signals yesterday was because the chief mate there," pointing to "Red" Murphy, "is wanted by the authorities in New York for murder and mayhem, an' they naturally thought, as we all did, that you was after him."

Then "Brocky" went on to tell how "Red" Murphy had kept in hiding while the vessel was being loaded, and how he had been smuggled onboard off Sandy Hook.

"Here you can see for yourself, sir," he wound up, "what he's done," handing Lieutenant Egan a newspaper clipping containing an account of the death of the seaman whom "Red" Murphy had illtreated on the previous voyage, as well as other items bearing on the charges of mayhem against the mate.

Lieutenant Eagan read the clipping, now and then looking over to where "Red" Murphy stood, the picture of baffled rage and sullen despair. When he had finished reading he beckoned to the two marines and, indicating "Red" Murphy with a contemptuous wave of his hand, said:

"Arrest that man. Go aft with him and get his belongings and get him in the launch as soon as possible."

A quarter of an hour later we enjoyed the pleasing spectacle of seeing "Red" Murphy seated in the launch between the two marines on his way to the sloop of war. Even before the launch had been hoisted in the davits we had braced our mainyards around again, and were once more standing on our course. It was sixteen months ere we got back to New York, "Brocky" serving as third mate during the remainder of the voyage. As soon as I got ashore I went up to the Herald's office and looked over the back numbers on file. There I found that "Red" Murphy had been convicted of murder in the second degree, and had been sentenced to fifteen years in Sing Sing.

But, strangely enough, I could find no mention of the suicide of "Tommy, the dude," or of the reasons why a warship had been despatched after him, or of anything whatever concerning him. It was only years afterwards, at a dinner where I met an old newspaper man, and to whom I had related my experience onboard of the Hidalgo, that I found out the particulars of the case. His narrative was, briefly, as follows:

"Thomas Smith" was a graduate of Harvard and the son of one of the most prominent U. S. Senators. Thanks to the influence of his father young "Smith," after leaving Harvard, was appointed to a responsible position in a Wall Street bank, said institution also being a United States depositary. Because of his family connections he had the entree to most of the functions of "society," and soon made himself a general favorite among the "smart set." After a while he fell into the meshes of one of those fascinating sirens who are found in every metropolis in the world, and who prey upon the weaknesses of young men of good family and fortune. One day the Government had occasion to withdraw some of the funds deposited in the bank where young "Smith" was employed. Examination of the books revealed a shortage of over half a million dollars. A hurried search was made for young "Smith," but he could nowhere be found. Detectives eventually trailed him to a sailors' boarding-house in Water street, but only to find that their quarry had gone to sea on the ship Hidalgo. The Government thereupon directed the commander of the Brooklyn Navy Yard to immediately despatch a warship in pursuit of the Hidalgo, with what result the reader is already acquainted. Owing to the power wielded by young "Smith's" father in Washington the whole affair was hushed up, none of the details ever getting into the newspapers, the despatch of the Lancaster being explained by the return of "Red" Murphy to stand trial for murder.

EL TUERTO.

FISHERIES OF CANADA.

The eastern seacoast of the maritime provinces, from the Bay of Fundy to the Straits of Belle Isle covers a distance of 5,600 miles. The salt-water inshore area covers over 1,500 square miles. The total fisheries expenditure for the year amounted to $956,196, subdivided as follows: Fisheries proper, $157,874; fish breeding, $235,660; fisheries-protection service, $225,280; miscellaneous expenditure, $171,267, and $156,114 distributed as fishing bounties. The total revenue from fishing licenses, fines, etc., during the same period in the different provinces was $90,686, including $10,000 received from the United States fishing fleet, as modus vivendi fees. The deep-sea fishermen of the maritime provinces received $156,114 as bounties on their catches for the season of 1907.

The whole value of the catch in local waters by Canadians, including fish products, seals, etc., during the season of 1907, including winter fishing of 1908 to March 31, was valued at $25,500,000, a falling off of three-quarters of a million as compared with 1906. The value of the Nova Scotia fisheries was $7,632,330, a decrease of $166,830. The quantity of fish used as bait in the season was valued at $518,022, and that of fish oil at $539,067. The value of the lobster fishery during the season was $4,084,122, an increase of $661,195 over 1906. Cod, halibut, smelts, clams, etc., also showed an increased value. The decrease in herring amounted to over $600,000.

During the season over 71,000 men were engaged in the Canadian fisheries and used equipment representing an aggregate capital of nearly $15,000,000. The lobster plant alone is valued at over $1,500,000, comprising the equipment of nearly 700 canneries, 217 of which are in Nova Scotia. The canneries placed on the market nearly 9,000,000 cans of the preserved crustacean, and about 1,000,000 pounds were disposed of alive or in a fresh state, both aggregating a value exceeding $4,000,000.

News from Abroad.

The British House of Lords on September 29 passed the second reading of the Irish Land bill, but promised to introduce drastic amendments when it reached committee.

The French dirigible military balloon Republique exploded in the air near Moulins, France, on September 25 and was wrecked. The four men on board were killed.

Cholera has become epidemic in Corea, over 500 cases having been reported since the disease made its appearance in Seoul. Thus far no foreigners have been attacked by the cholera.

The Lord Mayor of London has announced his intention of opening a Mansion House fund to assist Captain Robert F. Scott to raise money for his expedition to plant the Union Jack at the South Pole.

Madrid was beflagged and illuminated on September 29 in celebration of the success of the Spanish arms in Africa, crowned by the occupation of Mount Guruga, the Moorish stronghold. It is believed that the war in Africa is ended.

Rodin's statue of Victor Hugo was unveiled in the garden of the Palais Royal at Paris on September 30 with elaborate ceremonies, and the week's celebrations to commemorate the fiftieth anniversary of the appearance of the "Story of the Centuries" were thus inaugurated.

Another dissolution of the Finnish Senate is imminent as a result of the conflict with Russia over the amount of Finland's contribution to the defense of the Empire. The Finns propose to contribute $2,000,000 annually, but the Russian Cabinet insists upon a contribution of $4,000,000.

Albert Sanchez, an electrical engineer at present an inmate of Belem Prison, Mexico City, Mex., says he has invented an apparatus whereby vision as well as voice may be transmitted over an ordinary telephone wire. He calls his invention a teleradioption.

Protocols have been signed by Peru and Bolivia, one accepting the arbitral award of Argentina with regard to the boundary, and the other making a special arrangement with reference to the frontier lines. The dispute between the two countries has been satisfactorily settled.

The authorities of Barcelona are making use of the most drastic measures to rid the city of suspected revolutionists. Hundreds of Republican and anarchist suspects are being exiled to the provinces without a hearing, and often without being given an opportunity to notify their families.

The British steamer Harlow, Captain Bruce, at Manila, P. I., on September 20 from Newport News, reports that on July 27, while 180 miles from Durban, she passed a steamer afire. It is supposed this steamer was the missing British steamer Waratah, which, with 300 persons on board, has not been heard from since July 26.

An official statement will be published exonerating the Commercial High School of Charlottenburg, Germany, in which two pupils recently committed suicide by agreement. Public anxiety over the subject of suicide is growing and the papers are giving it much attention. Investigation proves that every week a schoolboy kills himself in Germany and that this average has been maintained for the last twenty-six years.

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INFORMATION WANTED.

The five sailors who left the schooner A. J. West at Honolulu, on March 30, 1908, are requested to communicate with the Secretary of the Sailors' Union of the Pacific. The libel against the A. J. West has been adversely decided by the Federal Court at Honolulu.

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Allen, W. J.	Lauritsen, Hans
Anderson, Alf.	Larsen, Kristian
Anderson, Andrew	Laive, V.
Anderson, Carl P.	Linder, Victor
Ankerstrom, C.	Lind, Hjilmar E.
Anker, C.	Lorin, Kristian
Berentsen, R.	Mathison, Nils
Benson, E.	Martinson, Christ.
Bianca, F.	Machado, E.
Bird, Chr.	Malmberg, A. C.
Bray, A. E.	Magnusen, E. W.
Brauer, Geo.	Martinsohn, A.
Brown, Jim	McMahon, J.
Burkland, John	Mehuet, Jas.
Carlson, Ole	Mikkelsen, Kristian
Carlson, Ludwik	Miller, Adolf
Carlson, Thure	Molver, Olaf
Carnell, Geo. B.	More, A. O.
Christofferson, Emil	Morrison, J.
Christensen, Viggo	Monoghan, J.
Chapman, F. G.	Moore, James
Conee, A.	Nagel, A.
Coughlan, Chas.	Nelsen, M.
Daly, John	Ness, Carl
Daniels, C.	Nielsen, Wilhelm
Dreffelt, Albert	Nielsen, B. P.
Doll, Herman	Nielsen, Waldemar
Egelkoff, Fred	Olsen, Anton
Elliot, W. V.	Olsson, Just
Eliasen, E.	Olsen, O. A. -872
Engberg, Oscar	Olason, A.
Ernst, George	Olsson, Johan
Erick, Mr.	Olsen, Andrew
Erikson, Alton	Olson, Charles
Erickson, Axel R.	Orten, Sigurd
Espy, Orville	Owens, J. H.
Flynn, Maurice	Peters, J.
Fjelstad, K. M.	Pettersen, Sigurd
Franzell, Arthur	Pernin, Chr.
Fredriksen, B. D.	Pertells, W
Gekler, Fritz	Penny, W.
Gonyette, Joseph	Petersen, P.
Gustafson, Karl O.	Price, Bruce
Hansen, H. C. -1998	Rasmussen, A. N.
Haga, A. Andersen	Rasmussen, R. -525
Hansen, T. S.	Reinman, Karl
Haug, H. H.	Rider, Arthur
Hansen, H. Johan	Rider, David
Hansen, H. K.	Rugland, Ole
Harris, Jos. E.	Sandstrom, Th.
Hedlund, Arvid	Sanchez, F.
Hellwood, Mr.	Sandstrom, O. H.
Hewitt, P.	Saalenes, T. J.
Jensen, Johannes -1684	Samuelson, Harold
	Schmak, M.
Jensen, Louis	Scherlen, Robert
Jersch, W.	Schultz, Ernest
Jorgensen, J. A.	Sckubber, H.
Jocketyn, J.	Skoog, August
Johnson, C. F. -1566	Soderlund, J. F.
Johnson, Eric	Solly, Ed.
Johnson, P. K. J.	Sorensen, Hans
Johnson, Chas.	Stoff, K.
Johnson, C. J.	Syvertsen, Ole
Johnsen, Hans	Swanson, J.
Johansen, Knut	Sunby, A. E.
Johansen, Alf.	Tellefsen, Peder
Johanson, Victor	Thompson, T.
Johnson, Emil	Thorn, Arvid
Klintberg, Chas.	Torgersen, Ludvig
Kleine, Carl	Tockelyn, T.
Klausen, Karl	Victorsen, Ernest M.
Klingenberg, John	Warren, Louis
Kristiansen, Louis	Wallace, A.
Kristoffersen, Emil	Walter, E. R. A.
Kristiansen, Nils	Wennecke, A.
Lathonen, Frank	Wifstrand, C. T.
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INFORMATION WANTED.

Alfred Douglas Brakel, a native of Russia, also known as Fred Hansen, left the Russian cruiser Lena; last heard of about three years ago, is inquired for by his mother. Address, "Coast Seamen's Journal."

Home News.

Governor John A. Johnson of Minnesota died at Rochester, Minn., on September 21 after a short illness.

The Supreme Court of Nebraska has upheld the Sibley Act, which makes a cut of 25 per cent in express rates in that State.

Wilbur Wright circled the great statue of Liberty at the entrance of New York harbor in his aeroplane on September 29.

Several hundred lives were lost in a tropical storm which swept over the Gulf shore of Louisiana and Mississippi on September 20.

Naturalization was refused to 2067 aliens during the last fiscal year, a material increase over the rejection of would-be United States citizens during the preceding year.

Dr. Frederick A. Cook, the discoverer of the North Pole, arrived at New York on September 21 and was warmly received by the members of the Arctic Club, the press and public.

A sharp earthquake was felt through southeastern Missouri and in southern and central Illinois and Indiana on September 27. So far as has been learned, little or no damage resulted.

The National Geographic Society has decided not to grant official recognition to either Peary or Cook until their records have been passed upon by a competent scientific commission in the United States.

It is reported that the United States Government will shortly file an official protest against the recently concluded convention between Japan and China, wherein the former secured a mining monopoly in Manchuria.

Commander Peary, discoverer of the North Pole, arrived in the United States on September 22. He announces that he will accept no honors until his claim as the only discoverer of the North Pole has been determined by competent authority.

When President Taft visits El Paso he will be presented with the finest Mexican sombrero ever exported from Mexico. The hat will be highly decorated in gold and silver. It is now being manufactured in Mexico City and will cost several hundred dollars.

Objection has been raised to the naturalization of Turks at Cincinnati, O. The Federal authorities hold that Turks are descendants of Asiatic Mongols and that they are beyond the pale of the law that permits the naturalization only of white persons and descendants of African blacks.

Four million cigars formed a large part of the cargo of the Pacific Mail liner Siberia, which sailed from Manila, P. I., on September 23 for San Francisco. As a result of the heavy demand for Philippine cigars since the tariff was removed, factories are beginning to advance prices.

At Vina, just across the line in Tehama county, where the famous Stanford vineyard, Cal., now owned by Stanford University, is located, there are claimed to be at this time more Japanese than white people, while only a few years ago there were no Japanese found there.

A new world's typewriting record was set at Madison Square Garden, New York, on September 28, when Miss Rose L. Fritz wrote accurately ninety-five words a minute for fifteen minutes in the preliminary event of the international championship conducted by the Business Show.

Domestic and Naval.

Commander Peary's Arctic exploration steamer Roosevelt arrived at New York on September 30 from her trip to the Far North.

William H. Palmer, head of the firm controlling the largest fleet of coasting schooners in the world, died at Boston on September 29, aged 50 years.

The 100th aniversary of the birth of Admiral Raphael Semmes, naval hero of the Confederate States, was marked by public ceremonies in the South on September 27.

The Philadelphia and Gulf Line announced recently that it has purchased the steamship Evelyn from J. H. Bull & Co., of New York, to operate in the service between Philadelphia and New Orleans.

The American schooner Henry Crosby arrived at Mobile on September 12 dismantled and without provisions or water. She was wrecked in the hurricane of August 24 off Grand Cayman Island.

The seagoing tug S. A. McCauley, which is known in every port along the Atlantic Coast, has been sold by James McCauley to E. Meyle and L. B. Tucker and will hereafter be used for harbor and lighterage towing.

There is much interest in the financial district of Boston, due to a report that the New York, New Haven and Hartford Railroad Company is to become owner of an interest, said to be 50 per cent, in the Metropolitan Steamship Company.

Lloyd's agent at St. John's, N. F., has received a dispatch from Indian Harbor, Labrador, reporting that the whaling ship Snowdrop, of Dundee, was wrecked on September 18, 1908, in Frobisher Strait. The crew were saved.

The steamship Naomi, rebuilt at a cost of $200,000, will be placed in service by the Crosby Transportation Company, between Milwaukee, Grand Haven and Muskegon. The hull of the vessel is steel, and she has a passenger-carrying capacity of 2000.

Two members of the crew of the schooner Isaac T. Campbell were drowned when that vessel was wrecked on the voyage from Philadelphia to Paramaribo. The two men were John Robertson and Herbert Bense. The other members of the crew were rescued by the British steamship Lugano and landed at Galveston.

International aquatic honors were captured by Germany and the United States on September 29 in the pulling races for the crews of the warships at anchor in the Hudson. The Germans outrowed the Italians, British, French and Netherlanders in the races for the visiting ships, while a crew from the Minnesota showed the way to the German, Italian and British seamen in the big international race.

For heroic rescues in various parts of the country, gold and silver life-saving medals have been awarded by the Treasury Department to Frederick W. McNeeley, a Navy yeoman; Hugh F. Doherty, Brooklyn, N. Y.; Robert Mellon and Fitz Wiltshire, Panama Canal Zone employes; Michael Mallai, chief boatswain's mate in the Navy; M. M. Ursina, second lieutenant of engineers in the revenue-cutter service, and Captain E. J. Dodge, Wilbur L. Dodge and Peter Peterson, the four last named for rescues at Mackinac, Mich.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

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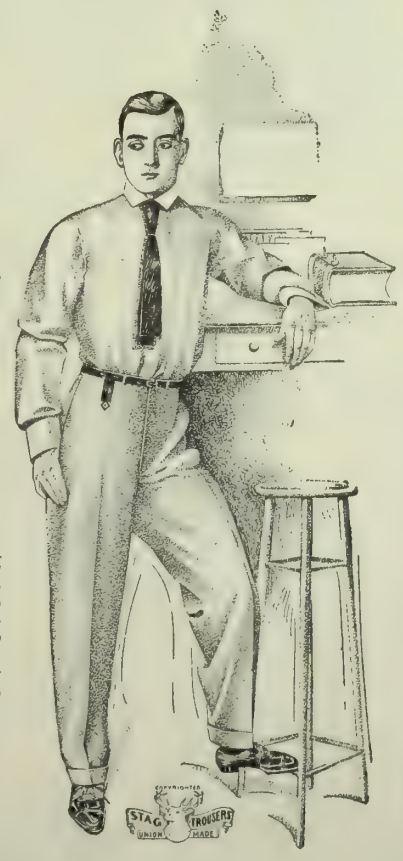
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Labor News.

The management of the Omaha street-car company has refused to submit the dispute with its employes to arbitration.

The mines of the Kingwood Coal Company at Howesville, W. Va., have resumed operations with a large force. The Irona mines are also working.

An increase of 10 per cent in the wages of its 2000 employes in the Lehigh Valley was announced recently by the Thomas Iron Company, of Easton, Pa.

Canadian railroad officials complain of a "labor famine" and say that unless a means be found of securing Asiatic labor much contemplated construction work will be indefinitely postponed.

An increase of 1 cent per hour for the 25,000 shop employes of the Burlington and Great Northern Railways, to take effect from September 1, was announced on October 1 on orders from James J. Hill.

A woman's auxiliary to the Department of Commerce and Labor in the United States was advocated at the second biennial convention of the National Women's Trade-Union League in session at Chicago on September 28.

The United Glass Workers' Union called out 135 of its members employed in three of the largest glass factories in San Francisco on September 30 because the employers declined to grant an eight-hour day in certain departments.

The jury in the second trial of the ten Japanese who were arrested on charges of rioting during the recent strike at the Waipahu plantation, in the Hawaiian Islands, disagreed on September 28, which amounts to an acquittal under the local law.

The Somerset Coal Company is making preparations to start the fires in 100 coke ovens at Elk Lick mine No. 1, one mile south of Meyersdale, Md. The company has nearly 400 ovens at that place and before long all will be in blast.

Potts Brothers' puddle mill, at Pottstown, Pa., which has been idle for many months, resumed on October 4. With this plant in operation practically all the iron mills in the vicinity will be running, something that has not occurred since 1907.

Chief Factory Inspector Delaney of Pennsylvania has ordered suit to be brought against Byers & Co., owners of a Tyrone planing mill, for violating the factory laws. An employe lost several fingers at a planer and the factory inspector for the district reported the case.

Fearing Governor Marshall would cancel his engagement to review the German Day celebration in Evansville, Ind., on September 29, because of an implied insult to State authority, the committee in charge of the festival reconsidered the protest of the Brewery Workers' Union against companies of militia being allowed to join in the procession, and announced that it would not accede.

The American Federation of Labor, through Secretary Morrison, voices its approval of the action proposed by the San Francisco Labor Council to organize the unskilled migratory laborers of the Pacific Coast. In a letter to the Labor Council, Secretary Morrison states that the Executive Council of the Federation, at its next meeting, will most likely vote a sum of money in aid of the project.

With the Wits.

Not Yet, But Sometime.—Man from the City—"You intend to keep bees, I suppose?"

Suburbanite—"Some day, perhaps. At present we are devoting our entire energies to keeping a cook."—Chicago Tribune.

Arborically Speaking.—"I suppose you know of my family tree?" said Baron Fucash.

"Yes," answered Mr. Cumrox. "It may have been a good tree, all right, but it looks to me as if the crop was a failure."—Washington Star.

The Hater of Quietude.—"That man says he will create some real excitement if he gets into Congress."

"Yes," answered Senator Sorghum, "he is one of those peculiar patriots who want to climb on board the ship of state simply for the pleasure of rocking the boat."—Washington Star.

Be of good cheer, put fear to rout,
Call back the hope that's fled;
For many good friends will gladly shout
Your praises—
(when
you're
dead.)
—St. Louis Star.

Same Thing There.—Traveler (inspecting the village from the car window)—"Seems to me the streets of your little town are awfully dirty."

Uncle Welby Gosh (on the station platform)—"I know it, mister, but we're so blamed busy making plans fur a Drearyhurst Beautiful that we hain't got no time to clean 'em."—Chicago Tribune.

"I Told You So."—An old couple lived in the mountains of Eastern Tennessee; he was 95 and she 90. Their son, a man of 70, died. As the old folks crossed the pasture to their cabin after the burial the woman noticed a tear roll down her husband's cheek. She patted him tenderly on the arm and said:

"Never mind, John, never mind; you know I always said we never would raise that boy."—Success Magazine.

An Invitation

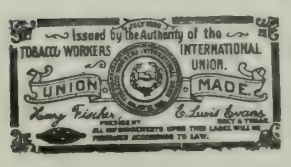
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BRITISH TRADE-UNION CONGRESS.

THE FORTY-SECOND annual Congress of the Trade-Unions of the United Kingdom was held at the Public Hall, Ipswich, on Monday, September 6, and the five following days. The Congress was presided over by the Chairman of the Parliamentary Committee, Mr. D. J. Shackleton, M. P. The standing orders of the Congress provide that it shall consist only of representatives of trade-unions who are actually working at their trades at the time of their appointment, or are permanent paid officials of the unions they represent. Trade-unions may send one delegate for every 2,000 members or fraction thereof, but many of the larger unions do not send the full number of delegates to which they are entitled. Voting on important questions is by card, on the principle of one vote for every 1,000 members represented. The analysis into groups of trades given below shows the composition of the Congress, and the trade groups represented are compared with the corresponding figures for the Congress of 1908:

Groups of Trades.	1908.			1909.		
	No. of Organizations	No. of Delegates	No. of Members	No. of Organizations	No. of Delegates	No. of Members
Building	9	23	126,293	7	17	101,584
Mining and Quarrying	10	116	574,374	8	124	564,611
Engineering	13	19	46,241	10	15	40,151
Shipbuilding (including Boiler-making)	4	16	73,850	4	12	72,045
Other Metal Trades	18	33	68,815	6	36	74,000
Textiles	15	103	219,038	12	98	224,267
Clothing	8	24	59,268	7	17	54,344
Transport (Land and Water)	14	49	176,161	14	48	149,519
Chemical, Gas and General Laborers	8	25	75,997	8	25	63,099
Printing, Bookbinding, &c.	13	23	60,055	13	23	59,474
Pottery and Glass	4	5	8,570	4	5	7,625
Woodworking and Furnishing, &c.	8	10	27,340	7	9	24,956
Baking and Cigar-making	3	6	7,432	3	5	8,432
Enginemen	9	26	52,663	5	27	55,598
Postoffice employees	3	5	42,013	3	5	50,705
Miscellaneous	24	36	94,021	22	31	100,879
Total	163	519	1,712,031	133	497	1,651,289

The number of organizations accounted for in the above statement is 133, but some of these organizations are federations having members of several of their constituent trade-unions in attendance at the Congress. Allowing for such cases, members of about 219 trade-unions attended as delegates this year out of about 1,150 unions in existence. The membership represented, however, comprised 70 per cent of the total membership of all trade-unions. The decline of 60,000 in the membership represented as compared with 1908 occurred chiefly in the building, transport and labor groups, and was partly due to the absence of some unions which were represented at the previous Congress.

Among the principal subjects on which the Congress passed resolutions were: Restriction of the hours of labor to eight per day for workpeople generally; Old-Age Pensions; amendment of the Mines Regulation Act, the Factory and Workshop Acts, and the Compensation to Workmen Act; the wages and general conditions of labor of workers employed by contractors for the Government; labor exchanges; compulsory State insurance; trade boards; evictions during trade disputes; State help for blind workpeople; abolition of the premium bonus system; and secular education. A resolution in favor of compulsory arbitration in trade disputes was rejected by a large majority.

Substantially the resolution on compulsory arbitration declared "that the Congress, recognizing the futility and wastefulness of the strike as a means of settling trade disputes, hereby affirms the principle of conciliation and arbitration in all such disputes, and is of the opinion that the time has arrived in the direction of conferring compulsory powers on the Board of Trade to inquire into any industrial disputes when requested by either party. Pending such inquiry and report no strike or lockout shall take place." In rejecting the proposal for compulsory arbitration the Congress re-affirmed the stand taken by all previous Congresses against that method of dealing with industrial disputes.

Among the more important resolutions adopted was one embodying an "emphatic condemnation of any direct or indirect compulsory enlistment of the working classes into the territorial forces," and also condemning "the regulations which permit these forces to be used in suppressing trade disputes." An amendment calling for "a citizen army free from military law in times of peace" was rejected by a vote of 933,000 to 102,000.

A resolution providing for the appointment of a Minister of Labor with full Cabinet rank was passed, as was also a resolution calling upon the members of organized labor "to fall into line with their comrades of other countries to demonstrate on Labor Day in order to demand the institution of a legal eight-hour day, and to maintain the interests of the working class generally in the cause of industrial peace, by the suspension of work on May 1." A resolution to establish a labor daily newspaper in London, for which $750,000 would be needed, was voted down. The Government's scheme for labor exchanges, and the proposition for insurance against unemployment, were approved.

The union label received more than usual attention from the Congress. The label of the Amalgamated Society of Tailors and Tailoresses was indorsed. Heretofore only the Hatmakers have adopted the label. The action of the Congress in indorsing the Tailors' label is regarded as an indication of the future use of the union label on a large scale.

A measure proposing that the Government should "consider the propriety of making 'grants-in-aid' to organizations supporting their members during periods of slackness by the payment of out-of-work benefit" was rejected by a small majority, upon the ground that such a scheme would hamper trade-union activities and could not be made to conform to the methods of union administration. Resolutions were adopted condemning the "provisions of the American Copyright Acts whereby copyright is refused to any British publication unless the type is actually set up and the whole of the plates are produced in America," thereby "crippling the printing and paper industry" of Great Britain; favoring the reduction of the Old-Age Pension limit to 60 years, with the abolition of disqualifications contained in the present Act; protesting against the recent confiscation of Justice, a Socialist paper, as "an attack on the freedom of the press more characteristic of Russian despotism than the Government of a professedly democratic country"; demanding electoral reform by providing for the payment of Members of Parliament, the holding of all general elections on the same day, a more equitable distribution of seats, the abolition of plural voting and university representation, and the extension of the franchise to all adults, male and female. Proportional Representation was voted down by a large majority.

Fraternal delegates were present from the Labor party, the Co-Operative Union, the Board of Trade, the General Federation of Trade-Unions, and the American Federation of Labor. The representatives of the latter body were Messrs. B. A. Larger and John P. Frey, with President Samuel Gompers as a special representative this year. The Federation's delegates were well received, President Gompers being greeted with great enthusiasm. Among the delegates to the Congress were thirty-three Members of Parliament, twenty-six Justices of the Peace, one Mayor, six Aldermen and eighteen Councillors. There were four women delegates. Messrs. J. R. Clynes, M. P., Gasworkers and General Laborers, and A. H. Gill, M. P., Amalgamated Association of Cotton Spinners, were elected fraternal delegates to the Toronto convention of the American Federation of Labor.

The voting by Congress for members of the Parliamentary Committee for the ensuing year resulted in the election of representatives of the following organizations; Boilermakers and Iron and Steel Shipbuilders, Amalgamated Carpenters and Joiners, Card and Blowing Room Operatives, National Union of Dock Laborers, Amalgamated Brassworkers, Miners' Federation, London Compositors, Railway Servants, Amalgamated Associations of Weavers, Associated Shipwrights, Patternmakers, Shop Assistants, Bakers, Watermen and Lightermen, and Machine Workers. It was decided that the next annual Congress should be held at Sheffield.

TRADE DISPUTES ACT.

It is provided by the Trade Disputes Act, 1906, that an act done by a person in contemplation or furtherance of a trade dispute shall not be actionable on the ground only that it induces some other person to break a contract of employment, or that it is an interference with the trade, business, or employment of some other person, or with the right of some other person to dispose of his capital or his labor as he wills. According to the Act the expression "trade dispute" means any dispute between employers and workmen, or between workmen and workmen, which is connected with the employment or non-employment, or the terms of the employment, or with the conditions of labor of any person, and the expression "workmen" means all persons employed in trade or industry, whether or not in the employment of the employer with whom a trade dispute arises.

A workman named Conway was in the employment of the firm of Redhead & Co. Eight years previously, and long before entering the employment, he had refused to pay a fine inflicted upon him by the trade union to which he belonged. Wade was a delegate of this union. Wade had an interview with the foreman of the works where Conway was employed and induced the foreman to dismiss Conway by threats that unless he was dismissed the union men in Messrs. Redhead's service would leave off work. In so acting Wade was acting without the authority of the trade union, but at the instigation of some of the members. In these circumstances Conway brought an action for damages in the County Court against Wade, and after hearing evidence the judge left the following questions to the jury, which were answered by the jury as stated: (1) Was there a trade dispute existing or contemplated by the men?—No. (2) Did they communicate this fact to Wade?—No. (3) Did Wade act in consequence of such communication?—No. (4) Did Wade utter any threat to any employer of Conway?—Yes. (5) Did what Wade did prevent, or was it intended to prevent, the plaintiff from getting or retaining employment?—Yes. (6) Was it done in order to compel the plaintiff to pay arrears of fine?—Yes. (7) Was it done in order to punish the plaintiff for not paying such arrears?—Yes. (8) Was what the defendant did done only to warn the employers that the union men would leave in consequence of their being unwilling to work with Conway?—No. (9) Was it done in consequence of the men objecting to work with the plaintiff?—No. (10) Did he do anything more than act on behalf of the men employed at Redhead's?—Yes. The jury found for the plaintiff with damages £50, and judgment was entered accordingly. The defendant asked for a new trial, which request the County Court judge refused. The defendant appealed from such refusal to the High Court, but the High Court upheld the decision of the County Court judge. The defendant appealed further to the Court of Appeal, and that Court allowed the appeal, on the ground that the defendant had acted in contemplation or furtherance of a trade dispute. Against this decision the plaintiff appealed to the House of Lords. The House of Lords held that apart from the facts (upon which the findings of the jury must be taken as conclusive) the only defense to the action was that the defendant had acted in contemplation or furtherance of a trade dispute, and that he was therefore protected by the Act. The Act means that either a dispute is imminent and the act complained of is done in expectation and with a view to it; or that the dispute is already existing and the act is done in support of one side to it. In either case the act must be genuinely done in contemplation or furtherance of the dispute, and the dispute must be a real thing imminent or existing. The protection is not confined to acts done by a party to the dispute; though if some meddler tried to use a trade dispute as a cloak under which to interfere with impunity in other people's business, a jury would be justified in saying that what he did was done, not in contemplation or in furtherance of a trade dispute, but of his own designs. In this case, according to the findings of the jury, the defendant had acted in a spirit of hostility to the plaintiff with the object of depriving him of his employment, and not in contemplation or furtherance of any trade dispute, therefore the defendant was not protected by the Act. The House of Lords therefore refused to interfere with the judgment obtained in the County Court, overruled the Court of Appeal, and allowed the appeal.—Conway vs. Wade, House of Lords, April 26 and 27, and July 26, 1909.

GOLD AND COST OF LIVING.

There is renewed complaint all over the country of the high and still rising cost of living. This troublesome condition is by some people being associated with the upward tariff revision in several important schedules; by others it is felt to be somehow related to the European shortage and general high prices of breadstuffs. The fact, however, that the rise is practically universal both as respects commodities and countries, shows that neither the American tariff nor the foreign shortage in foodstuffs is responsible. Both the London Economist and Sauerbeck's price index numbers, computed from foreign markets, record a marked upward trend, which has already nearly overcome the fall resulting from the panic of 1907. The latter number now stands at 75.1, against 72, the low record of the panic period, and 80, the high record of the preceding boom period. That is for London, where recovery from the depression is slow. In this country, as has been noted in these columns, average prices, according to Bradstreet's, have reached a point even nearer the high record of the pre-panic period. . . .

The truth of the matter seems to be that the world is now undergoing to a degree such an experience as came upon it after the discovery of America and the flooding of Europe with the great silver supplies of the Incas and the mines of Potosi. As a result, that chief money metal of the time was enormously depreciated. From 1570 to 1640 prices rose 200 and more per cent, and the consequences to the classes living on fixed incomes were most serious, leading to large pauperization, especially of the wage-earning classes, who held a low place in the social scale and could not band together to force up their wages proportionately. It is a curious fact that the English crown itself was a chief sufferer next to the wage classes, since the Crown revenues were largely derived from lands in such a manner as to preclude any advantage from the rising prices of foodstuffs. History further tells us that the landed proprietors profited greatly from the money depreciation or increasing prices—as our American farmers have been prospering under the present similar experience; while the next class to profit was the middle or trading class, whose business was then highly individualized, and not, as now, concentrated into great employing concerns, with comparatively few owners to share the increasing profits from rising prices, and a vast army of clerical employes, who are in much the same position as the wage-earners of the sixteenth and seventeenth centuries.

As for the average citizen in the crush of rising costs of living there is to be discerned for him little hope of relief this side of the beginnings of exhaustion in gold production, or a change in the monetary standard, which is not likely and not presently advisable. Against this rising cost of living great numbers of the industrial classes find more than ample protection in rising prices for what they produce or sell, and the consequent appreciation of rental values—the farmers, the manufacturers and the trading or mercantile classes who buy on a rising market but sell later on with the market still rising. The creditor class, who benefit from a condition of monetary appreciation, will continue to suffer as in the last ten years, but to a growingly less degree as they are able to force a higher average rate of interest. The organized wage classes will also suffer, but to a growingly less degree as they are able to force up their wages, which will still lag a little behind the rise in prices and rents—a process that may be attended by more strike disturbances than were experienced in the pre-panic period. But for that large class of unorganized labor—the unskilled wage-earners and the subordinate salaried men of manufacturing and mercantile and transportation and mining and other industries—upon them rests the great weight of the disadvantages arising from the conditions and changes under discussion. Their lot is a hard one, and the minority of their numbers places their case beyond easy remedy.—Springfield, Mass., Republican.

BRITISH RAILWAY ACCIDENTS.

According to the report of the British Board of Trade, the railway accidents and casualties in the United Kingdom for the year 1908 were as follows: Killed, 1,043; injured, 7,984; against 1,117 killed and 8,811 injured in 1907.

The deaths and injuries occurred under the following conditions: Accidents to trains, rolling stock, or permanent way—passengers killed, none; passengers injured, 283; employes killed, 6; injured, 164. Accidents on railways other than the foregoing—passengers killed, 102; injured, 2,240; employes killed, 376; injured, 4,976. Accidents in passing over railways at level crossings—killed, 51; injured, 44. Trespassers and intending suicides—killed, 479; injured, 118. Not coming under foregoing categories—killed, 29; injured, 150. Accidents occurring upon railway premises, but in which vehicles used exclusively upon railways were not concerned—killed, 85; injured, 20,861.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

SECRETARY FRAZIER'S LAKE TRIP.

A meeting of the Lake District Grievance Committee was held at Buffalo on September 16, at which the International Secretary was present. The meeting was called to order by Vice-President Olander, and the condition of the strike on the Great Lakes was thoroughly gone into. Secretary Frazier reported that the assessment money was coming in and that he was able to commence payment to the affiliated unions, which was a welcome report to the men out on strike, though in no actual need of money at the time.

The committee, upon the advice of the International Secretary, wired Mr. J. Havelock Wilson, President of the National Sailors and Firemen's Union of Great Britain, to come to Buffalo for the purpose of addressing a mass meeting. Mr. Wilson quickly responded, and was on hand for the meeting. The meeting was called to order by Mr. Edward Stack, President of the Marine Firemen of the Great Lakes, who introduced Mr. Victor Olander, Vice-President of the International Seamen's Union of America and Secretary of the Lake Seamen's Union, who reviewed the strike from its inception to the present day, showing the difference between the definition of the "Open Shop," as given by the employers, and their actual instructions to their captains, the employers stating in the papers that the "Open Shop" meant no discrimination between men who belonged to the Union and those who did not, that they did not intend to ask any man whether he belonged to a union or not—that was his (the man's) business, and not theirs (the employers). Mr. Olander had a letter from a very prominent shipowner of Cleveland, Mr. John Mitchell, of the Mitchell line, to one of his captains, telling him not to hire any sailors who had union books unless they were willing to give them up, and saying further that "what was wanted was to rid the ships of union men," also "not to allow any union delegates on board, if so their resignation would be asked for."

Mr. W. H. Frazier, Secretary-Treasurer, followed Mr. Olander, and delivered the following message from the men of the Coast:

"You furnish the fighting spirit, and we will furnish the ammunition. The seamen on salt water understand this fight to be as much their fight as it is the fight of the freshwater men, and do not propose to see them licked. They understand what it would mean if the Lake Carriers should be allowed to establish the 'Welfare' plan, which is nothing more than the English, 'Shipping Federation' over again."

Mr. J. Havelock Wilson was the main speaker of the evening. He went into the history of the English "Shipping Federation," its method and the results to the seamen of Great Britain. He showed that the Federation had made the same promises that the "Welfare" plan does now. "There shall be no reduction in wages or conditions" were the promises of the Federation. Yet as soon as they had seamen of Great Britain under their control the wages dropped from £5.10 to £3. The "Shipping Federation" promised them all jobs, yet to-day men are trampling each other to death to get their "book" into the shipmaster's hands. Once they had got men in this condition, they said to themselves: "Now, we only want the best of the men," and they commenced a system of physical examination. So now when a man is successful in getting his book into the hands of the shipmaster, he goes before the doctor and strips off his clothing for the physical examination, and over 50 per cent have been alleged by this doctor to be ruptured. They have to buy a truss costing from 5 to 10 shillings, though the same men have been examined by other and more reputable physicians, who were unable to find anything the matter with the men. Nor is this all. After they have passed this doctor, he stamps them on the back of the hand, "passed, S. F. L." ("Shipping Federation Limited"), just like so much beef that has been inspected by the Government inspectors.

All this was fully explained by Mr. Wilson, who held the attention of his audience. The meeting was also addressed by Mr. Coleman, President of the Central Labor Union of Buffalo, who spoke on general trade-union lines and pledged the support of the organized labor of Buffalo to the strikers. The attendance was about 1000 seamen, shore-workers and citizens.

We decided upon a tour of the Lakes, and made arrangements for a meeting in Cleveland. We met in the Firemen's Hall, having a very good meeting of some 350, composed of sailors, firemen, cooks, engineers and citizens. About the same program was gone through as at Buffalo. Later a meeting was held in Toledo, where for lack of advertising we did not have such a large meeting, only about 150, but we told our story to them, and no doubt it reached many more.

In Detroit we held a most successful meeting in the Engineers' hall. The hall was jammed to its utmost, over 400 being present. Practically the same program was adhered to. The crowd was enthusiastic, and the speeches were well received. We spoke to the men of Chicago in the Seamen's Hall on West Madison street, where we had the hall filled to its utmost capacity. The story of the strike, the assistance that could be expected, and the "Federation" were again told in the most effective manner, and what might be expected if they allowed this strike to be lost. Following this we were in Milwaukee, where we held a good meeting, telling them the same story. We also added to our address the advantage it would have been if the Union had adopted the resolution of changing their dues from 50c to 75c, and I am glad to report that it seemed to have met with the approval of the entire meeting, as it met with the approval of meetings held later. We then returned to Chicago, and took an evening off, but on the following afternoon we held a very good meeting in South Chicago in the Firemen's hall.

Monday night being the regular meeting night for the Seamen's Union we made no date. We left Chicago Monday night to meet our engagement in Ashtabula Harbor. Here we found a most peculiar condition. The entire town is completely controlled by the Steel Trust. All of the waterfront is completely enclosed by tall fences with

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Union, 1½ Lewis St., Boston, Mass.
Marine Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.
Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.
Inland Seamen's Union, Whitehall, New York.
Harbor Boatmen's Union, 85 West St., New York, N. Y.
Lake Seamen's Union, 143 West Madison St., Chicago, Ill.
Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.
Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.
Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.
Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.
Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.
Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.
United Fishermen of Pacific, Box 42, Seattle, Wash.
Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London E., England.
Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.
Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques y puerto, Barcelona Mayor, 44, 2, I (Barceloneta) Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

World's Workers.

The Australian Federated Sawmill and Timberyard Employes' Union is restating a case to be again brought before the Federal Arbitration Court.

The Victorian Railway Department recently advertised 802 vacancies in the permanent service. The Minister for Railways stated that no fewer than 14,000 applications had been received for the different positions.

Giving evidence in Sydney, Australia, before the Saturday Half-Holiday Commission, a witness stated the effect of a universal Saturday half-holiday in Queensland was to minimize drinking and drunkenness.

The Director of Labor in New South Wales states that the iron trades generally, wharf-laborers, coal-lumpers, ship-dockers, farriers, tailors, and the boot trade reported a sharp decline in the volume of employment.

The Australian Sugar Journal puts it this way: "The sugar growers will continue to employ white labor so long as it is made possible to do so by an adequate protection against sugar produced by cheap colored labor of Java and other countries."

In consequence of the expected diminution in the production of tobacco in Germany, the Finance bill, introduced in the Reichstag, provides a sum of £200,000 for distribution among tobacco workers, who may lose their employment as a result of the new taxes.

During the past five years, men employes in the boot trade in Victoria have decreased from 2136 to 2049, while boys have increased from 1185 to 1337. The machine age that we are in dismisses the father and employs his child for the sake of cheap labor.

Giving evidence recently before the Half-Holiday Commission, an ex-president of the Sydney (Australia) Labor Council declared that a Saturday half-holiday would not affect church attendances, because the Church was unsympathetic to the workers.

In Melbourne, Australia, the printers' wages board has reduced the rate of pay to linotype operators, and the Brisbane Courier, which has linotype operators of its own, calls it "a significant award." The significance lies in the Courier's remark, says the Brisbane Worker.

Mr. Churchill (President of the Board of Trade of Great Britain), speaking at Branxholme, Oxfordshire, recently, said that before the present Parliament ends—unless it is violently broken by a foul blow—an extensive measure of insurance against unemployment would be passed.

The West Australian Government recently made an effort to employ prison labor at the old lunatic asylum building at Fremantle, which is being converted into an old women's home. But the unionists entered such a vigorous protest against being forced to work alongside criminals that the latter were called off the job.

The Sydney Labor Council has circularized affiliated unionists to the following effect: "This council commends the attitude of the Shop Assistants and Warehouse Employes' Federation of Australia in issuing a badge to its financial members, and for the purpose of practical support members of affiliated unions are requested to demand on all occasions that they be served by an assistant wearing the union badge."

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MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INFORMATION WANTED.

Samuel England, age 48 years, communicate with Seamen's Institute, 242 Steuart street, San Francisco.

James Sample, last heard of on ship Santa Rita in April, 1909, is inquired for by Seamen's Institute, 242 Steuart street.

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Andersen, -1055.	Lofman, K.
Andersen, Peter F.	Lehtonen, John
Alander, K.	Lund, H. K.
Albers, Arne	Lang, Emil
Albertsen, Johannes	Lerch, Paul
Andersen, Einar	Maguire, Thomas
Andersson, Axel	McKenzie, James
Amnel, Albert	Murie, Martin
Buchtman, F.	Mellin, Edward
Bentsen, Axel	Mygind, W. E.
Brose, R.	Nosak, Edward
Bezares, E. A.	Neuling, Albert
Bowan, Chris. J.	Nielsen, Svend
Bertha, Th -1338	Nordman, John D.
Bower, Gosta	Osses, A.
Brogard, Nils	Olsen, Th.
Comstedt, Ernst	Olsen, O. -537
Carlsson, C.	Odman, Gus
Christiansen, Harold	Otto, John
Christiansen, G.-1054	Oseses, W. A.
Dahlberg, J. H.	Petersen, S. R
Eckhardt, W.	Peterson, K. E., -903
Engberg, Oscar	Petersen, H. -1064
Ek, Thure	Peterson, Lauritz
Erickson, John	Pedersen, Gert C.
Fay, Joe	Pedersen, Alfred
Fredericksen, Harry	Pederson, Reinhold
Fisher, -556	Peterson, Hans
Folvik, Carl	Rudland, Jakob
Fleming, John	Reed, L. C.
Fasig, Don	Rasmussen, E.
Gabrielsen, K -601	Scott, D. G. (pkg.)
Gask, A.	Schwitzer, H.
Gorgesen, Emil	San, B. -2113
Glausen, Harry	Scarabosia, M.
Cuenther, Richard	Semberg, J.
Hegguni, Louis	Sorensen, A.
Hermanson, K. -1554	Steen, J. C.
Hansen, Theodor	Solie, Ingvald
Ihlke, Carl	Svensson, Nikolaus
Hesse, Erick	Sindahl, J.
Haggenmuller, H.	Syversen, Ole
Hansen, Peter K.	Stalsten, Karl
Haarklau, I.	Sandstrom, J. -1347
Hansen, Carl	Strahle, Charles
Heinanen, C. (pkg.)	Southerland, A.
Johansen, C. -1191	Svendsen, C. -1050
Johansson, J. -880	Swanson, Charles
Jorgensen, E.	Tommis, Frank
Kuhne, W.	Tufvesson, J.
Koch, Carl	Trepetket, Frank
Keinanen, Emil	Touanne, Walter
Klappe, J.	Vevvoda, Frank
Knstansen, Eigil	Quinn, W.
Kraushatz, F.	Wahrenheit, Otto
Karl, Matti	Wychgel, J.
Krohn, J. A.	Wahlstedt, R. -778
Larson, L.	Westerlund, T. F.
Louis, Mickel	

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INFORMATION WANTED.

Camille Moortgat, who arrived at San Francisco in September last, is inquired for by the Belgian Consulate at San Francisco.

Donald Corsie, sailor, aged about 55, left the Great Lakes in 1885 for the West Coast and probably Australia, is inquired for by his brother. Address Coast Seamen's Journal.

Wm. McLaughlin, Julius Franz, K. Grunert, J. Koglund, W. Wickstrom and C. Christensen, who were members of the crew of the schooner Minnie E. Caine at the time of her wreck, are inquired for. Address, Coast Seamen's Journal.

Pacific Coast Marine.

The entire Canadian assets of the New England Fish Company, valued at $2,000,000, were transferred on October 5 to the Canadian Fish Company of Vanconver, B. C.

Last of the season's codfishing fleet and the only American vessel to cruise this year in the Okhotsk Sea, the barkentine Fremont, Captain Schmidt, arrived at San Francisco on October 3. She brought 80,000 codfish to the Union Fish Company.

Completing a tow of 130 hours from Bandon the Redstack tug Hercules, Captain Dan Thomsen, arrived at San Francisco on October 3, bringing in the waterlogged steam-schooner Bandon, which stranded at Coquille River on August 31.

For his carelessness in allowing a passenger to smuggle $1500 worth of Panama hats, W. Z. Ziegenmeier, master of the steamer Erna, was fined $1000 by Judge Welborn in the United States District Court at Los Angeles October 7.

A message received at San Francisco on October 6 from the steamer Mariposa reported the loss of the Norwegian steamer Ocean Queen, Captain Johansen, which went on a reef between Tahiti and Makatea on September 16 and sank the same day. No lives were lost.

A decision was rendered by United States Judge Overfield on October 7 confiscating the Japanese sealing schooner Kinzai Maru for violating the sealing regulations and hunting in closed waters. The decree orders that the vessel be sold by the United States Marshal of Unalaska.

The wireless telegraph station at Honolulu was in free communication on October 8 with that at Cape Blanco, Or., the westernmost point of the State. Several long messages were received. The station at Cape Blanco is operated by the Government.

The steamer Humboldt arrived at Seattle on October 5 from Alaska with thirty-five Japanese seal poachers who have just finished terms of imprisonment at Sitka and who are still prisoners, charged with being unlawfully in the United States. They will be deported to Japan.

The following changes of masters were recorded at the San Francisco Custom-house on October 7: Steamer Zinfandel, George D. Larsen, vice George H. Pinkham; steamer Nonpareil, J. G. Swan, vice Peter Baum; schooner Florence Caduc, Christian Jespersen, vice Andrew Olsen.

A wireless plant larger than any that have been installed in any of the stations of the United Wireless Company on the Pacific is to be installed on the Pacific Mail liner Korea during this week, and will be in readiness for operation before the liner leaves on her next trip to the Orient.

Fifteen Japanese seamen on the British bark Howard D. Troop, which is loading grain at Portland, went on a strike on October 7 and for a time a mutiny seemed imminent. Their alleged grievance was improper feeding. The Japanese Consul, Y. Numano, was called in as arbitrator and settled the difficulty.

Completing an exceptionally smart passage of fifty-six days from Newcastle, Australia, the schooner David Evans, Captain Seel, arrived at San Francisco on October 4 with 1233 tons of coal consigned to Hind, Rolph & Co. Captain Seel reported excellent weather on his fast trip across the Pacific.

The last of the big steamships of the Coast, the Admiral Sampson of the Alaska-Pacific line, has joined in the rate war by meeting the rates on the other big steamers of $5.35 first class and $3.35 steerage to San Francisco. The Alaska-Pacific Company also put in a rate of $25.35 first class to Seattle and $15.35 steerage.

The schooner Charles R. Falk, which is lying on the north beach of Gray's Harbor, is now stripped of everything of value, eight tons of anchor chains having been taken from her. The first stiff blow will see the masts overboard and the hull has become the home of crabs and other small denizens of the sea. High tides cover the hulk and the sands are slowly burying it.

Effective after the sailing of the Virginian on October 29th, the American-Hawaiian Steamship Company has declared advances on east-bound rates affecting several commodities, particularly dried fruits and canned fruits and vegetables. The only explanation offered by traffic officers of the company is that the demand for space is such that premium rates must be charged for service.

Details were brought by the steamer Aorangi, which arrived at Victoria, B. C., on September 22 from Australia, of the capsizing of the American missionary yacht Hiram Bingham at Jaluit in the Marshall group, the death of Rev. T. Walkup from exposure and the terrible experiences of the castaways, who were three weeks in an open boat without food. The survivors were rescued by the steamer Germania and landed at Sydney on August 26.

At the Bendixsen shipyard at Eureka on September 29 the steam-schooner Klamath was launched. The Klamath is owned by the Charles R. McCormack Company of San Francisco, and is the largest wooden steam-schooner ever built on the Pacific Coast. Her official dimensions are: Length, 207.5 feet; beam, 41.6 feet; depth of hold, 15.4 feet; net tonnage as launched, 992. Her length over all is 217 feet. She will carry 1,200,000 feet of lumber.

Considerable inconvenience has been experienced by the United States Shipping Commissioner at Tacoma during the past few weeks by a number of cases in which an attempt has been made to garnishee or attach the wages of seamen. Regarding such efforts, a decision has just been received by the Shipping Commissioner which bears on this subject particularly, and which shows that seamen's wages can not be garnisheed under any circumstances.

Slashing $7.50 from the Los Angeles first-class rate on its crack new steamers, Governor and President, the Pacific Coast Steamship Company on September 30 began war in earnest on Schubach & Hamilton, the Seattle shipping firm, which is operating the independent steamship St. Croix between San Francisco and the southern city. The rates on the Governor and President are now $5 first class and $3 second class. The rates on the steamers Santa Rosa and City of Topeka are $3 and $2, respectively.

Almost the last salmon packets of the season to return from the northern canneries, the ship Santa Clara and the ship Star of Russia of the Alaska Packers' fleet, arrived at San Francisco on October 3. The Star of Russia made a fast run of ten days from Karluk, bringing 25,000 cases of canned salmon. The Santa Clara brought 30,200 cases of canned salmon. The ships Star of England and Star of Scotland and a few tenders are now the only cannery vessels still on the way.

The following changes of masters were recorded at the San Francisco Custom-house on October 2. Steamer Richmond, John Nelson vice H. A. Simpson; steamer Yosemite, Charles Reiner vice Edward Johnson; schooner Meta, Alfred Larsen vice August Anderson; steamer Wink, J. T. McGinnes vice J. W. Cleghorn; steamer Captain Weber, George H. Goodell vice N. P. Nelson; steamer Car Float, No. 2, Charles Hansen vice J. J. Fahrenholtz. The steamer Bee, Aksel Sorenson, master, was registered.

The following changes of masters were recorded at the San Francisco Custom-house on October 8: Steamer G. B. Marshall, G. B. Marshall, vice A. S. Sigelhoff; steamer Modoc, B. N. Rideout, vice Enos Fauratt, Jr.; steamer Crossley No. 11, Mark Armstrong, vice William Figari; steamer Bowdoin, Andrew Anderson, vice Olof Johnson; steamer Sentinel, John L. Albridge, vice M. A. Armstrong; barkentine S. G. Wilder, P. A. Hanson, vice Charles Jackson. The steamer Santa Rita, L. A. Fielden master, and the schooner Caroline Dixon, William Jensen master, were enrolled.

Before the United States Inspectors at Seattle the International Steamship Company, operating the steamer Whatcom, was charged with violating the Navigation laws by having only one licensed mate instead of two, as required by the certificate issued by the Inspectors. The charges were brought by the local harbor master of the American Association of Masters, Mates and Pilots. The steamers ply around the Sound, and the company claims to have specific permission from the Inspectors to carry only one licensed man besides the captain. On their short runs the second mate looks after the cargo and has nothing to do with the running of the ship.

The following changes of masters were recorded at the San Francisco Custom-house on October 6: Steamer National, J. A. Rookes vice James Fenton; schooner Amelia, Ernest Lindnall vice A. M. Treahy; schooner Louise, Hans Hansen vice Conrad Cheller; schooner Natalie, C. S. Christensen vice Christian Jesperson; steamer Grace Barton, J. F. Chlemens vice E. A. Hiatt; steamer J. Marhoffer, J. E. Johnson vice George Winkel; schooner Ada McCune, E. R. Schmidt vice Oliver Ortley; steamer Fair Oaks, Gustav Johnson vice Alfred Hanson. The schooner Martha was reported from Unalaska with August Linquist as master vice Charles W. Prelberg. The following vessels were enrolled: Bark Olympic, T. H. Evans master, and steamer Marshfield, G. Dettmers master.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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Headquarters:
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CLEVELAND, Ohio, 1244 Main Ave., N. W.
OGDENSBURG, N. Y., 40 Ford St.
TOLEDO, Ohio, 54 Main St.
NORTH TONAWANDA, N. Y., 152 Main St.

Agencies:
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SUPERIOR, Wis., 213 Banks Ave.
BAY CITY, Mich., 108 Fifth Ave.
KINGSTON, Ont., Canada (Box 96), King St.
ERIE, Pa., 305 French St.
CONNEAUT HARBOR, O., 992 Day St.
SOUTH CHICAGO, Ill., 113 92nd St.
SANDUSKY, O., 510 Meigs St.

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CONNEAUT, Ohio, 995 Day St.
TOLEDO, Ohio, Cherry and Summit Sts.
WEST SUPERIOR, Wis., 401 Tower Ave.
SOUTH CHICAGO, Ill., 83 Ninety-second St.
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BAY CITY, Mich., 208 Fraser St.

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OGDENSBURG, N. Y., 94 Hamilton St.
BAY CITY, Mich., 919 Water St.
ASHTABULA HARBOR, Ohio, 74 Bridge St.
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Sub-Agency:
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(Continued on Page 10.)

Coast Seamen's Journal

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BY THE

SAILORS' UNION OF THE PACIFIC

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WALTER MACARTHUR.....Editor
PAUL SCHARRENBERG.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, OCTOBER 13, 1909.

STATE LABOR CONVENTION.

The tenth annual convention of the California State Federation of Labor met at San Rafael, October 4-8. About 100 delegates were in attendance. The Sailors' Union of the Pacific was represented by Comrades Burgeson, Erickson, Liddy, Scharrenberg, Seaman and Thomal. Among the measures acted upon was one favoring Asiatic Exclusion and calling for concerted action by the labor movement of the State in support of the Asiatic Exclusion League. Other resolutions were adopted favoring the establishment of Postal Savings banks, Woman Suffrage, urging an increased demand for the union label, favoring an amendment to the Child Labor law, calling for an increase in the number of State Factory Inspectors, and indorsing the Farmers' Union and its label. A resolution was adopted favoring the organizing of migratory labor.

The convention expressed its disapproval of the action of Governor Gillett in vetoing the Seamen's bill, passed by the last Legislature. The resolution on this subject, introduced by the representatives of the Sailors' Union, is as follows:

Whereas, Senate Bill No. 232 (otherwise known as the Seamen's bill) to amend Section 644 of the Penal Code relating to "enticing seamen to desert" was vetoed by Governor Gillett for the second time; and

Whereas, Said bill was indorsed by the last convention of the California State Federation of Labor and its passage aided by the legislative representative of this body; and

Whereas, The enactment of said bill into law is necessary to secure to American seamen in the ports of this State the right of personal freedom equal with that enjoyed by all other classes of citizens, a right already recognized and granted by the Federal maritime law; therefore be it

Resolved, By the tenth annual convention of the California State Federation, this 5th day of October, 1909, that we emphatically disapprove the action of Governor Gillett in vetoing the Seamen's bill as without warrant either in justice to the seamen or in the conditions of the maritime industry, and as perpetuating a discrimination against one branch of labor and therefore constituting a menace to the freedom of all branches of labor, and pronounce the reasons given in the Governor's veto message to be based upon a misconception of facts and an unjustifiable reflection upon the motives and methods of the organized seamen; further

Resolved, That we hereby reindorse the Seamen's proposals, as set forth in Senate Bill No. 232, and pledge ourselves to aid in the passage of said bill by the forthcoming Legislature of California; further

Resolved, That the accompanying copy of Governor Gillett's veto message and analysis thereof be included in the records of this convention.

On the subject of Ship Subsidies, the following resolutions were adopted:

Whereas, Railroad corporations either have acquired or are acquiring ownership or control over steamship lines running in competition with them along the coasts and on the rivers; and

Whereas, Such action is always followed by permitting such lines to deteriorate as carriers of either passengers or freight; and

Whereas, Practically all steamship lines running from our ports to foreign countries, whether under our flag or not, are running under arrangements with the railroads and would find it so difficult to run without such arrangements that they go under control of such roads and become but an extension of such roads across the water; and

Whereas, Agitation for ship subsidy comes with the most force and persistance from these steamship lines; and

Whereas, Subsidized foreign-going vessels could carry passengers and freight between coast ports, treating them as way ports to and from foreign terminals, thus giving to the railroads still more powerful means of preventing the building and maintaining independent lines in the coastwise trade; and

Whereas, Subsidy might furnish a few more vessels in the foreign trade, and this is doubtful, it would still further decrease our merchant marine as a whole and place the ocean trade under railroad monopoly; therefore be it

Resolved, By the California State Federation of Labor in convention assembled, that we protest against any subsidy beyond the mail subsidy now paid being granted; and further

Resolved, That we hereby request Congress to cause an investigation into the International Shipping Federation, its membership and methods, with a view of ascertaining what are its relations to our shipowners, if any.

On the subject of Government by Injunction the convention declared itself as follows:

Whereas, Government by Injunction is government by discretion, therefore despotic, and the very antithesis of government by law; and

Whereas, The struggle between despotic government and government by law was fought out in England, to the great advantage of the English people and of human freedom generally, and was settled in favor of government by law, and in narrowing down equity jurisdiction to the protection of property until its title could be legally determined, to the protection of minors and those of unsound mind; and

Whereas, This jurisdiction rigidly excludes from the power of the equity courts all personal relations and all relations between employers and employes; and

Whereas, Any encroachment by equity jurisdiction upon jurisdiction of the courts of law is a return to despotic government, and a departure from government by the people; therefore be it

Resolved, By the California State Federation of Labor, in convention assembled, that we protest against this usurpation; and further

Resolved, That we consider it the duty of officials of organizations of labor to bring this usurpation to the attention of the American people by ignoring such injunctions, holding themselves ready to take such consequences as may befall, to the end that the law may be vindicated, popular government protected, and that the people may insist upon the proper remedy.

Officers were elected as follows: President, D. D. Sullivan; Vice-Presidents, First District, Chris. Ploeger; Second District, Tom C. Seaward; Third District, M. T. Murray; Fourth District, R. Wiand; Fifth District, Thomas Wright; Sixth District, Harry Menke, D. J. Murray and T. K. Thompson; Seventh District, L. B. Leavitt; Eighth District, John W. Ericksen; Secretary-Treasurer, Paul Scharrenberg. Los Angeles was chosen as the convention city for 1910.

The JOURNAL has received, through Mr. S. H. Guinnane, chief-steward of the steamer Rose City, the sum of $5.80 for the assistance of the Swedish strikers. The money was collected among the second-cabin passengers on that vessel during a recent trip. Mr. Joseph Wiesner writes that the passengers met and discussed the situation in Sweden, with the result that a collection was taken up and the before-mentioned sum realized.

WOMEN AGAINST EXCLUSION.

The second biennial convention of the National Women's Trade-Union League opened in Chicago on September 27 and closed on October 1. A number of measures of special interest to women workers were adopted, among these being a resolution urging the National Woman Suffrage Association to cooperate with the Women's Trade-Union League in furthering organization of women's trade-unions, and in forwarding legislation for the protection of the health and safety of women workers. Another resolution urged the American Federation of Labor to "take action toward the formation of a Labor party, which party shall be pledged to the single purpose of forwarding the higher interests of the toiling millions as against the selfish interests of a privileged minority, and which shall welcome to its membership all persons of whatever other affiliations who shall subscribe to the above line of action."

As an offset to this rather large and liberal programme, the convention defeated a resolution calling for Asiatic exclusion, upon the ground that "economic wrongs could not be righted by such superficial measures as exclusion, and that human brotherhood may not be denied." These views are as familiar as they are fallacious. In effect, they amount to saying that the "economic wrong" of Asiatic immigration must be permitted to go untouched pending the re-adjustment of the entire economic scheme, and that the facts of race antagonism must not be permitted to mar the beauty of the "human brotherhood" idea. It is interesting to reflect upon the certainties as to the character of population in the West in the year 1909 had the views expressed by the Women's Trade-Union League prevailed in that section in the year 1850, or at any subsequent period. For an illustration on this point we need only look at the character of the present population in the Hawaiian Islands. A look in that direction develops the fact that the original proponents of the "human-brotherhood" idea are now the most strenuous protestants against the said idea.

The Women's Trade-Union League has placed itself squarely in opposition to the labor movement of the country in this matter, and squarely in line with the cheap-labor elements of the West and other sections. Probably the action of the League will affect no one but itself. It would seem that in matters of this kind these co-workers of ours might very well accept the judgment of the "men folks," if only to assure themselves that the latter will accept their (the women's) judgment in those matters concerning which the latter may justly claim to be best informed. On the contrary, it is evident that the National Women's Trade-Union League, so far from being content to act as an auxiliary of the labor movement, is bent upon forming a labor movement of its own, and even of formulating new and comprehensive policies for its predecessor in the field. The women workers of the country may congratulate themselves upon the fact that the labor movement may be depended upon to exert itself in their behalf without increasing the danger of strangulation due to a miscalculation of its powers of mastication.

The talk of "liberal administration in a seaport" still resounds from the stump in San Francisco. Seamen and other interested persons are thus informed that if they wish a "liberal administration" for those who would rob them, they know who to vote for.

Public opinion changed to the side of the Ship Subsidy as soon as it was demonstrated to the conviction of the most confirmed landsmen of the interior that without subsidies we can have no deep-sea merchant marine. Americans are smart, but they are not smart enough to pay 50 per cent more for ships than their competitors pay, run them at double the cost of running foreign ships, and still make a profit in competition with cheap ships run by cheap crews and enjoying substantial subsidies besides. Nobody could do it, but it required the demonstration of the cessation of building for the deep-sea trade, and the ships already built rotting away idle in our ports, to convince a majority of our countrymen. When at last they were convinced that there must be subsidies or no American merchant marine, American pride and patriotism revolted at the idea that the great Republic should go without anything desirable on the ground that we can not afford it. And American common sense revolted at the notion of building up a costly American Navy which would be useless for distant service in time of war for lack of colliers and other auxiliary services. And so we are at last to get our Ship Subsidies.—San Francisco Chronicle.

Our contemporary will now go to sleep in blissful assurance that "we are at last to get our Ship Subsidies." Later on the Chronicle will awaken to the realization that Ship Subsidies are not to be got by merely fabricating a case in favor of such measures. If the Chronicle should be compelled to wait for Ship Subsidies until it has succeeded in proving the statements it makes, the whole world might go to sleep until the crack of doom.

In accordance with annual custom, the JOURNAL presents in this issue a summary of the proceedings of the British Trade-Union Congress. The proceedings of that body are of special interest to the American labor movement by reason of the close relationship existing between it and the American Federation of Labor, which relationship was accentuated by the presence of President Samuel Gompers at the recent Congress. It will be noted that the perennial resolution on compulsory arbitration met the usual fate—defeat by an overwhelming majority. Another feature of special interest in the proceedings of the Congress is the indorsement of the Tailors and Tailoresses' label. In Great Britain, as in the United States, the workers in the garment-making industry are enthusiastic advocates of the union label. That device is slowly but surely forcing recognition by sheer merit, and will shortly occupy its rightful place as the most effective weapon in the battle for labor's rights.

Latest advices from Sweden show that the great strike is still on, all attempts at arbitration having failed. It is estimated that over 255,000 persons are out. Financial assistance is urgently needed, and the labor movement of the United States is requested to assist as generously and promptly as possible. Many contributions have already been made, but more—much more—is still required to prevent the collapse of the strike through sheer starvation. All contributions should be sent to "Landssekretariatet, Stockholm, Sweden."

If you are really and truly opposed to Asiatic, tenement-house and sweatshop labor you will demand the union label when purchasing cigars, tobaccos and all articles of clothing. The union label is the only guarantee of fair labor and fair conditions of employment.

Demand the union stamp of the Boot and Shoe Workers when purchasing footgear. See fac-simile of the stamp on page 4.

PRECIOUS STONES OF INDIA.

The precious and semiprecious stones mined in India are the diamond, ruby, sapphire, spinel, tourmaline, garnet, rock crystal, and various chalcedonic forms of silica, jadeite, and amber. The ruby and jadeite are the only stones produced in India of considerable value. Large quantities of turquoise come from Sikkim and Tibet, that from the latter country being harder and of darker blue, which gives it greater value.

The importation of precious stones into India amounts to about $4,940,000 annually. The diamond industry is very limited, and is carried on in Southern India, the northern part of the Indian Peninsula, and in the Central Provinces.

Ruby mining is carried on in Upper Burma, and next to petroleum is the most profitable of the mineral resources of the State, the value of the product being about $500,000 annually. One ruby of 77 carats, taken out a few years ago, was valued at $133,330.

Sapphires used to be mined in Kashmir, but the mines are now said to be exhausted. The yellow, white, blue, and green varieties of sapphire are found in the ruby-bearing gravels in Burma. The spinel is found in considerable quantities in Burma. Beryls, found to some extent, are generally so fissured as to be of little value. Tourmaline (rubellite) stones of blue, green, and black coloring are found in Upper Burma. Garnets are mined in Kishangarh, Jaipur State. Rock crystal, cut for cheap jewelry, known as vallam diamonds, is found in Tanjore, Madras Presidency; but another quartz crystal found in Kalabagh is cheaper, and is used for making necklaces.

Chalcedonic silica, known in India as hakik, and embracing many forms of agate, is mined in the Deccan. Agates and carnelians are cut and prepared for market at Cambay, Bombay Presidency. The agates come mostly from the State of Rajpipla. Large quantities are shipped to Europe and to China.

Jadeite of beautiful green veins is found in Upper Burma, and an inferior jadeite is also found in other parts of India. This stone sells for $50 to $100 per cwt. In cutting there is considerable waste, yet the profit is satisfactory.

The official report of the administration of prisons in Bengal shows an increase in the number of prisoners from 78,891 in 1907 to 101,000 in 1908. The daily average of prisoners rose from 15,275 in 1907 to 16,853 in 1908. The death rate in 1907 was 17.5 per 1,000, but rose to 30.9 per 1,000 in 1908. Tuberculosis was the prevailing disease.

Nearly twice as many persons travel vertically by elevator every day in New York as horizontally by elevated, surface or subway car.

INFORMATION WANTED.

The salvage claim originating through the SS. Curacao and SS. Australian has been adjusted. All money due the crew who were aboard the vessel at the time the Australian was assisted will be found in the manager's office, 112 Market street. Parties applying for such money will first apply to the head of their respective department for identification. The names of the men are as follows: F. Mason, A. Mondini, R. Nelson, J. Jonasen, J. Lorenz, C. Swensen, H. Nelson, F. Rebases, C. Chidley.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, October 11, 1909.
Regular weekly meeting was called to order at 7:30 p. m., Chas. Taucer presiding. Secretary reported shipping medium. The sum of $10 per month for six months was donated for the purpose of organizing the migratory workers of the State.
NOTICE: The election of delegates to the New York Convention of the I. S. U. of A. will take place in the next two meetings held at Headquarters and Branches.
A. FURUSETH, Secretary.
44-46 East St., Phone Kearny 2228.

Vancouver, B. C., Oct. 4, 1909.
General situation fair.
JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, Oct. 4, 1909.
No meeting; no quorum. Shipping medium.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Oct. 4, 1909.
Shipping and prospects poor.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Oct. 4, 1909.
No meeting; no quorum. Shipping medium; prospects uncertain.
WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Oct. 4, 1909.
Shipping medium.
WM. GOHL, Agent.
P. O. Box 62. Tel. 225.

Portland, Or., Agency, Oct. 4, 1909.
Shipping good.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Oct. 2, 1909.
No meeting; no quorum. Shipping medium; prospects uncertain.
JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Oct. 4, 1909.
Shipping fair; prospects uncertain.
H. OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, Sept. 27, 1909.
Shipping fair; prospects uncertain.
CHAS. SORENSEN, Agent.
Cor. Queen and Nuuanu Sts. P. O. Box 314.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Oct. 7, 1909.
Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping slow. The nomination of delegates to the next convention of the I. S. U. of A. will take place at the next regular meeting at Headquarters and the Branches. The report of the Quarterly Finance Committee, finding books, cash on hand and in banks correct, was read and adopted. Officers were nominated for the ensuing term.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Sept. 30, 1909.
Shipping slow.
LEONARD NORKGAUER, Agent.
Phone Sun Main 2233. P. O. Box 1335.

San Pedro Agency, Oct. 2, 1909.
No meeting. Shipping slow; prospects uncertain; plenty of men ashore.
ED. BARRY, Agent.
P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Oct. 5, 1909.
Strike situation very good.
ALEX. McKECHNIE, Acting Secretary.
674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Oct. 5, 1909.
Shipping fairly good.
WM. H. FRAZIER, Secretary.
1½A Lewis St.

DIED.

Patrick McClure, No. 713, a native of Ireland, aged 34, died at San Francisco, Cal., October, 1909.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

THE FIGHT WILL GO ON.

To-day (September 30) the strike of the seamen of the Great Lakes is 153 days old, and the seamen are just as confident, just as determined, just as eager for the battle as they were five months ago, when they decided to fight, now and for all time to come, against the Lake Carriers' Association's imported "Hellfare" scheme.

The eyes of organized labor all over the world are upon us. Even the Lake Carriers' Association itself is surprised and confounded; surprised because it thought it was going to have easy sailing in disrupting the seamen; confounded because it went hard on the rocks instead. I am proud to be a member of the Lake Seamen's Union, proud to be in this fight in any capacity. We are fighting a clean fight. The Lake Carriers' Association can not whip us. This is a bald statement of facts. We will keep right on with this fight against scab shipping-masters, "Farewell" books, police guards, stockade fences. Just as long as we live there will be no compromise, no faltering. We will win because we are strong enough and brave enough to fight until we do win.

Some few spineless traitors there were among us, men who said, "What am I going to do?" men who have such a low order of intelligence that they think that the Lake Carriers' vessels are the only ones on these waters, and that the only jobs to be had on earth are on the Lakes. These have deserted their comrades on the firing line, sneaked away under fire; sold their brother into slavery, so far as their puny efforts could accomplish that treachery. Thank God, there are not many of these.

We will win our fight. We will win it cleanly, and with clean hands, and we will be better men for having fought, better men and better union men; better morally, and have clearer, better understandings and love and trust for our comrades. In this connection we must not overlook or forget our comrades on both Coasts, the comrades who have cheerfully proven that they are comrades in deed as well as in name, comrades who have put their hands in their pockets and said, "Here is the real proof of friendship and love—money—thousands, ten thousand, fifty thousand dollars, and more if you need it." To them we give our thanks and our gratitude. We will not forget. Again we are better men for it.

To our own members, our comrades, who, finding themselves in a position to obtain employment at other work, have relieved the strain on the treasury, to them also we give our thanks. To our comrades tried and true who, while sailing on fair vessels, have given so cheerfully to the cause, we also give thanks. The fight will go on to the end, and that end will be victory.

W. H. JENKINS.

Conneaut, O.

The Detroit owners of the steamer Norwalk have appealed from the decision of the Montreal admiralty court, holding their boat at fault for the collision which sank a barge in the St. Lawrence River in 1907 with the loss of two lives. The case has been taken to the Ottawa court.

A DISASTROUS SEASON.

This has been a disastrous season for the underwriters up to date, for, according to a record kept by one of the Cleveland men, eighteen ships have been sunk, five destroyed by fire and several others badly damaged by grounding and going ashore at various points along the Great Lakes.

The boats that went to the bottom were the steamer Eber Ward in May in the Straits of Mackinaw; in April the Aurania in Whitefish Bay; the tug Floss in Lake Erie with her master and crew; the George Nestor off Baraga, Lake Superior; the Russia in Lake Huron; the Adella Shores, Whitefish Point, May 9; the W. P. Thew, sunk by the James E. Davidson in Lake Huron; the barge John Schuette, sunk by the Alfred Mitchell in the rivers in July; the Senator, sunk by the Norman B. Ream off Detour; the Cadillac, sunk by the George L. Craig, August 1, in the St. Clair River; the Collingwood, sunk in the Detroit River August 24; the John Pridgeon, Jr., sunk in Lake Erie September 18; the steamer Lackawanna, sunk in collision with the Paisley off Point Edward, August 18; the Crescent, sunk by the Perry G. Walker in the Soo Canal; the Glengary, sunk in Lachane Canal August 17; the barge Plymouth, sunk in the Detroit River August 21; the Monteagle, sunk in Mud Lake September 18.

The following ships were burned to the water's edge: Barge A. Gebhardt, in Georgian Bay; steamer Iron Age, in June, in Lake Erie; steamer Tempest No. 2, in Georgian Bay; City of Green Bay in Lake Michigan, August 19; Samoa, in Lake Linden, September 21.

The following boats that were sunk have been raised and are again in commission: Cadillac, Lackawanna, Plymouth, Crescent City.

The Lake Department of the International Seamen's Union of America has had a very distinguished visitor during the past two weeks, J. Havelock Wilson, President National Sailors and Firemen's Union of Great Britain. Accompanied by Wm. H. Frazier, of Boston, Secretary-Treasurer of the International Seamen's Union of America, General Secretary Olander and President Stack, Mr. Wilson has just finished a tour of the larger ports on the Lakes, holding open meetings and arousing the interest and friendship of the citizens for the seamen in their struggle against the Lake Carriers' "Welfare-Farewell" scheme.

Scabs are getting scarce, the gales are beginning to blow, and the kids and cornfield sailors long for "home and mother." One vessel arrived in Conneaut to-day (September 30) with all her crew except the officers seasick!

W. H. JENKINS.

Conneaut, O.

While the steamer H. B. Nye, up bound, was passing a drill scow near Sailors' Encampment recently, she struck an obstruction thought to be a boulder thrown into the channel by blasting. A hole was punctured in number one tank on the port side, which filled with water. She came on to the Soo, where divers will make repairs.

WILL HAVE 103 VESSELS.

The Pittsburg Steamship Company next season will have eighty-one steamers and twenty-two barges, a total of 103 vessels. With the five 600-foot steamers ordered for next season, the company will have the largest average carrying capacity of any fleet on the Lakes.

President Coulby has sold nine of the small carriers of the fleet this year. Seven of the whaleback barges were turned over to the Great Lakes Engineering Works of Detroit in part payment for the three 600-foot steamers ordered this month. The steamer W. P. Palmer was sold to the Southern Steamship Company of Philadelphia and is now on the Atlantic Coast. The Duluth & Port Huron Steamship Company bought the steamer A. B. Wolvin some time ago.

The company had forty-five barges when Mr. Coulby took charge of the fleet in 1905. Since then twenty-three of the whalebacks were sold, sixteen of them going to the Atlantic Coast.

CLOSE CALL FOR BIG BOATS.

There was a northeaster blowing on Lake Huron on September 17 and some of the smaller craft were sheltered at Harbor Beach and Port Huron. The larger vessels were not delayed.

The steering gear of the big steamer A. C. Dinkey went wrong below Detroit and she swung across the bow of the Eastern States, coming in from Buffalo. A collision was narrowly averted. The Dinkey is believed to have grounded lightly but afterward straightened up and proceeded down the river.

The steamer Uranus blew her whistle overboard at Smith's coal dock on September 16. The whistle went up some distance in the air and landed in the coal on the dock, Captain Caughell says. The Uranus stopped at the Detroit Shipbuilding Company for repairs and got away on the 17th.

The rapid increase in the use of the Canadian Canal at Sault Ste. Marie by downbound traffic is strikingly shown in the statistical report for the month of August, which has been compiled by the Government officials. Last month the traffic in ore reached 6,779,385 tons, of which 4,373,678 tons were carried through the Canadian Canal, compared with 2,405,707 tons through the United States canals. Of the 2,506,621 bushels of grain taken past Sault Ste. Marie in August, 1,878,016 bushels went through the Canadian canal. Of the total eastbound (downbound) freight of 7,127,910 tons for the month, 4,479,664 tons came down on the Canadian side.

The wreck of the steamer John Pridgeon, Jr., was recently located fourteen miles from Cleveland north 63 degrees west, about one and a half miles south of the vessel course to the Dummy light. Lighthouse Inspector Stearns has been requested to place a light on the wreck, for it is a serious menace to navigation in its present location without lights.

ANNIVERSARY OF DISASTER.

Fifty years ago on Saturday, September 25, one of the worst disasters on Lake Michigan was experienced in the burning of the steamer Niagara three miles off Port Washington with the loss of 270 lives and $300,000 worth of freight.

The terrible loss of life in the destruction of the vessel is still vivid in the minds of the older residents of the city. The late Captain Fred Pabst, then employed on the little steamer Traveler, was one of the well known Milwaukeeans who did heroic work in rescuing passengers.

The Niagara, which was an old-fashioned canal propeller, was en route from Collingwood to Chicago. The destruction of life and property that followed the outbreak of the fire was one of the horrors of the Lake and is easily recalled by many old settlers.

The fire spread rapidly through the boat and in less time than it takes to tell 270 lives were snuffed out and the boat and her valuable cargo destroyed.

NEW EXCURSION STEAMER.

The D., B. I. & W. Ferry Company is planning to bring out a new excursion steamer for the 1910 season. Plans have been prepared and the matter now only awaits the approval of the board of directors. It is expected that there will be no opposition and within a month contracts will likely be let.

The steamer is expected to be about the size of the Britannia, second largest of the big fleet. At the same time all the best points of all the boats will be incorporated. The plans have been prepared under the personal direction of President Campbell.

Once the board of directors approve the building of the new boat there will be no delay in beginning work on her. It is not likely that there will be any material change from the plans already prepared, permitting work to be begun immediately.

COLLISION AT BAR POINT.

The steamer R. L. Ireland of the Gilchrist fleet, bound up without cargo, and the steamer Mary Elphicke of Chicago were in collision at Bar Point on September 22. The Elphicke, which was downbound, was hit on the side and she proceeded to Erie, where she will discharge her ore cargo. She will probably go to Cleveland for repairs as soon as she is unloaded.

The Ireland's stern is pretty badly damaged and she stopped at the plant of the Great Lakes Engineering Works at Ecorse. Captain W. G. Stewart, superintendent of the Gilchrist fleet, left for Detroit to look after the boat. No information in regard to how the collision occurred was received.

The old ferryboat LeFevre, on the Sandusky and Johnsons Island run during the summer of 1907, but since out of commission, has been purchased by Toledo parties for use on the Maumee River between Toledo and Perrysburg.

The LeFevre is a steamer of the Mississippi River type and before coming to Sandusky was engaged in passenger traffic in the vicinity of Duluth. She was purchased by the Cedar Point Pleasure Resort Company.

WHALE FISHING IN FORMOSA.

It has been found that large numbers of whales frequent the waters along the coast of Koshun, the southernmost prefecture in Formosa, during the winter months of January, February, and March, and accordingly a company was formed, called the Dai Nippon Hogei Kaisha (Great Japan Whaling Company), to engage in whaling in these waters. This company was granted the whaling privilege along the coast by the Government last year, but was not able to commence work at that time and asked to have the privilege extended one year. This year the company has again failed to begin operations, and the Government has notified it that if it does not start in this winter the concession will be revoked and given to others. There is a good demand in Japan for the products of the whale.

ANOTHER FAST DOCK.

Announcement was made at Ashtabula on September 24, upon the authority of C. E. Schaff, vice-president of the New York Central lines, that his company had contracted for ore-handling machinery for the new superior extension dock No. 2 on the Lake front at Ashtabula Harbor.

The machinery and preparation of the dock is to cost $1,300,000, and the dock is to be in operation by September 1, 1910. When finished, dock No. 2 will have capacity equal to dock No. 1 just placed in commission carrying four fifteen-ton Hullet ore unloaders with a capacity of 3,600 tons ore an hour.

A portable bridge conveyor and powerhouse will also be erected. The dock will be built on artificial land made by filling in the Lake.

MONTEAGLE DESTROYED.

The steamer Monteagle was destroyed by fire at Sault Ste. Marie on September 21, and another total loss has been added to the list. Captain S. M. Murphy and crew of fourteen of the steamer arrived at the Soo on the 22d.

The Monteagle, which was bound from Duluth to Oswego, struck a submerged crib in Mud Lake on the 19th and went to the bottom in shallow water. She was released on the 21st after the lighter Reliance took out about 27,000 bushels of wheat. The Monteagle was owned by Robert Downey & Co. of Oswego, N. Y. She was built in 1884 and was 213 feet keel and 35 feet beam. Her carrying capacity was 1,800 gross tons.

SAMOA BURNED.

Captain George A. Symes of Cleveland wired that city recently that the steamer Samoa, of which he had command, burned to the water's edge at the Oceola mills on Torch Lake on September 21. She was owned by Captain H. W. Baker, the Detroit wrecker. Captain Symes was on his first trip as her master. The Samoa left Toledo for Lake Linden on September 10 with coal, and was loaded with a cargo of copper sand for the return journey. The cause of the fire was not stated in the dispatch. The boat had a capacity of 1,500 tons, and she was valued at from $30,000 to $40,000. She was 205 feet long by 34 feet beam, and was built in 1880.

The New York divers who have been testing a new diving armor at the wreck of the Pewabic, in Lake Huron, have returned to the East. The armor is perfect, but the electric lights must be greatly increased in intensity in order to secure efficiency at great depth in cold water. They have an option on the steamer Douglass, owned by Captain H. W. Baker, and may purchase her.

W. M. Mills, a Tonawanda vesselowner, within the past few days sold the wooden steamers Harry E. Packer and John F. Eddy to Canadians. The Packer was built in 1882. She is 225 feet long by 35 feet beam, and has a gross tonnage of 1,142. The Eddy was built in 1886 and is 281 feet long by 40 feet beam. Her gross tonnage is 1,678.

INFORMATION WANTED.

Frank Donnelly is inquired for by his mother, Mrs. Eva Donnelly, 1317 Clark St., Racine, Wis.

Wm. A. Nicholson, No. 13,156, Lake Seamen's Union, is inquired for by his sister, Miss Alice Nicholson, 356 Lake street, Oak Park, Ill.

Millard McLeod, No. 22582, Lake Seamen's Union, is inquired for by his mother, Mrs. D. A. McLeod, Box 475, Sterling, Kansas.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

Albert Appenyella, sometimes known as Albert Zellers, supposed to be a seaman and a dredgeman, is inquired for by his sister, Anna Goodmiller, 806 E. Wood St., Decatur, Ill.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

674 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.

TOLEDO, O.....54 Main Street
Phone Bell 1890.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

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Telephone, Old Phone, 4428 L.

BAY CITY, Mich.....108 Fifth Avenue

OGDENSBURG, N. Y.....70 Isabella Street

KINGSTON, Ont., Canada.....(Box 96) King Street

ERIE, Pa.....305 French Street
Telephone Bell 682.

CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.

SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.

SANDUSKY, O.....510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Mich.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

SECRETARY FRAZIER'S LAKE TRIP.

(Continued from Page 3.)

barbed wire around the top, so that not a dock or a bit of waterfront is left for any citizen to even go fishing from; as a matter of fact, the Government has not even a dock, and the lighthouse, I believe, is looked after by the dock company. There we found two separate and distinct sets of police, one paid, and supposed to be controlled, by the city, and the other by the Steel Trust, the latter having more power than the city police, as they have the right to arrest any one on the streets or elsewhere, while the city police are barred from the docks.

Ashtabula was at one time a very strong union town, the longshoremen and in fact nearly all trades were fairly well organized. Now not a semblance of organization is left, and we were told by many that while they would like to come to our meetings they dare not do so, as it would be worth their jobs to come. I respectfully submit that this is a most remarkable condition, where supposedly free American citizens are afraid to come to a public meeting, and judging from the character of those at the meeting I am of the opinion that their fears were well grounded. We had a fairly good meeting of city officials, police, public and private detectives from the docks, railroad officials, small merchants and business men.

We endeavored to impress on the minds of these small merchants and business men the fact that following the stockade would come the company store and the elimination of the entire business of the town. We succeeded in mingling with many of the scabs and listened to the same old stories of "not knowing what the strike was about," and having no opportunity of voting on the matter, and the strike "not being conducted on the right lines," "should have been called last year," etc., and I might say that here Mr. Wilson found the first Englishman scabbing that he had seen during the whole trip, though we had come in contact with many of his own countrymen.

We obtained much additional information as to the class of men who are in the employ of the Lake Carriers on their vessels. While they have a few—very few—good men, most of the "men" are boys and landsmen, and the vessels are in a horrible condition, especially the engines and boilers. The shipyards have been working overtime all along the Chain of Lakes.

Later we were in Conneaut Harbor. The conditions in this port are very similar to those of Ashtabula. All the docks were enclosed by fences and barbed wire, etc., but in spite of that we held a very good meeting of the citizens. The Mayor opened the meeting, and welcomed the visitors. The citizens here were also warned against the stockade idea, and the conditions they may expect if the Lake Carriers should be successful in eliminating efficient men from the Lakes. In nearly all of these meetings Ambrose Bierce's article in this month's Everybody's Magazine was referred to, and the bearing that the present fight will have on the manning of the Navy.

We held a meeting in Tonawanda. Though it was a bad night, raining and blowing, we had a fairly good crowd, mostly members of the affiliated unions. The "Shipping Federation" was here fully explained to the men by Mr. Wilson, and we all had our bit to add. We also held a meeting in the Firemen's hall in Buffalo, entirely of union men, the public not being admitted, where we had a heart-to-heart talk with the men on strike. We endeavored to impress on the minds of the men that strikes of this kind are not won on "booze" or by sitting around cursing the men who have taken their places, and pointing out the necessity of getting out and working during the next six weeks as they have never worked before. We also had something to say of the advantage of 75c dues over 50c. Mr. Wilson and Secretary Frazier left that afternoon for New York, where a meeting was held and the whole Lake situation was gone over—the necessity for the starting of an agitation on the Atlantic Coast, so that the seamen of the world will be made acquainted with the conditions on the Great Lakes and what the men up there are fighting for.

To show the methods of the shipowners of the Lakes, I may say that we were under surveillance from the time that we left Buffalo on the upward trip until we returned to Buffalo; this was especially true while we were in Cleveland.

While we were on our way from Conneaut to Buffalo, Mr. Wilson got in conversation with a young man that had just made a trip from Duluth to Ashtabula on one of the Thomlinson vessels, and it would have been amusing to a seaman to have listened to him explaining to Mr. Wilson what good men they had for "steersmen" and his explanation of the "little round thing they call a compass." He also told us that this strike was being conducted by a man from Chicago who was a very wealthy man, who had some scheme in depreciating the vessel property of the Lakes! And Olander sitting alongside of him! We met a stationary engineer in Buffalo who had been oiling on one scab boat, and he reported to us that the engines were almost completely wrecked. It looks to me that with heavy weather the shipowners will experience some very hard times within the next six weeks.

Fraternally,

WM. H. FRAZIER,

Secretary-Treasurer International Seamen's Union of America.

Boston, Mass.

ATLANTIC UNION NOTES.

The steamers building for the Coastwise Transportation Company will go in commission the first of the year, one being ready in February and the other in March.

Secretary W. H. Frazier has returned to Boston after visiting the principal Lake ports as Secretary-Treasurer of the International Seamen's Union of America, assisting in the disbursement of the first assessment contributed by the affiliated unions in support of the Lake unions, who are on strike.

The members of the Atlantic Coast Seamen's Union are to be congratulated on the manner they are responding to the call for the assessment to help their striking brothers on the Great Lakes. Very seldom indeed does a member demur when asked to pay, as they all realize it will be for their mutual benefit. Hope the good work will continue and that we may never have to say the Atlantic Coast Seamen's Union was delinquent in any respect in helping a brother when called on, to help down such a monstrosity as the "Shipping Federation."

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.
SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 44-46 East St.
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Branches:
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SAN PEDRO, Cal., P. O. Box 2155.

UNITED FISHERMEN OF THE PACIFIC.
Headquarters:
SEATTLE, Wash., P. O. Box 42.
Branches:
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ASTORIA, Ore., P. O. Box 138.
LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.
GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.
ALASKA FISHERMEN'S UNION.
SAN FRANCISCO, Cal., 93 Steuart St.
Agencies:
SEATTLE, Wash., Colman Dock, Room 10, P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.
Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal
Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the
FEDERATED SEAMEN'S UNION OF AUSTRALASIA
29 ERSKINE STREET, SYDNEY, N. S. W.

TO PREVENT TUBERCULOSIS.

Appropriations of over $4,000,000 for the suppression of consumption have been made by twenty-eight State legislatures during 1909. It is estimated that the county and municipal appropriations for the same purpose will be at least $3,000,000. These sums with nearly $1,000,000 from the Federal Government for the support of its sanatoriums, makes a total of $8,000,000 granted from public funds for next year's fight against tuberculosis.

Since January 1, 1909, forty-three State and Territorial legislatures have held sessions. Of this number, twenty-eight have passed laws pertaining to tuberculosis; eight have considered such legislation, and in only seven States no measures about consumption were presented. In all, 101 laws relating to the prevention or treatment of human tuberculosis were considered and of these sixty-four were passed.

Of the laws passed, fourteen were in reference to new State institutions. State sanatoriums for tuberculosis will be built in Pennsylvania, Connecticut, Arkansas, Oregon, South Dakota, North Dakota and Florida. In New York, North Carolina, Indiana, Massachusetts, New Hampshire and Maine, appropriations have been made for enlarging sanatoriums, already being built or in operation. There are now twenty-seven States where such institutions have been established. Every State east of the Mississippi, except Illinois, West Virginia, Kentucky, Tennessee and South Carolina have them. In Pennsylvania the State Department of Health is planning to erect a large hospital for advanced cases of tuberculosis in addition to the State Sanatorium at Mount Alto. Connecticut will build three institutions in different parts of the State at a cost of $175,000.

Illinois, New York, Ohio, Minnesota and Iowa passed laws giving their county officers power to erect sanatoriums, without resorting to a special vote. The demand for housing tuberculosis patients near their own homes is inspiring these laws providing for small county and municipal hospitals without the cumbersome machinery of an election.

In Maine, Connecticut, Rhode Island, New Jersey, Michigan, Iowa and Kansas, laws were passed for the strict report and registration of tuberculosis. Only five States, including the District of Columbia, have such laws, which must be the first requisite in an organized movement against the disease. Without adequate statistics with regard to death and cases efforts for its suppression are misdirected and often wasteful.

Laws prohibiting promiscuous spitting in public places, were passed in Maine, Pennsylvania, New Jersey, Kansas and Connecticut. Spitters in these States will be prosecuted and fined. While it is a difficult matter to enforce a State anti-spitting law, the Acts serve as a stimulus to local governing bodies to pass similar ordinances. With the present increase in interest in the prevention of tuberculosis, expectoration in cars and public buildings is decreasing, but the only way definitely to stop it is to arrest and punish the offenders. Where this has been done, the nuisance has decreased very rapidly. It is not the dream of an optimist to suppose that the trolley, elevated and subway cars of New York could be absolutely rid of this source of disgust if a comprehensive crusade against it were started.

Probably the most difficult appropriation to secure from a Legislature is one for education in the prevention of a disease. State bodies seem willing to give money for institutions and buildings, but so incomprehensible a thing as education does not appeal to them, as a rule. Yet, eleven States have this year granted nearly $100,000 for the instruction of the public about tuberculosis. In California, Iowa, Kansas, New York, Minnesota, and Rhode Island the money will be spent mainly on exhibits and lectures. In Porto Rico an appropriation of $9,000 calls particularly for the education of school children. The Philippine Islands Legislature has given $20,000 for general educational work. A commission to study tuberculosis and educate the people has been appointed in Texas. Delaware has established a permanent tuberculosis commission to form dispensaries and carry on a propaganda of enlightenment. In several other States, where no definite appropriations were made, some educational work will be done out of the regular funds of the health department.

Considering the large number of measures enacted, it is worthy of note that few laws of a pernicious character got through. The Nebraska Legislature passed a measure providing for the payment by county boards for the treatment of patients in institutions at the rate of ten dollars a week, but stipulating that such treatment must be by the "modern methods of vaccine therapy." This "modern method of vaccine therapy" refers to a serum manufactured by a Nebraska doctor. The law thus becomes the means of compelling the local physicians to use a drug which has little or no merit, it is alleged, in the cure of tuberculosis. In this manner the good features of the law are practically nullified.

Increased registration and increased hospital provision for advanced cases of tuberculosis are urgently needed. It is hoped that these two features of the anti-consumption campaign will receive especial emphasis in legislatures next year.—Phil P. Jacobs, in The Survey.

POLICE AND WORK DOGS.

The breed of dogs used in Berlin, and in Germany generally, for police purposes is the so-called "German shepherd dog." The characteristics and qualities that make this breed especially valuable for this purpose are (1) their intelligence and teachableness, (2) their "good nose" and deliberateness in following a scent, and (3) their agility and strength, coupled with gentleness and an absence of all savage traits. For these reasons they are here considered superior to the bloodhounds or the Airedale, another German police dog. These dogs are carefully bred and reared, and there is an association of the breeders of German shepherd dogs, with headquarters in Munich.

As to sources for importation, Police Major Klein, at the Königliche Polizei Präsidium, Alexander-Platz, Berlin, gives the following addresses from which the pure-bred police dogs could doubtless be procured: Rittmeister a. D. von Stephanitz, president, Association of Breeders of German Shepherd Dogs, Munich, Bavaria, and Th. Haensgen, Apolda, Thüringen. The prices of these dogs untrained would be about $18 to $24 and trained about $72 each.

LABOR EXCHANGES IN EUROPE.

In pursuance of its policy of social reform the Asquith Government now proposes to establish a national system of labor exchanges. By organizing the labor supply it hopes to reduce unemployment permanently in London and other industrial centers. Later, by means of insurance against unemployment through a fund jointly contributed by the workmen, the employer and the state, it plans to relieve distress and tide over periods of stagnant industry, such as Great Britain has suffered from during the past year.

As in the matter of Old-Age pensions, the British are again frankly borrowing ideas from their neighbors on the Continent. Insurance against unemployment, which Mr. Churchill, president of the Board of Trade, says will be dealt with at the next session of Parliament, has been in operation for years in Germany. In France out-of-work pay is provided by many of the trades unions on the theory, that unemployment tends to reduce wages, the allowance being usually graded downward in amount the longer the workman remains unemployed.

In France, however, the Bourse de Travail, or labor exchange, has been a fixed institution of the Government for almost twenty-five years. The exchanges were a logical consequence of the law of 1884, which gave a definite status to the trade-unions. The first bourse was opened in Paris in 1886, and the example was quickly followed by Nimes, Marseilles, Toulon, Bordeaux and other large towns. In 1907 there were 131 bourses in France, to which 2586 trade-unions belonged, with an aggregate membership of 455,790. In 1906 the results were as follows: Applications, 111,613; places offered, 84,139; situations filled, 62,324, the municipal and departmental appropriations amounting to only about $90,000. On its face this looks like a highly successful showing, for naturally workmen who file applications may seek and secure employment through other channels. Why then the British system, which is to start with 220 exchanges throughout the country, should cost, as estimated by the Government, $1,000,000 yearly for its first ten years, is not clear in the light of French experience.

But the problem of the unskilled workers, who, without organization among themselves, without sick and old-age funds or insurance against unemployment, are often the least efficient and thrifty of all, is still too puzzling for even the most paternalistic governments to solve.—New York World.

CANCER IN BELGIUM.

The new organization for combating cancer in Belgium held a meeting at Brussels recently and outlined a comprehensive plan for its future activity. The association will affiliate with the international association for the systematic study of cancerous diseases. One of its first tasks will be to acquire and systematize all knowledge of the disease. It will endeavor to give to the medical profession the results of its research in order that the disease may be combated with better results. It was also proposed to establish one or more institutions in Belgium to be devoted especially to the study of cancerous diseases.

News from Abroad.

According to official reports, there were seventy-one deaths from bubonic plague and fifty-four deaths from cholera in Amoy for the fortnight ended October 2.

Over a hundred scholars have already registered to enter the new German-Chinese high school at Tsingtau, China, which will be officially opened on the 25th of this month.

Van Orley's famous picture of "The Last Judgment," which was painted on wood in 1535, has been sold to a New Yorker. Neither the name of the buyer nor the price has been made public.

The Colombian Government is insisting upon the adoption of measures restricting the liberties of the press. Newspaper proprietors have protested vigorously, and the dispute promises to a bitter one.

No fewer than 9 per cent of the carcasses of Chinese hogs recently imported into England and thus far inspected by the sanitary committee of London have been found to be affected with tuberculosis.

The military post of Batum, on the Black Sea, has been abolished by Imperial order. The closure of Batum in 1886 constituted one of the early violations of the treaty of Berlin and resulted in grave international complications.

The International balloon race for the Gordon Bennett cup was won by Edgar W. Mix, the American aeronaut, of Columbus, O. Mix landed north of Warsaw, in Russian Poland, covering a distance of 695 miles from Zurich.

The cholera epidemic in St. Petersburg continues to run its course. The cases average thirty a day. Thirty-four of the servants of the Medvied restaurant, a fashionable resort of the capital, have been striken with the disease.

A dramatic narrative of the killing of Brunhuber and Schmidtz, leaders of a German exploring expedition in China, near the Burmese frontier, some months ago, has been published by the Algemeinde Wissenschaftlichen Berichte.

President Diaz of Mexico has ordered an investigation into the mysterious disappearance of a large amount of money which was recently dispatched from San Francisco for the sufferers from the disaster at Acapulco.

The trials and executions of revolutionists have been resumed at Barcelona. Ramon Clementi was shot on October 4 for "rebellion, profanation of the bodies of convent sisters, and setting fire to a factory, in which several persons were asphyxiated."

All the shops of Belgrade were closed on October 7 and the public buildings of the city were draped in black to mark the first anniversary of the annexation of the provinces of Bosnia and Herzegovina by Austria-Hungary. Servian students paraded the streets shouting "Down with Austria!"

The Neptune, England's eighth battleship of the Dreadnought class, or the eleventh, including the three battleship cruisers represented by the Inflexible, now participating in the Hudson-Fulton celebration at New York, was launched at Portsmouth on September 30. The Neptune has a displacement of 20,250 tons.

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INFORMATION WANTED.

Anyone knowing the whereabouts of seaman Ernst Dau, please notify the German Consul at San Francisco.

James Thoburn was at the Seamen's Institute about 1902. Letter awaiting him at 242 Steuart street, San Francisco.

Arthur John Martin. Was in San Francisco last March. Any news of him sent to Seamen's Institute will be appreciated.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

Robert Fordyce Bowers, age 33 years, height over 5 feet, stout build; correspondence awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

John M. Murphy, dark hair, blue eyes, height 5 feet 8, smooth face. Last heard of at Oakland. Any information, communicate Seamen's Institute, 242 Steuart street, San Francisco.

Harry W. Morse, of Watertown, Mass., about 5 ft. 8, light hair, blue eyes, wore glasses. Enquiry from Lillian J. Morse. Letter awaiting him at Seamen's Institute, Steuart street, San Francisco.

Wilford Lawton Easterbrook is inquired for by his mother. Any one knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Ore.

Henry Laurent, who has been sailing between San Francisco and Honolulu, is inquired for by his mother. Anyone knowing his present whereabouts will please communicate with the Coast Seamen's Journal.

John Johnson, a native of Norway, born September 15, 1858, at Blegeleidet Bamle; last heard from in 1904 living at 230 Third street, San Francisco. Any one able to give any information kindly communicate with his nephew, M. Olsen, 165 Third street, San Francisco, Cal.

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A. R. ABRAHAMSEN, Prop.

INFORMATION WANTED.

The five sailors who left the schooner A. J. West at Honolulu, on March 30, 1908, are requested to communicate with the Secretary of the Sailors' Union of the Pacific. The libel against the A. J. West has been adversely decided by the Federal Court at Honolulu.

HE LIVES UP TO HIS NAME

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Allen, W. J.
Anderson, Alf.
Anderson, Andrew
Anderson, Carl P.
Ankerstrom, C.
Anker, C.
Berentsen, R.
Benson, E.
Bianca, F.
Bird, Chr.
Bray, A. E.
Brauer, Geo.
Brown, Jim
Burkland, John
Carlson, Ole
Carlson, Ludwik
Carlson, Thure
Carnell, Geo. B.
Christofferson, Emil
Christensen, Viggo
Chapman, F. G.
Conee, A.
Coughlan, Chas.
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Ernst, George
Erick, Mr.
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Kleine, Carl
Klausen, Karl
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Latz, Konstant
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Larsen, Kristian
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Linder, Victor
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Lorin, Kristian
Mathison, Nils
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Magnusen, E. W.
Martinsohn, A.
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Mehuet, Jas.
Mikkelsen, Kristian
Miller, Adolf
Molver, Olaf
More, A. O.
Morrison, J.
Monoghan, J.
Moore, James
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Rider, Arthur
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Schmak, M.
Scherlen, Robert
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Skoog, August
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Solly, Ed.
Sorensen, Hans
Stoff, K.
Syvertsen, Ole
Swanson, J.
Sunby, A. E.
Tellefsen, Peder
Thompson, T.
Thorn, Arvid
Torgersen, Ludvig
Tockelyn, T.
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INFORMATION WANTED.

Alfred Douglas Brakel, a native of Russia, also known as Fred Hansen, left the Russian cruiser Lena; last heard of about three years ago, is inquired for by his mother. Address, "Coast Seamen's Journal."

Domestic and Naval.

Eight men were drowned and seven had a narrow escape from death by the foundering of the Norwegian steamer Gere, six miles from the Winter Quarter lightship on September 25.

The Navy Department has issued orders that the ram Katahdin be towed from the League Island Navy Yard at Philadelphia to Hampton Roads, Va., to become a target for naval guns.

From the bridge of his Arctic ship Roosevelt, Commander Peary was the most prominent feature of the sixty-mile Hudson-Fulton naval parade from New York to Newburgh on October 1.

The discovery of the North Pole by Commander Peary and Doctor Cook has necessitated a revision of the circum-polar chart issued by the Hydrographic Office of the Navy Department.

Michael J. Conlon, of Woodbridge, N. J., a first-class boatswain's mate of the United States Navy, has been recommended by the Secretary of the Navy for a lifesaving medal for his courageous conduct in rescuing a sailor.

The schooner Lou, brought around the Horn in 1850 and used by pirates and filibusters, and which took part in San Francisco history, has been bought by a representative of the Government to be used as a target for the big guns at Fort Rosecrans.

The eighty-ton American fishing schooner Caldwell H. Colt was captured for poaching by a Mexican gunboat immediately following the recent storm. Her master, Joseph H. Gallico, and his crew of eight men are now confined in a Mexican prison at Progreso.

The Ward liner Monterey, which arrived at New York on September 24, brought Captain Allen and seven of the crew of the American schooner Stillman F. Kelley, which was wrecked on a small key six miles north of Anguilla Island, near Cuba, on September 14.

Captain Littlejohn and the five men of the crew of the schooner Charles J. Willard, which sunk near Sow and Pigs Shoal recently were taken to Vineyard Haven by the schooner Augusta. The captain thinks his vessel struck some submerged obstacle, probably an old wreck.

The financial report of the North German Lloyd Steamship Company for the first six months of 1909 shows net earnings, less general expenses and interest charges, of $1,250,000, as against losses for the corresponding period of 1908 amounting to $1,750,000. This improvement is due chiefly to the emigrant business to the United States.

The City of Philadelphia, one of the two Delaware River steamboats that are being constructed at the yards of Harlan & Hollingsworth, Wilmington, will probably be launched in December. She is being built for the Wilson Line, and will ply between Philadelphia and Wilmington. The other vessel will be named City of Wilmington.

Settlement has been effected by the Cunard Steamship Company with the underwriters for the loss of the steamship Lucania, which was burned at her dock at Liverpool several weeks ago. The vessel was insured for $800,000, but the company agreed to accept $500,000 and retain what remains of the vessel, which was declared to be technically a total loss.

Home News.

William R Hearst has accepted the nomination for Mayor of New York as an independent candidate

The Cleveland Railroad Company has agreed to establish a three-cent fare, with one cent extra for a transfer.

President Taft arrived at San Francisco on October 5 and left that city on the following day for the Yosemite Valley

Commander Peary has accepted the invitation of the National Geographic Society to submit his proofs to it for verification.

After holding several conferences, the Western railroads have decided to cut out all stopover privileges on short term tickets beginning January 1.

For the first time since the early part of 1897, the railroads entering Baltimore, especially those having a large coal tonnage, are facing a car famine.

A shortage of rubber throughout the world is creating an alarming condition in the automobile industry, and especially in the tire manufacturing branch.

Two distinct earth shocks were felt at Dalton, Ga., on October 8, accompanied by a booming sound. Houses were shaken throughout the town, but no damage is reported.

Ten Mexican railroad laborers and five white men were killed and ten were injured in a Santa Fe wreck on October 8 on the Atchison branch on the outskirts of Topeka, Kas.

Secretary of War Dickinson has denied a report that he contemplated resigning from the Cabinet because of illness in his family and the recent death of his daughter-in-law.

Fifteen men were killed or fatally injured in an explosion of gas in the shaft of mine No. 4 of the Northwestern Improvement Company, at Roslyn, Wash., on October 3.

Twenty-five thousand men of arms, representing thirty-seven nations, took part in the military parade in New York City on September 30, as a feature of the Hudson-Fulton celebration.

Race suicide landlords in Chicago must submit to a court test of a new State law which became effective July 1 last forbidding them to refuse rental of apartments to families with children.

The verdict of the trial court which found John R. Walsh guilty of misapplication of the funds of the Chicago National Bank was affirmed by the United States Circuit Court of Appeals at Chicago on October 5.

A cut of ten per cent in salaries of all officials and employes of Chicago from Mayor Busse's $18,000 down to the lowliest laborer, has been agreed upon by the Mayor and department heads owing to lack of money in the city treasury.

A rich pay streak ten miles long and hundreds of feet wide has been uncovered in the bed of the Upper Koukarok River, Alaska. One nugget found is worth $700. The district promises to be the best in the whole Seward Peninsula.

Abraham C. Eby, formerly Mayor of Burkeville, Va., who was convicted recently of using the mails to extort money from the Pennsylvania Railroad Company, was sentenced at Philadelphia on September 30 to eighteen months in the Government prison at Atlanta, Ga.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Aga, Johan
Ahern, Dan
Akerson, Chas. A.
Alver, A. M.
Andersen, Einar
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Arntsen, Julian
Aunbaun, A.
Aylward, Jas.

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Bartels, Herman
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Beck, Mr.
Beckman, Rudolph
Bergstrom, Frank
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Berg, Julius
Berlinz, Emil
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Birde, Chr.
Birkelund, R.
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Blomqvist, Chas.
Bohm, Emil
Boisen, Jorgen
Borresen, Niels
Bourbigou, Louis
Bower, G.
Boyesson, John
Brandt, Oscar
Bray, John K.
Bray, Edward
Bregler, Fred
Brewer, Wm.
Brinton, Geo.
Browne, Harold W.
Brox, Harry
Bryde, Carl M.
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Bung, B.

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Christensen, E. H.
Christoffersen, Jacob
Chisholm, R.
Claus, C.
Coughlan, -1174
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Dahl, John B.
Dahlman, J. A.
Diez, Th. H.
Dixon, John
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Dories, H.
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Nordenberg, John
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Olsen, Sigvald
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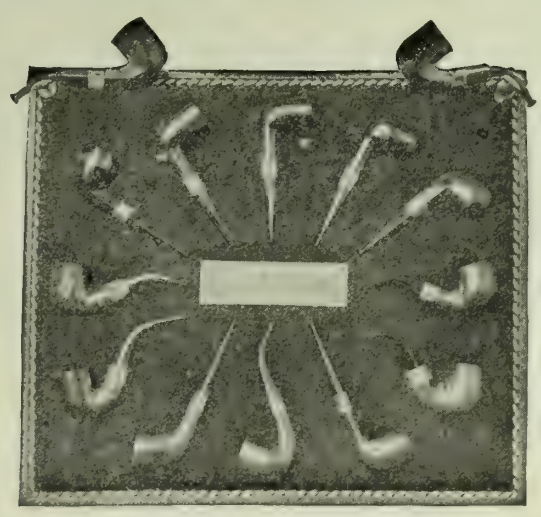
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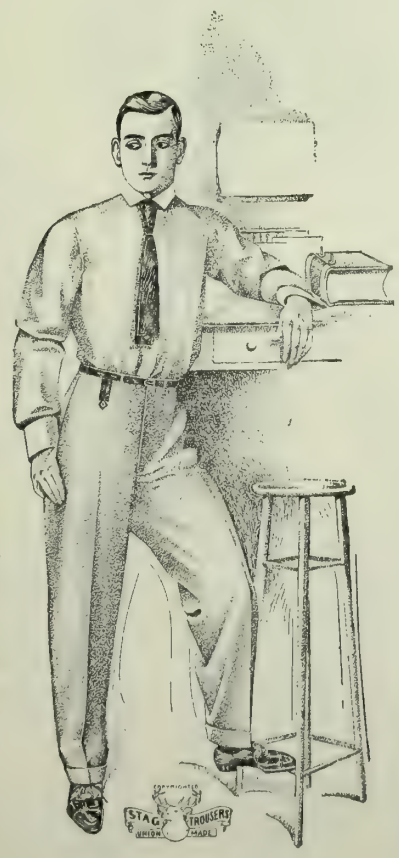
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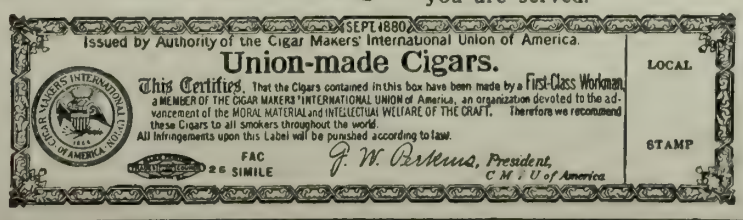
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Labor News.

The strike of 300 Greek laborers in the Utah Copper Company's plant was settled on October 3. It is said that the company granted the demands of the strikers for an increase from $1.75 to $2 per day.

Samuel Gompers, President of the American Federation of Labor, who has been in Europe studying labor conditions, returned to the United States on October 8 on the French liner La Savoie.

Announcement that the glass manufacturers and workmen have reached an agreement was made at Woodbury, N. J., recently, but there is a feeling in some quarters that the reduction in the wage scale is greater than was expected.

The eleventh biennial convention of the Amalgamated Association of Street and Electric Railway Employes of America opened at Toronto on October 4. The association, which embraces the entire United States, has about 100,000 members.

Peace for at least three years was assured in the street-car situation at Chicago by the signing by union officials, representing the employes of the Chicago Railways Company, which operates the North and West Side lines, of the wage scale offered by the street-car officials.

Suit was filed under the Alien-Contract Labor law against Frederick C. Roberts & Co., of San Francisco, in the United States District Court at San Francisco on October 8 to recover a penalty of $1000 for an alleged violation of the statute by the importation of a laborer from Mexico.

The labor trouble which threatened to shut down the smelter in Anaconda and at Great Falls, Mont., and throw 15,000 persons out of work, has been settled. It is understood that the seceding engineers who withdrew from the Western Federation of Miners have gone back into that organization.

A voluntary increase of one and two cents per hour respectively in wages for the 2200 motormen and conductors employed by the Detroit United Railways and on interurban lines who have been in the service of the company for two and three years or more was announced on October 2.

The 45,000 or more employes of the Rock Island Railroad system are to have the benefits of a comprehensive pension system, to go into effect June 30, 1910. Compulsory retirement will occur at the age of 70 years and elective retirement at 65. There will be no limit set upon the age at which the company will employ in the first instance.

Director of Census Dana Durand believes that college students will make excellent Census enumerators, and he proposes to suggest that educational institutions give leaves of absence in April next to such students as may care to join the army of 65,000 enumerators. Persons who accept this employment may earn an average of $3 a day.

James B. McLachlan, Secretary-Treasurer of the Nova Scotia branch of the United Mine Workers of America, has brought charges of conspiracy to restrict the supply of coal in Nova Scotia, and thereby to raise prices unreasonably, against Alexander Dick, sales agent of the Dominion Coal Company, and John R. Cowans, manager of the Spring Hill coal mines.

With the Wits.

Lovely.—For more than a week after marriage a man will eat things he doesn't like just because his wife cooked them.—Chicago News.

Important, After All.—Mrs. Young-wife—"What is the first question you ask of a maid whom you think of employing?"

Mrs. Oldone—"I always say first, 'Have you ever lived with me before?'"—Life.

Heard in the Ballroom.—Madge (proudly)—"Did you see that handsome man I just danced with?"

Kate—"Yes; he has a jealous wife who will allow him to dance only with the plainest girls in the room."—Boston Transcript.

Rather Rough.—Gunner—"And now comes a professor who declares that fruit is just as healthy with the skin on as it is peeled."

Guyer—"M'm! I'd like to see somebody start him on a diet of pineapples."—Chicago News.

Will He Do It?—Ardent Lover—"I love your daughter, sir, and would be willing to die for her."

Fond Father—"That's the right spirit, my boy; just take out a $10,000 life insurance policy on your wedding day, and then hustle for your Paris green.—St. Louis Times.

Discordant Note.—"Mr. Meekun, don't you think a woman should receive a man's pay when she does a man's work?"

"Why—er—look at the other side of the question a moment, will you? Think how many men are doing women's work and not getting a cent for it."—Chicago Tribune.

Puzzled the Old Folks.—Mrs. Hardapple—"Zeke writes from college that since you called him down for spending so much money he is coming home in trepidation."

Mr. Hardapple (suspiciously)—"Trepidation? What is that—one of these here new-fangled gasoline cars? Ain't the trains good enough for that boy?—Chicago News.

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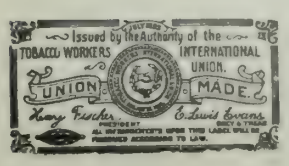
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VOL. XXIII, No. 5. | SAN FRANCISCO, WEDNESDAY, OCTOBER 20, 1909. | Whole No. 2039.

WORKERS OF THE WORLD.

THE CORRESPONDENCE SHEET of the International Federation of Transport Workers, published at Hamburg and edited by H. Jochade, presents in its current issue a summary of the conditions of labor throughout the world, which affords interesting reading to all concerned in the progress of the labor movement. From this summary we reproduce the following:

"It seems as though the crisis in the universal trade and the universal traffic has now gradually reached its climax, because a slight improvement on the social market is reported from everywhere, so that it may be hoped that the near future will be a little less dull than it seemed but a short time ago. However, the working conditions in some countries in the transportation trades on water are still very hopeless indeed. A great number of ships are still lying idle in the great navigation centers. The offer of labor hands is much greater than the demand for same, and the result thereof is that the wages which had been secured during the good business times are being reduced again by the employers. The employers also try to provoke the organized laborers in another way by suddenly denying their former readiness to make contracts and by simply declaring that 'in our concerns we do not recognize labor organizations any more.' This trick has been carried out by the Lake Carriers' Association in North America. This great organization of employers on the Great Lakes has up to the present recognized all the organizations in question (marine engineers, seamen, dockers and teamsters) as being capable to enter into agreements and has actually made longer working agreements with them. The agreements contained among other things the condition that only organized laborers should be employed ('Closed Shop'), and only in case it was impossible for the employers to get a sufficient number of organized laborers should they employ unorganized laborers. This clause became disagreeable to the employers and they tried consequently to get rid of same. The Lake Carriers' Association simply declared the 'Open Shop,' with the aggravation, that in future only such laborers would be employed who signed a document stating that they did not belong to any organization. Then an enormous struggle broke out on May 1, which is still going on.

"In other countries the employers are trying to proceed in a similar way. For instance, the shipowners on the northeastern coast of England reduced the wages by 10 shillings. A similar trial (by 5 marks) was made by the German shipowners in the Baltic Sea district. Very sad news has been forwarded to us from Spain. Owing to the lasting crisis, it was impossible to the loosely-combined Federation of Dockers and Seamen to maintain their position, because the offer of cheap labor hands became too considerable. To this was still added the systematic exclusion of all organized laborers from every work and the preference of yellows, etc., which sufficed to almost destroy such a Federation as the one in Spain, which has no financial power of resistance. From Finland, we are also informed that it is only with great pains that the trade-unions of the dockers can maintain the old prices. The employers are trying to create a cheap troup of reserve through the introduction of Eastlanders.

"The rapid development of machine work (corn elevators, coal bunker machines, improved elevating machines, etc.) in the great ports has also helped to make a considerable number of labor hands superfluous, who now burden the general labor market and who are unable to find immediate employment (Antwerp, Rotterdam, Hamburg).

"As has already been said, the employers are trying to profit by the present situation and the result is that the laborers either take to measures of defense or are continually threatened by lockouts. The latter is especially the case in Sweden. The Swedish laborship stands before the commencement of an enormous struggle, which will be fought between the united employers and the organized laborers similar to the struggle in Denmark in 1899.

"The strike of solidarity of the seamen in France with the postmen developed into a long struggle on the entire line, which secured some considerable improvements for the seamen.

"Of the transport workers on land, it can be said in general that they have succeeded in maintaining even now the wages which they had secured during the good business times. We can even state the fact that in making new wage agreements it was possible in some instances to still secure increases in wage and reductions in the hours of labor, especially in Germany and Austria. The teamsters in Budapest (Hungaria) were less successful.

"The street railway servants have also had various struggles recently, which became necessary to prevent wage reductions, for instance, in North America and Italy. But their wage scales are in general less subject to alterations, also not in critical social periods, as their wage scales are fixed by regulations for years to come.

"The same applies to the railwaymen, especially to those who are employed by the State. As far as we know, no wage reductions have taken place anywhere, but in some countries the number of the servants employed has been decreased in such a way that the places which became vacant in the course of time were not filled again. The railwaymen in North America succeeded, thanks to their strong organization, in preventing the intention of the railway magnates to take away again the 10 per cent increase in wages which the railwaymen had secured during the good business times. In England, they also succeeded in escaping a reduction in wages. Some railway companies were even compelled by a decision of the Central Conciliation Board to make considerable concessions. The railway servants in Prussia have through a wage regulation obtained partly very considerable increases, whereas the railway workers received nothing at all. A regulation of the wage scales is at present being prepared by the railwaymen in Switzerland, in Sweden, in Denmark and in Italy. The railwaymen in Austria are still always occupied with the realization of the concessions secured by the recent struggles and with the regulation of the wage and working conditions, which has been necessitated by the last transfers of the railways from private possession to the State. The railwaymen in France have done some very successful work for an improved form of the law regarding the Old Age pensions.

"After perusal of this short interview it must be admitted that in spite of the quiet period there is fresh life everywhere in the ranks of the traffic and transportworkers. Everywhere they are trying to maintain what has been secured, to obtain new advantages and to protect the members of the organizations against the worst effects of the social depression.

"But the employers are also more and more combining. Only quite recently we could read as follows: 'Everything is now so far advanced that the International Shipping Federation can commence its work.' Also the combination of the employers in the transportation and forwarding trades in Germany, Austria and Switzerland has been made known. We find ourselves in front of a completed fact and have to count in future with these important bodies.

"Induced by the strike of the postmen in France, the governments have recently occupied themselves very seriously with the right of organization and with the right of striking of the railwaymen. In some countries, for instance in Holland, in Italy and in Turkey, it is denied to the railwaymen on pain of penalty to go on strike. The organization of the railwaymen in Hungaria has been dissolved, and in Belgium, Prussia and Saxony the Railwaymen's Societies are only tolerated as long as they occupy themselves with philanthropic tasks or work in a 'loyal' way. An intended reform of the right of coalition of the railwaymen in Belgium has been withdrawn by the minister, Mr. Helleputte. The civil minister in Sweden made an attack upon the right of coalition of the railwaymen of the country. In Spain a Strike law has been passed which provides, on pain of imprisonment or of penalty, that all strikes or stoppages of work in the concerns must be announced to the proper authority 5 or 8 days in advance. The French Minister of Public Works, Mr. Barthou, has expressed himself very clearly on the right of striking of the railwaymen in France. He said at the beginning of July in Parliament: 'I expect that it is proved to me that the railwaymen have not the legal right to go on strike.' Yet, generally speaking, the position of the railwaymen in the trade-union movement becomes more and more difficult. It will probably still necessitate very hard struggles before the railwaymen will secure for themselves those rights to which they are entitled as State citizens, and which they can claim as important factors in the social State system.

"The statement that fresh life reigns everywhere in the organizations is best proved by the number of conventions, annual meetings, etc., which have been held during the recent past. There have been held the conventions of the Seamen of North America, England, Germany, Norway, Holland, France, Italy, and the half-yearly meetings of the firemen and sailors of Denmark; the conventions of the Dockers of Norway and Holland; of the Street Railway Servants of Sweden, Norway, Holland and Switzerland; of the Railwaymen of Sweden, Norway, Denmark, Holland, Belgium, France, Italy, Switzerland, Austria and North America; of the Transportworkers of

(Continued on Page 7.)

ITALIAN EMIGRATION TO AMERICA

Italy and Russia belong to those countries which for years past have supplied the greatest contingent of emigrants, more especially to the United States of America. But, in contradistinction to Russia, the number of emigrants who find their way back again to Italy is a very large one, as many Italians, as soon as they have realized a modest capital in America, wend their way homeward once more. The number of Italians emigrating and of those seeking repatriation during the last three years has fluctuated considerably, more especially with regard to the principal destination of emigration, the United States of North America. In the year 1907 some 300,000 Italian emigrants, to deal in round numbers, left for the United States; in 1908 the numbers had decreased to 131,000, considerably less than the half of the number who expatriated themselves in the preceding year. The figures made public for the first quarter of the current year show that the decrease of emigrants to the United States, given in the reports for the preceding year, is not to be considered as a permanent one. From January 1 to March 31, 1909, 98,000 Italians emigrated to the States; consequently, should the last nine months of the year keep pace with the first quarter, the figures for 1907 would be surpassed by something like 100,000 emigrants. The difference in the number of those returning to Italy in these years, though not quite so startling, is a considerable one. In 1907, some 162,000 returned to Italy from the United States; in 1908, 220,000. In the last-named year the number of those returning home was in excess of those emigrating. The number of those returning home during the first three months of 1909 is a very small one. Not more than 7700 persons returned to Italy during that period, as against 42,000 during the first quarter of the year 1908. Therefore, we see that the improved economic situation in the United States has led to a notable increase of emigrants from Italy, and to a not less considerable falling off in the number of Italians returning home.

The figures dealing with the emigration of Italians to the South American republics, and with their return, show nothing like the same fluctuations. For example, in the year 1907, 78,000 Italians emigrated to the Argentine Republic, 21,000 to Brazil; whereas in 1908 the same countries show 80,000 and 16,000 respectively. During the first three months of 1909 12,000 Italian emigrants arrived in the Argentine Republic, and 1800 in Brazil, whereas the figures for the first quarter of 1908 show 14,000 and 4200 respectively. The figures dealing with the return of Italian emigrants from the South American republics show the same amount of stability. In 1907, 50,000 returned to Italy from the Argentine Republic, and 21,000 from Brazil. In 1908 the corresponding figures amounted to 44,000 and 15,000. For the first quarter of 1909 the figures give us 9300 and 2100 as returning home, against 8500 and 2100 in the preceding year.

We see, therefore, that the number of emigrants leaving Italy for the South American republics, and the number of Italians returning home from those countries has remained without important fluctuations during the last few years. This is a proof that the Italian emigrants to South America, and more especially to the Argentine, Republic, which still remains the country they chiefly favor, find the economic status of these countries to be a stable one. —Continental Correspondence.

CANADIAN 'PHONE PURCHASES.

The Canadian Province of Saskatchewan has followed the action of the Province of Manitoba and purchased for $367,500 the Bell telephone system in the Province. According to statements made by the Provincial authorities, a number of important extensions will be made throughout the Province. The Bell telephone lines in Saskatchewan are in two divisions. The principal one extends from the Manitoba boundary to Regina and then north to Lumsden. It follows the Canadian Pacific Railway line pretty closely from the eastern boundary to Regina. Along this line the company has installed exchanges at Moosomin, Wapella, Grenfell, Wolseley, Sintaluta, Indian Head, Qu'Appelle, Balgonie, and Regina. Besides this principal line the company has a line from Hague to Rosthern, with exchanges in both these towns. The company has exchanges also in Prince Albert, Battleford, North Battleford, and Arcola.

The Saskatchewan government long-distance line runs from Regina west to Cairn, via Moose Jaw, and south from Regina to North Portal, at the United States boundary, and through the towns of Rouleau, Milestone, Yellow Grass, Halbrite, Estevan, and others. The government lines under construction are as yet in two divisions. One runs southeast from Regina to Antler at the Manitoba boundary and through the towns of Sedley, Tyvan, Osage, Fillmore, Creelman, Howard, Forget, Arcola, Carlyle, and Manor. Another line under construction by the government runs from Lumsden to Saskatoon, via Craik, Davidson, Hanley, and Dundurn.

The projected lines of the government are far-reaching. In the north a line is projected from Saskatoon to Prince Albert, via Rosthern. From this line another long-projected line branches off north of Warman and, running via North Battleford, goes to Lloydminster at the Alberta boundary. A line is also projected from Weyburn to connect with the line under construction near Forget. Another projected line runs from Estevan, via Oxbow, to Gainsborough. From Oxbow another projected line runs north, intersecting the line under construction at Carlyle, and farther north the Bell line at Wapella. It then goes north to Esterhazy and on to Yorkton.

EDUCATION IN SHEFFIELD.

The committee on education of Sheffield, Eng., has completed its estimates, and will ask for appropriations amounting to $1,741,073 for educational purposes for the year ending March 31, 1910. Of this amount $926,290 will be derived from Government grants, leaving $814,784 to be appropriated from the revenue of the city for the current year. This will be an increase of $11,495 by the city over its appropriation of the previous year. The total amount to be expended for school purposes will be equal to nearly 10 per cent of the total revenues of the city.

NO "HELLO" GIRLS IN GERMANY.

The first automatic telephone exchange system in Germany has just been installed in Hildesheim by the Imperial German Postoffice, requiring no central to make the desired connection, each subscriber being his own exchange. The apparatus is like a clock, with indicating numbers. The Hildesheim subscriber's set, connected to the automatic exchange, is composed of a disk on which are to be found ten holes numbered from the bottom up, 0 to 9. These holes are just large enough to permit the insertion of the average person's forefinger, the holes being on a movable disk. If, for instance, a person desires to be connected with No. 951, the subscriber first removes the receiver from the hook, then places his forefinger in the slot numbered 9, and rotates the disk as far as it will go—that is, until his finger strikes an obstruction. He then removes his finger from the slot and permits the disk to return to its normal position under the action of a spring, whereupon the forefinger is inserted in the hole marked 5 and the disk is again rotated until the finger meets the obstruction, the disk being again permitted to return to its normal position; the subscriber then again places his forefinger in the hole marked 1, again rotates the disk and lets it return to zero.

The manner in which the connection is made is as follows: When a subscriber rotates the disk by placing his finger in the hole 9 and rotates the disk he sends the requisite impulse over the line to the central office, to move, in the case of No. 951, the 100 switch nine steps, or, in other words, the switch picks out the ninth hundred. Similarly, when his finger is placed in the hole 5 and the disk is rotated, it is again rotated through a predetermined angle and sends back to the central office five impulses, which in turn move a final selector, which had in the meantime become connected to the 100 switch above referred to, five spaces, which will correspond to the 50s in this particular 900; and so again with the 1, until finally the apparatus in the central office has been connected through to line No. 951 from the calling subscriber's line. It is not necessary for the subscriber to ring inasmuch as this is also done automatically.

The subscriber, having finished, terminates the connection by hanging the receiver on the hook. Immediately another person can be called up. Should the subscriber wish to call while a number is in use he can get no connection until the user has ceased conversation, and this, of course, does away with the annoying feature in telephones of being interrupted in the midst of a conversation by some one breaking in. By this system the subscriber can readily be connected at any time, whether day or night, and it is evident that it will ultimately do away entirely with the exchange girl, as it reduces the cost of maintenance. The Government is energetically pursuing experiments for the improving of the present telephone system, and this automatic device seems to have solved the problem.

For the housewife's benefit a recently patented dishpan carries on one side a draining rack for wet dishes.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

NAVAL RANK OF UNITED STATES.

What must be remembered chiefly in connection with the decline of the United States as a sea power is the importance England will gain from that decline. The foreign policy of the United States will more and more tend to play second fiddle to the foreign policy of England. The British navy will always remain the biggest on the seas—let our German friends build as they may—and while that British navy overshadows every other, the United States must perforce shelter itself behind the British Dreadnoughts. Intellectually America is an English province and in the respect of naval power America seems destined to become an English province likewise. Perhaps the native American lacks the grit for seamanship. The native American, it must be remembered, is nowadays found far inland. The Atlantic Coast is inhabited, for the most part, by aliens who stream into New York, Boston and the coast towns. There they comprise the strength of the machine or corrupt element. For a true American, with Pilgrim or Cavalier blood in his veins, one must go to the Middle West or to the South. Now in the West and in the South the realities of naval power are seldom made living issues to the population. The Southerners never took particularly to the sea. That was the calling of the New Englanders. The States of Ohio, Indiana and Illinois, where the inhabitants of the older stock have made their homes, never furnish the requisite supply of enthusiasm for the Navy. What the world is likely to see is a slow and steady decline of United States naval power based upon the preaching of the peace party. Perhaps some twenty years hence America will perceive with a shock that her pretensions are so infinitely greater than her powers on the sea that the Monroe Doctrine itself will not, indeed, be abandoned, but permitted to assume some new aspect. For what Mr. Roosevelt once told his countrymen must never be forgotten—the Monroe Doctrine will last as long as the United States can make it good in the face of a challenge, but it will not last very much longer. The decline of America in naval power shows us where the Monroe Doctrine is going.

MACHINERY ON SHIPBOARD.

Much interest was manifested yesterday in the Swedish steamship Vollrath Tham, which is docked at pier 13, Port Richmond, and which is said to be unique. It is the only steamship of its kind that ever docked here.

It is equipped with an electric outfit for discharging cargo, having ten traveling cranes and shoveling apparatus, which unload the vessel more expeditiously than can be done by men. Only fifteen persons are required to operate the machinery, by which they can unload the steamship of a full cargo in less than twenty-four hours. Under ordinary circumstances it would require about 100 men to do the work is not less than two days.

Port Richmond stevedores, who expected to find employment on the vessel when she arrived, did not find much to praise in her equipment when they saw how smoothly and quickly the work of unloading the vessel was being done.

The Vollrath Tham brought a cargo of 7600 tons of iron ore from Narvik for the Reading Iron Company. She was built last spring by the Hawthorn-Leslie Company at Newcastle, Eng., under the supervision of John Johnson of Gothenburg, Sweden. She is owned by railroad and mining interests in Sweden. She cost about $350,000.

This is the third voyage of the Vollrath Tham. The first was to Emden and the second to Oxelsund. She is 390 feet long, 56½ feet wide and 24.10 feet deep. She is constructed entirely of steel and carries three electric dynamos, one of which is used for illuminating purposes. Her crew numbers thirty-eight men. Erik Strom is the captain. The vessel will remain here about a week, sailing with a cargo of coal and machinery.—Philadelphia Ledger.

WHAT IS A KNOT?

Before the days of patent logs the speed of a vessel was taken by means of the "chip" or triangular log and a sand glass. This log consisted of a triangular piece of wood attached in a certain manner to a line. The log was dropped overboard, a certain length of line was allowed to run out, the log itself remaining stationary in the water, until it was well clear of the ship. In the line a number of knots were tied at definite points and the line was allowed to run out through the hands of the person operating it.

When the first knot was reached the operator gave the word, and another one turned the sand glass; the line continued to run out, and the operator counted the number of knots in the line which passed through his hand during the time the sand was running. The sand glass might be a minute or half-minute glass, which is immaterial, but in the result the person who was checking the speed of the ship by the log line would report so many "knots."

This, to the master or navigator, would imply that so many knots, as marked on the log line had run out during the time represented by the glass, and a simple calculation would convert this from "knots per sand glass" to "nautical miles per hour." Hence it will be seen that the term "knot," as originally applied, was essentially a speed term and not one of distance.—G. L. Markham, R. N.

INFORMATION WANTED.

Anton Jacobsen, a native of Stavanger, Norway, is inquired for by his brother, John Jacobsen. Address, Atlantic Coast Seamen's Union, Mobile, Ala.

The Australian Government has ordered six dirigible balloons and six aeroplanes in Europe for experimental purposes.

Demand the Hatters' label when buying a hat.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Union, 1½ Lewis St., Boston, Mass.

Marine Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 85 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques y puerto, Barcelona Mayor, 44, 2, I (Barceloneta) Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

World's Workers.

Melbourne (Australia) printers are going to appoint an organizer at £200 a year and expenses.

The poll taken at Gladstone, Australia, recently, to change the weekly half-holiday from Thursday to Saturday, resulted as follows: For Saturday, 157; for Thursday, 32; informal, 2.

The Sydney (Australia) Rockchoppers' Union has advised the men not to work at the Water and Sewerage Boards' jobs at Willoughby unless the rate of 10s. for six hours was paid.

The Sydney (Australia) Shop Assistants' Union is distributing circulars broadcast, inviting the public to demand to be served only by shop assistants wearing the badge of the union.

Fifteen hundred dock laborers at Havre, France, have again declared a general strike for higher wages. The loading of the steamers La Savoie and La Gascogne was completed on October 2 under police protection.

The spectacle of a woman breaking metal on the roadside may be observed at Doncaster, Australia. During the past month the woman has been working assiduously with her husband in all weathers.

Six thousand fishermen while making a demonstration at Douarney, France, on October 8, in behalf of the strike in the sardine industry, came into collision with the gendarmes. Later they raised a barricade and showered stones upon the gendarmes and fifteen fishermen were injured.

A statement of claims in respect to the dispute as to the wages and conditions of labor between the Australian boot trade employers' federation and a number of employers in Victoria, New South Wales, South Australia and Queensland, has been filed in the office of the Commonwealth Court of Conciliation and Arbitration.

The jockeys who were in attendance at the Victoria Park (N.S.W.) race course recently went on strike and refused to ride. The strike was against a rule adopted by the associated clubs. The difficulty, however, was settled by the club officials promising to reconsider the rule, to which exception was taken by the lads.

Under a threat of a general strike of the miners of Great Britain the Scottish coal dispute has been settled, a minimum wage of 6s. a day having been conceded for the next three years, and an undertaking having been given by the coal barons that suitable machinery will be devised to cope with an increased output as trade increases.

The Australian Federal Treasurer estimates that for 1909-10 the sugar production will be 145,511 tons by white, and 15,742 by black labor, making a total of 161,253 tons. The amount of bounty estimated to be paid is £450,000. There was a decrease during 1909 of 60 farmers who employ black labor and an increase of 92 farmers who employ white labor.

In union organization Denmark stands at the head of the class with 58 per cent of her workers organized; Sweden has 33 per cent; Finland, 29 per cent; Hungary, 28 per cent; England, 22 per cent; and Italy only 8 per cent. In absolute membership Germany stands at the head, with 2,446,489 in the various unions, mechanical and agricultural. English unions have a membership of 2,106,283.

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United Hatters of N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.
MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INFORMATION WANTED.

Samuel England, age 48 years, communicate with Seamen's Institute, 242 Steuart street, San Francisco.

James Sample, last heard of on ship Santa Rita in April, 1909, is inquired for by Seamen's Institute, 242 Steuart street.

CAN'T BUST 'EM
OVERALLS & PANTS
UNION MADE
ARGONAUT SHIRTS

San Pedro Letter List.

Andersen, -1055.	Lofman, K.
Andersen, Peter F.	Lehtonen, John
Alander, K.	Lund, H. K.
Abbors, Arne	Lano, Emil
Albertsen, Johannes	Lerch, Paul
Andersen, Einar	Maguire, Thomas
Andersson, Axel	McKenzie, James
Annel, Albert	Murie, Martin
Buchtman, F.	Mellin, Edward
Bentsen, Axel	Mygind, W. F.
Brose, R.	Mesak, Edward
Behrens, E. A.	Neuling, Albert
Boylan, Chris. J.	Nielsen, Svend
Bietila, Th. -1338	Nordman, John D.
Bower, Gosta	Osses, A.
Brogard, Nils	Olsen, Th.
Comstedt, Ernst	Olsen, O. -537
Carisson, C.	Odman, Gus
Christiansen, Harold	Otto, John
Christiansen, G.-1054	Oseses, W. A.
Dahlberg, J. H.	Petersen, S. R.
Eckhardt, W.	Peterson, K. E., -903
Engberg, Oscar	Petersen, H. -1064
Ek, Thure	Peterson, Lauritz
Erickson, John	Pedersen, Gert C.
Fay, Joe	Pedersen, Alfred
Fredericksen, Harry	Pederson, Reinhold
Fisher, -556	Peterson, Hans
Folvik, Carl	Rudland, Jakob
Fleming, John	Reed, L. C.
Fasig, Don	Rasmussen, E.
Gabrielsen, K. -601	Scott, E. G. (pkg.)
Gask, A.	Schwitzer, H.
Gorgesen, Emil	San, B. -2113
Glausen, Harry	Scarabosia, M.
Guenther, Richard	Semberg, J.
Heggum, Louis	Sorensen, A.
Hermanson, K. -1554	Steen, J. C.
Hansen, Theodor	Solie, Ingvald
Hilke, Carl	Svenssen, Nikolaus
Hesse, Erick	Sindahl, J.
Haggenmuller, H.	Syversen, Ole
Hansen, Peter K.	Stalsten, Karl
Haarklau, I.	Sandstrom, J. -1347
Hansen, Carl	Strahle, Charles
Heinanen, C. (pkg.)	Southerland, A.
Johansen, C. -1191	Svendsen, C. -1050
Johanson, J. -880	Swanson, Charles
Jorgensen, E.	Tommis, Frank
Kuhne, W.	Tufvesson, J.
Koch, Carl	Trepetket, Frank
Keinanen, Emil	Touanne, Walter
Klappe, J.	Veyvoda, Frank
Kristiansen, Eigil	Quinn, W.
Kraushatz, F.	Wahrenheit, Otto
Kari, Matti	Wychgel, J.
Krohn, J. A.	Wahlstedt, R. -778
Larson, L.	Westerlund, T. F.
Louis, Mickel	



INFORMATION WANTED.

The salvage claim originating through the SS. Curacao and SS. Australian has been adjusted. All money due the crew who were aboard the vessel at the time the Australian was assisted will be found in the manager's office, 112 Market street. Parties applying for such money will first apply to the head of their respective department for identification. The names of the men are as follows: F. Mason, A. Mondini, R. Nelson, J. Jonasen, J. Lorenz, C. Swenson, H. Nelson, F. Rebases, C. Chidley.

Carl Wilhelm Swensson, a native of Kalmar, Sweden, born September 15, 1881, supposed to be sailing on the Pacific Coast, is inquired for by his sisters and parents. Address, Klaes Swensson, Sodra Langgatan No. 26, Kalmar, Sweden.

Pacific Coast Marine.

The tug Daniel Kern, which was sunk in the Columbia River in collision with the steamer George W. Elder last August, has been raised and towed to Portland to be docked for repairs.

Seventeen days from Fort Wrangl, the Alaska Packers' bark Star of England, arrived at San Francisco on October 15 with 77,367 cases of salmon, the largest shipment which has reached that port this season.

Rasmus Jepsen was recorded at the San Francisco Custom-house on October 15 as master of the steamer Governor, vice H. T. Thomas. The barkentine Fullerton was enrolled with T. A. Grant master.

The following changes of masters were recorded at the San Francisco Custom-house on October 11: Steamer Newport, W. J. Russell, vice J. W. Saunders; schooner Jennie and Edna, Jacob Conrado vice John Anderson.

Captain James Tattom, one of the best-known seafaring men on the Pacific Coast and a resident of Astoria for many years, died at that place on October 15 of heart disease after an illness of several weeks. He was a native of Maine. He came to Astoria in 1877 and had made his home there since.

The following changes of masters were recorded at the San Francisco Custom-house on October 13: Steamer Henrietta, George Howard vice A. Paulssen; steamer Herald, Enos Fouratt, Jr., vice George Fouratt; steamer Northland, E. Erickson vice G. M. Fagerlend. The steamer Alcatraz, B. J. Lee master, was enrolled.

The new steam-schooner Klamath, recently launched at Eureka and said to be the finest of her type on the Coast run, left Eureka on October 10 for San Francisco. The Klamath will have machinery installed at Oakland and will be under charter by Charles R. McCormick and will be placed on the Eureka run as a lumber carrier.

The Life-Saving station at Waddah Island, by reason of excessive storms and heavy seas, which destroyed part of the Government property at that point, is now being moved from this exposed point to the mainland surrounding Neah Bay, which is far more sheltered. The crew of the Life-Saving station are busy constructing a new station and expect to move in by the first of the year.

News of heavy raids on the seal rookeries in Alaska was brought to Victoria, B. C., on October 12 by the United States Survey steamer McArthur, which has completed her season's work in in the north. At Day's Harbor, between Valdez and Seward, nearly 200 carcasses from which the skins had been torn were found. Other evidence was found indicating that a Japanese sealing schooner had landed men at that point.

The following changes of masters were recorded at the San Francisco Custom house on October 14: Steamer Sea Prince, Oscar L. Thomsen, vice Patrick Collins; steamer Santa Rita, Arthur B. Conner, vice Lewis A. Fielder; steamer Millie, Peter Baum, vice William Gustafsen. The steamer W. S. Porter, G. B. Macdonald, master, and the schooner Santa Paula, A. Peller, master, were enrolled and the barkentine Gleaner, A. W. Hall, master, was registered.

Advices have been received at San Francisco to the effect that navigation on the Tanana River, Alaska, was closed on October 10 by freezing of the ice. The freeze was entirely unexpected, and is extremely early. Two river steamers, with crowds of stampeders, bound for the scene of the reported rich strikes in the Iditarad district, were caught in the ice. The steamers are frozen a few miles out of Fairbanks, and have on board considerable merchandise and foodstuffs for the new mining district.

The following changes of masters were recorded at the San Francisco Custom-house on October 4: Steamer Hercules, C. C. Titchworth, vice D. C. Thomas; steamer U. S. Grant, A. R. Paulsen, vice John Campbell; steamer Leader, George H. Melone, vice Donald Kennedy; steamer Blossom No. 2, N. F. Buckingham, vice R. L. Holman; schooner Redwood City, John Shand, vice Charles Herlichy. The schooner Fearless, C. W. Liljequist master, and the steamer Riverside, J. Ramselius master, were enrolled.

A new wireless record has been established by Sergeant Albert L. Jefferson, operator on the United States Army transport Sheridan, which arrived at San Francisco on October 9, two days fifteen hours and thirty-six minutes from Seattle. Jefferson reports that while crossing between Nagasaki and the Hawaiian Islands he picked up the North Head station at Washington, a distance of 3500 miles, and kept in constant communication with that station and the one at Cape Blanco from that time.

Eleven vessels are awaiting repairs and overhauling at the Union Iron Works, San Francisco, and the various departments of the big shipbuilding yards, with the exception of the sailmaking department, have as much work as they can handle. Several steam-schooners are also waiting to register for positions on the drydock, and it will be necessary for them to wait a couple of weeks before it will be open for them. The channel docks of the works are also crowded with vessels undergoing repairs.

The rendezvous of revenue-cutters in Seattle harbor during the winter is provided against in a recent order of Captain Worth Ross, chief of the service. He was in Seattle last spring while the cutters were preparing for their northern cruise, and evidently decided there were too many in one spot. This winter only the Tahoma will winter in Elliott Bay. The Snohomish will be at Neah Bay, the Thetis at Honolulu, the Manning at Astoria, the Rush at Juneau, the Arcata at Port Townsend, the Perry at San Pedro, the Bear at San Diego and the McCulloch at San Francisco.

Collector of the Port Stratton, of San Francisco, has been advised by Assistant Secretary McHarg to remit the penalty of $2070 assessed against the British bark Simla, which was wrecked at Acapulco, purchased by the Merchants and Owners' Tugboat Association and towed to San Francisco by the tug Hercules. She was classed as an undocumented vessel, but in his authorization the Assistant Secretary stated it was the policy of the Department to encourage the purchase of wrecks to be rebuilt at American shipyards, where, as in this case, there is evidently no fraud attempted.

After an unsuccessful search for the steamer Brother Jonathan, which was lost fifty years ago off Crescent City and partly successful work on the steamer Queen Christine, which was wrecked two years ago near the same place, the wrecking steamer Greenwood of the Whitelaw Wrecking Company returned to San Francisco on October 3. No trace of the Brother Jonathan was found. The Queen Christine was located under water five miles from Crescent City. Her bow had broken off and is swung to one side of the rest of the hull. Captain Whitelaw expects to continue his work on this steamer next summer.

The admiralty suits of pilots N. Jordan and M. Anderson against the steamers Queen and Umatilla, respectively, were argued before United States District Judge De Haven at San Francisco on October 15 and submitted. The pilots sued for their fees for pilotage amounting approximately to $105 each, the Pacific Coast Steamship Company as owner of the vessels contending it should not pay, as the Queen and Umatilla were engaged in coastwise trade. The pilots support their claim on the contention that the steamers made Victoria, a foreign port, a port of call, and hence did not come directly from a domestic port.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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Sub-Agency:
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(Continued on Page 10.)

Coast Seamen's Journal

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, OCTOBER 20, 1909.

HENEY FOR THE PEOPLE.

The main issue in the political campaign now in progress in San Francisco is that of the graft prosecution. The two candidates for District Attorney take opposite sides upon that issue. Francis J. Heney stands for the continuance of the prosecution. His opponent, Charles M. Fickert, stands for the discontinuance of the prosecution. Of course, Mr. Fickert does not avow his policy in so many words; he favors the prosecution of all offenders, provided it shall appear to him that there exists a "sufficiency of evidence to convict." However, all the circumstances of Mr. Fickert's nomination, combined with the general character of his support, leave no room to doubt that, if elected, he will quash the prosecution as expeditiously as decency permits, and probably more so.

If the issue of the graft prosecution involved only the disposition of the charges affecting the "higher ups" and "lower downs," the JOURNAL might safely content itself with a policy of "non-interference in politics." If the issue were political in any real sense this paper, following the rule of its whole existence, would take no part in the discussion. But the issue is not limited to its effects upon those charged with crime, nor is it merely a political question. The outcome of the issue will affect the whole community, and especially that part of it which is commonly described as the "labor element." In a word, the interests of labor are involved in the contest for District Attorney equally with the interests of any other element or class, including those of the "higher ups" themselves, and more so than in any other feature of the general campaign. So regarded, the issue is one that a labor paper can not ignore without laying itself open to the suspicion, either of indifference to the interests of its readers or of a mistaken conception of the issue itself.

Stated in general terms, the election will determine whether or not San Francisco is honest enough and strong enough to hold a public-service corporation amenable to the law against bribery, or at least whether or not that city is willing to keep up a fight for that purpose. Should the election determine this problem in the negative the city will stand convicted of complicity in its own undoing, and the corporations will stand triumphant over the law and the people. Once established in this position, it is not difficult to foresee the fate of the people, and in that fate the "labor element" will be the chief sufferers. In the more restricted sense the election will determine whether the District Attorney of San Francisco shall be the servant of the public or of the corporations, whether he shall prosecute all persons charged with crime or only such persons as the corporations wish prosecuted. In other words, the election will determine whether a public-service corporation official charged with crime shall be prosecuted by an officer chosen by and representative of the public, or by an officer chosen by and representative of the public-service corporations.

In this situation we do not hesitate to say that the interests of labor are identical with the interests of the people, and that the interests of the people lie in the election of Francis J. Heney. We feel that we would be false to our trust were we to say less than this. As to the charges made against Heney—his character, methods, motives, etc.—we care nothing for these. We do not support Heney upon any personal grounds, neither will we oppose him upon such grounds. We support Heney, not for his own sake, but for the sake of the principle which he represents, i. e., the principle that the richest and most powerful offender must be prosecuted equally with the poorest and weakest offender, the principle of equality before the law. This principle must be vindicated, not only to insure respect for the law upon the part of the representatives of "big business" but also to insure respect for the law upon the part of the public generally. A system of law that is too weak to punish the powerful is too weak to defend the poor. Such a system is merely a system of discrimination; it is in reality a system of anarchy rather than of law. Under such a system labor would be the chief sufferer.

We support Francis J. Heney because he represents the people's interests, labor's interests, our interests, in the present campaign. The present issue settled, and settled right, we will turn our attention to whatever other issues may arise, when they arise, and take our chances in the outcome, just as we always have done and as we always must do. One issue at a time!

Warships representing five foreign nations, Great Britain, Germany, Italy, The Netherlands, and Japan, are now in San Francisco Bay, as participants in the Portola Festival. The presence of these craft is a compliment to the city and a mark of the world's appreciation of the marvelous work of reconstruction that has been performed during the past three years. San Francisco is a place well worth coming a long way to see. We hope our comrades of the world's greatest naval powers will see it all and carry away with them a feeling as good as that with which we greet them.

A visit to the Labor Carnival in San Francisco during the present week will repay the visitor in pleasure, and besides will aid a good cause. Location, Central Park, Eighth and Market streets.

The union label is Labor's most effective weapon. Demand it at all times.

RAILROAD COMPETITION.

The monthly meeting of the Vesselowners and Captains' Association was held yesterday afternoon at 111 Walnut street. Captain John L. Nicholson presided. Howard M. Long and L. A. Dempsey were appointed a committee to confer with Representative J. Hampton Moore in relation to alleged discrimination of railroads against sailing vessels at competitive water points.

One speaker asserted that the railroads charge from 25 to 75 per cent less for carrying freight where they have competition with sailing vessels and that during the last ten years the number of schooners and barges has been reduced from 3000 to 600 owing to this rivalry.

The foregoing, from the Philadelphia Public Ledger, illustrates a feature of the shipping question that has but recently received attention from those who discuss that question for public consumption. In a recent issue of the JOURNAL the views of Mr. Wm. R. Wheeler were quoted to the effect that the difficulty encountered by American shipping lies not so much in the competition on the water as in competition on land, i. e., competition by railroads which run steamship lines as adjuncts of the railroad business, thus controlling transportation by water and dictating terms which it is impossible for independent shipping companies to accept or meet. The situation referred to by the Public Ledger exemplifies this tendency. Of course, the railroads make good their losses, if any, by adding the 25 or 75 per cent to the charges where there is no competition by sailing vessel or otherwise. Thus the shipper, and ultimately the consumer, "pays the freight" either in one way or another. Whatever be the solution, whether in the plan suggested by Mr. Wheeler to prohibit the ownership of vessels by railroads or in any other form of restriction, it is quite clear that the argument offered in support of Ship Subsidies, namely, that American ships can not compete with foreigners, will not hold water as against the known facts of railroad competition.

New York, October 2.—The American Federation of Labor, through Vice-President John Mitchell, who is also chairman of the trade agreement department of the National Civic Federation, has issued a statement declaring that certain steamship lines are bringing undesirable immigrants to this country and suggesting that American wage earners advocate the incorporation of the following restrictions in the Immigration laws:

First, that in addition to the restriction imposed by the laws at present in force, the head tax of $4, now collected, should be increased to $10.

Second, that each immigrant, unless he be a political refugee, should bring with him not less than $25, in addition to the amount required to pay transportation, to the point where he expects to find employment.

Third, that immigrants between the ages of 14 and 50 years should be able to read a section of the Constitution of the United States, whether in our language, in their own language, or in the language of the country from which they come.—Press Dispatch.

The foregoing, whether practicable or not as a means of dealing with the immigration question, affords at least a suggestion worth considering. Whatever may be said against any attempt to put up the bars, upon the ground that there is still plenty of room in the country for all who wish to come, it remains true that the congestion of immigrants in the large cities constitutes a problem of municipal life that is fast reaching the point of insolubility. The suggestions offered by John Mitchell may or may not fit the case, but they are suggestions and as such commend themselves to our judgment as against the mere wailings that emanate from other quarters and which amount to nothing more than so much sound and fury.

WORKERS OF THE WORLD.

(Continued from Page 1.)

Switzerland and Germany, and of the River Engineers and Firemen of Holland.

"The following have partially stopped work or have dissolved: The Federation of Dockers, Seamen and Inland Seamen in Spain (on account of severe persecutions and on account of the crisis), the Society of Tramway Servants in Oporto (Portugal) (on account of irregularities of the secretary), the Society of Tramway Servants in Catania (Sicily) (on account of the terrible consequences of the earthquake), the Confederation of Railway Workers in Argentine (on account of some lost strikes), the National Organization of Railway Workers of Hungaria (on account of dissolution by the Government) and the Society of Railwaymen on the Oriental Railways (on account of defense by the Young Turkish Government). All these organizations were or are still affiliated with the International Transport Workers' Federation. All told, this means a loss of 10,000 members, and we must now set to work to replace them. We shall try with new vigor to induce the organizations which have still kept apart to immediately join the international combination of all traffic and transportworkers."

An interesting feature of the Correspondence Sheet is an article on the "Traffic and Transport Workers in India," by Dr. N. Krishna, of Bombay, from which we reprint the following:

"In a country like India you cannot expect a strong labor organization, and a political organization has been established only a few years ago. I shall therefore write a few lines, which may be of interest to my German brothers and fellow-workers.

"In India we have about 35,000 miles of railway land and most of it either belongs to the State or is under the control of the State. The railwaymen of India have not the right to strike, but they go on strike all the same. During the last five years there have been three or four strikes of some importance and in each case the railwaymen secured at least something. In India there is no other combination of railwaymen, but I am glad to say there will be one soon (at present there is a secret one). The relation of the servants toward the masters or toward the Government is not a good one, as most everybody in India hates the English Government. You must remember that the Government has the support of the army at any time and at any place. You must also remember another thing about your brothers, the Indian Railwaymen, and that is that the officials have the absolute control. The officials engage any number of men at any time they see fit and they also discharge any man or any number of men as it pleases them. As to the conditions of engagement, there are none at all. The Railwaymen, who are not Englishmen, get from 60 to 120 marks a month and their hours of work vary between 10 and 12 a day, free Sundays or one day off a week and on most of the national holidays. In case of sickness, accidents, etc., the railwaymen can not expect a penny and surely there are no rent allowances of any kind for the Indians, but in case of an Englishman there is everything he can desire for the betterment of the working class of to-day. It is needless for me to say that the Government is using every effort to secure legislation of a still harder nature against the Indians. Things in Europe are quite different to what they are in India for the Hindoos and Indians. In Europe you have one master, in India they have two masters, the first master is the English Government and the second master the Indian princes and the economy masters. Therefore everything is in India not one-tenth as good as it is in Europe, and yet I see no difference to any extent except your wonderful organizations. You must also bear in mind that the English Government in India is not there just for fun or to be kind to the Indians. The Englishmen are in India, because they get more than 130 million pounds yearly and that is all the English Government cares for and that is all they are in India for.

"The street railway in India is a new thing in one way, although it was started in India some 30 or 35 years ago. There are not many miles of street railways in India. Every large city in India and a few large towns has street railways. The street railways are in the hands of private concerns in India. I am glad to say that the street railway servants have an organization, but unfortunately it is not a national one. Each city has its own organization and so far they have more or less gained by the few strikes which have been undertaken during the last few years. Most of the organizations are recognized by the masters of the street railways.

"The worktime varies in India as a rule between 10 to 12 hours a day in every trade and free Sundays, in case they have no free Sundays they get four days off a month or one day off a week. The wage of the street railwaymen varies between 40 and 55 marks a month, they also have a small allowance for clothes and they generally have an agreement fixing term of notice and payment. There is no insurance of any kind, but a small allowance is granted in case of disability. At the end of each line waiting halls are provided for, in short, the Indian street railwaymen are perhaps better organized and better paid than many other trades except the railwaymen.

"Until about 10 or 15 years ago, the carriage or cart was owned by the one who drove it and whatever he made was his own money after he had paid the city or town government about 12 to 18 marks a year. Nobody pays and nobody paid in the country if one has a carriage or a cart or both of them or any number of them. But now the things have changed. In all the large towns and in every city the carriages are owned by a few men, eight hours constitute a day's work and the driver may work the next eight hours if he wants or if he can. His income as a rule is just a little over 60 marks a month in case he works just eight hours a day. If he works longer his income will be more and it may get as much as 125 to 130 marks a month. As to the carts, however, there is still a large number of men who own them, about 30 or 35 per cent of the carts are owned by the men who drive them. In some cases these men make more money than the drivers of the passengers and in other cases these men make much less. The worktime is not less than 12 hours a day and often as much as 14 to 15 hours a day. Let me say here that of all the workers of India the cart drivers are the best liked, because they always sing some funny songs or will make some jokes on somebody while driving the cart.

"The carriage drivers have some sort of an organization, but the cart drivers have none.

"It is useless for me to speak about insurance, disability, sickness, deposits and benefit institutions, as there is nothing of the kind in India in any trade or in any line of work, but I am in the hope that before I die all of these and every one of these institutions will exist. I may also say here that in every trade one has as a rule from 30 to 75 days of rest a year.

"I see just now that I have made a mistake by saying that the cart drivers of India are full of fun as that is not the case, as a matter of fact the dock workers are the men who laugh and make fun all the time and I can tell you that no class of men in any part of the world are as jolly as the Indian dockers. The dockers of Bombay, as anywhere in India, have, next to the mill hands, the strongest organization in India, but an outsider knows nothing about it as nobody but a docker alone knows it. You must remember that India has no freedom of any kind and everything that the workingmen undertake must therefore be done in closed rooms until a few more years will have elapsed.

"The rivers of India are not opened by the English Government, but if they do so it will again be in the interest of the English masters as most of the seamen are English and they have their own organization. To speak of the few Indian seamen is unjust because they are too few to be mentioned.

"Now let me give you some information about your brothers and sisters in India which may be of interest to you.

"1. The Indian pays more than 65 per cent of his income in taxes to the English Government.

"2. One hundred millions of people in India can not get to drink rice soup once a day.

"3. A few years ago as many as about six millions died of hunger during a single year.

"4. At present more than two million Indians die of hunger and starvation.

"5. More than one and a half million of people in India die of plague and pest every year and most of them are children below the age of 12 and 15.

"6. There is not one school to every 14 or 15 miles in India.

"7. Not one working man out of 500 to 1000 can send one of his children to the school.

"8. The Indians have no liberty or freedom of any kind.

"9. The yearly income at present of the Indians per head is just 40 marks.

"10. England takes from India every year more than 120 to 130 million pounds.

"Such, my comrades and friends, is the life in India. Remember, the Indians die of hunger not because they produce little, it is just the other way. The Indians produce too much, but the English robbers take it away and the result is that nothing is left for the Indians."

STREET-CAR PROFITS IN LEEDS.

According to a newspaper report concerning the working of the street railways of Leeds, England, under municipal management in 1908, the corporation committee received and passed the accounts, which showed a surplus of $250,900, of which $19,466 was put down as reserve fund, and the balance, $231,434, went to the relief of the rates. The gross profits amounted to $796,534. The amount carried to appropriation account as net revenue for the year was $586,992, from which $240,288 was deducted for sinking-fund contributions and $135,804 for permanent renewals, leaving the surplus above given.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, October 18, 1909.
Regular weekly meeting was called to order at 7:30 p. m., E. Ellison, presiding. Secretary reported shipping medium. Balloting for delegates to the International Seamen's Convention was proceeded with and will be concluded at the next meeting.

A. FURUSETH, Secretary.
44-46 East St., Phone Kearny 2228.

Vancouver, B. C., Oct. 11, 1909.
General situation unchanged.

JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, Oct. 11, 1909.
No meeting; no quorum. Shipping medium; prospects uncertain.

H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Oct. 11, 1909.
Shipping and prospects fair.

P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Oct. 11, 1909.
Shipping medium; prospects uncertain.

WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Oct. 11, 1909.
Shipping slack; prospects fair.

WM. GOHL, Agent.
P. O. Box 62. Tel. 225.

Portland, Or., Agency, Oct. 11, 1909.
Shipping good; prospects uncertain.

D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Oct. 9, 1909.
No meeting; no quorum. Shipping fair; prospects uncertain.

JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Oct. 11, 1909.
Shipping slacking up some; prospects uncertain.

H. OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, Oct. 5, 1909.
Shipping fair; prospects uncertain.

CHAS. SORENSEN, Agent.
Cor. Queen and Nuuanu Sts. P. O. Box 314.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Oct. 14, 1909.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow. Nominations were made for delegate to the New York Convention of the International Seamen's Union of America. The second instalment of the International Assessment for the benefit of the Marine Unions in the Great Lake District was ordered forwarded to the International Secretary.

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, October 7, 1909.
Shipping slack. Some of the steamers are laying up. Nominated officers for the ensuing term.

LEONARD NORKGAUER, Agent.
Phone Sun Main 2233. P. O. Box 1335.

San Pedro Agency, October 4, 1909.
Shipping medium. Prospects uncertain. Nominated officers for the ensuing term.

ED. BARRY, Agent.
P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Oct. 11, 1909.
Situation good.

ALEX. McKECHNIE, Acting Secretary.
674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Oct. 11, 1909.
Shipping medium.

WM. H. FRAZIER, Secretary.
1½A Lewis St.

DIED.

Otto Lahr, No. 1058, a native of Germany, aged 40, drowned from the schooner A. M. Baxter, at sea, on Sept. 25, 1909.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

"WELFARE" PLAN EXPOSED.

V. A. Olander, chairman of the Lake District Grievance Committee of the International Seamen's Union of America, drove home some startling facts in connection with the Lake Carriers' so-called "Welfare" plan, at a mass meeting held in the Labor Temple on Wednesday evening. The meeting had been intended to be more for benefit of the general public than for union men, but people did not seem to grasp the importance of the affair and outside of the many Lakemen there were only a small number of citizens in attendance. This proved somewhat of a disappointment to both Mr. Liebold, chairman of the meeting, and Mr. Olander.

The speaker had stocked up a big supply of facts to give to the people of Erie, and it had been his desire that a great many would be present so that he could give the public the union's side of the present fight on the Great Lakes.

"I am sorry that there are so few citizens, outside the Lake seamen, present this evening," said Mr. Olander. "It is hardly necessary for me to review in detail the causes which led up to the fight which is now being waged between the Lake Carriers' Association and the Seamen's, Firemen's, Engineers' and Cooks' unions. Most of you present here are entirely familiar with every detail of it. However, for the benefit of those of you who are not acquainted with the true details, I will say I have in my possession documentary evidence against the Lake Carriers' Association that is indisputable that the one and only object of its 'Open Shop' plan is to wipe out of existence every union of workingmen on the Great Lakes. There is positively no other object, save the final results that go with it—starvation wages, long hours and unendurable conditions."

Mr. Olander was prepared to back every statement he made. He was armed with copies of letters sent out by the Lake Carriers' Association to the masters of vessels in which they were given positive orders not to allow a man to ship on one of their vessels who was in possession of a union card.

"On April 9, 1908," continued Mr. Olander, "before the opening of navigation, the Lake Carriers adopted a resolution declaring for something they called 'Open Shop policy,' at the same time specifically stating through the public press that 'no discrimination' was to be practiced against anyone.

"To this the unions replied, through public statements of our officers, that as the unions were open to all seamen we feared no system regardless of the name, under which we were not to be discriminated against. It was the purpose of our unions to give the Lake Carriers a chance to prove what their 'Open Shop policy' really was.

"Our members went to work as fast as the ships went into commission (this seemed surprising to a great many people, who had confidently expected a strike), they left their homes, quitting jobs they had held during the winter, and in many cases paying railroad fares to get to their ships. The vesselowners, however, did not propose to let the union men work in peace, but no warning was given of what was coming.

"On May 14, 1908, it was announced that thereafter no men would be permitted to ship upon Association vessels except through the Lake Carriers' shipping offices. This system was scarcely started before persecution (I use the word advisedly) of union men was inaugurated.

"About June 9, 1908, the captains of the Pittsburg Steamship Company began to discharge their crews, stating they had received orders to do so, for no reason than that the men declined to actually hand over their membership books to the captain and agree to quit the union. It was a deliberate lockout of the union men for the purpose of compelling them to surrender their right to remain members of a labor organization.

"This spring, 1909, the Lake Carriers' Association again declined to meet representatives of the unions, and inaugurated the merciless continuous discharge book system under the name of 'Welfare' plan. Each seaman, upon payment of $1.00 to the Lake Carriers' Association, receives a discharge book which he must retain in order to secure employment. This book he must deposit with the master of the ship, and upon quitting the vessel it may be returned to the seaman with the entry 'good,' or 'fair,' (the captain's opinion of him) in the column provided for such marks.

"By this system the seaman is to be held in constant fear of an adverse opinion being rendered against him by any captain he serves under. If he desires to quit when the captain does not want him to he must hesitate—terror of being deprived of the book is relied upon to bind him to the ship. He must not dare resent ill treatment—he must not complain—under constant expionage he must live in fear, always in dread of the fatal mark. The continuous discharge book system is far more cruel than any ordinary blacklist. The particular system chosen by the Lake Carriers is the most outrageous of any we have ever heard of. Might is to be made right. Fear is to be law. If the continuous discharge book system is successfully established on the Great Lakes, the native or naturalized seaman will soon be a thing of the past. Union or non-union, they will leave. American manhood cannot exist under it."

Mr. Olander was enthusiastically applauded at various times, and after the open meeting requested all who were not connected with the Lake Seamen's unions to leave the hall, as he wished to speak privately with the men. He left for the West the same evening.—Union Labor Journal, Erie, Pa.

The Duluth Board of Inspectors of Steam Vessels has suspended the license of Joseph Waterman, who three weeks ago was chief engineer of the steamer Sonora of the Tomlinson fleet, for thirty days. He was charged with having left the steamer without a licensed engineer on board, and the charges were preferred by G. A. Tomlinson, owner of the boat.

MITCHELL'S "OPEN SHOP."

"Maritime Union Bulletin" is the name of a paper that has been established in Chicago for the purpose of giving publicity to the facts relating to the strike on the Great Lakes. The second number of the Bulletin, just to hand, is of exceptional interest to the people of Cleveland, as it contains a facsimile typewritten letter bearing the signature of John Mitchell, a large vesselowner of Cleveland, which was sent to captains of ships and which is illuminating in reference to what these magnates of the Lake Carriers' Association, who have repeatedly declared that their so-called "Welfare" plan, or "Open Shop" movement is not a war upon trade-unions. Addressing the captains, Mr. Mitchell's letter reads:

Dear Sir:—

I enclose you herewith copy of a letter from the Lake Carriers' Association, giving list of the shipping masters' offices at the different ports. When you are in need of anyone be sure to ship what men you need through the shipping offices. WHEN YOU FIND THAT YOU HAVE ANY UNION SAILORS ABOARD WHO HAVE BOOKS, YOU DISCHARGE THEM UNLESS THEY GIVE UP THEIR BOOKS. WHAT WE WANT TO DO IS TO RELIEVE OUR SHIPS OF UNION MEN. Be sure to let no walking delegate go aboard your boat at any time under any circumstances. Keep a man at the head of the ladder when in port, and when a man tries to get aboard your boat, ask him his name and what he wishes, and if he can not give you a satisfactory answer, do not let him aboard.

If I find that any delegates get aboard your boat, I am to ask for your resignation, unless you have a very good reason.

Yours very truly,

JOHN MITCHELL.

MAKE BRAVE FIGHT.

There is keen vexation and gnashing of teeth among the members of the Lake Carriers' Association—the shipowners of the Great Lakes' section of this country—for, lo! the 10,000 strikers of the International Seamen's Union of America, who went out in May last, show no signs at this date of weakening, though it was confidently predicted by the bosses that the strike would be over before June 1. Tricks new and old have been tried to "bust" this powerful union, which is connected with all the maritime unions of the world. A few of these tricks were the institution of the "Open Shop"—"closed to union men"; the importation of strikebreakers from foreign countries, and the so-called "Welfare plan," which the men style the "Hellfare" plan. The strikers are confident of victory. They cannot, they say, work under such conditions of Open Shop, undermanning of ships, long hours and short pay.—Michigan Union Advocate.

The Reed Wrecking Company has succeeded in raising the steamer Lackawanna. Temporary repairs will be made at Detroit.

SCABS BECOMING SCARCE.

The strike of the seamen of the Great Lakes was 164 days old on October 11. It has cost the vesselowners millions of dollars in wrecked and damaged vessels, caused by mishandling of vessels by incompetent scabs and many lives have been sacrificed by the same cause. And all without result, all wasted. The seamen are to-day just as much determined to win as they were on May 1. On the other hand, scabs are becoming disgusted and frightened and are leaving the Lakes in droves.

The Lake Carriers' Association has "procurers" out in every State in the Union, men who canvass the rural districts from farm to farm, seeking scabs to man the vessels on the Lakes. To all such they tell the same story: "No strike, 'Open Shop,' but there are a lot of bums who won't work and who will try to stop you. Don't talk to them." This is the substance of the lies told by Coach and Weeks, detectives, who are out seeking scabs to man these vessels. Each scab is forced into the "Welfare" (?) plan, and his dollar is taken away from him at the end of the trip. He is registered as a member although in nine cases out of ten he is on his way back to the farm before the ink is cold on the books. Then the Lake Carriers' President gravely announces through the Trust papers that over 8000 men are now enrolled under the "Welfare" plan. But he neglects to tell us that about 7000 of these men have left the Lakes from time to time. And they are actually trying to scare us with that rot! "Nothing doing." We are on the job, and we will be there this time next year if necessary to do away with the scab shipping-master and the "Hellfare" book.

Conneaut, O.

W. H. JENKINS.

THE FUTURE OF BRAZIL.

Through the death of Dr. Alfonso Penna, her President, the early part of this week the greatest of South American republics is entering upon the era of a new administration. But the change of governmental control arouses no apprehension among the Brazilians who, through their zeal and patriotism, have builded a government that is stable and secure.

In the succession of Vice-President Nilo Pecanha to the executive chair of the republic the country undoubtedly has a man who will devote his every energy to the promotion of the growth and prosperity of his country. The great mass of Brazil's 18,000,000 people are as ready to follow their new President in the paths of peace as they were willing to support former administrations.

Whether by wise executive advice, or through the workings of a beneficent fate, Brazil has escaped many of the trials and tribulations that have fallen to the lot of her sister republic. Her evolution has not been marked by the bloodshed and strife that have all but wrecked the less fortunate countries that are her neighbors. She has gone on calmly and serenely until she has attained commercial relations that are world-wide, and has made her importance as a trade center felt in every civilized clime.

Since the bloodless revolution of 1889, when Brazil became a republic, her growth has been fast and certain. At the present time she supplies more than half the coffee that is consumed in the world, while in other industries she is forging rapidly into the foremost rank. She produces 250,000 tons of sugar in a year, 280,000 bales of cotton, 300,000 bales of tobacco, 26,000 tons of rubber, 40,000 carats of diamonds, and kills 250,000 head of cattle. These are average figures, and they are remarkable, from the fact that they represent the productive capacity of only a comparatively small part of the vast country—a country that is larger in area than the United States. But she has other industries, too—gold, coal, practically all of the more important minerals, as well as silk and woolen mills, that turn out thousands of yards of fabric annually.

Brazil by no means has reached the extent of her development. When the thousands of square miles of dense jungle and the unexplored areas along her mighty rivers shall have yielded to the touch of civilization and the magic of modern machinery, there doubtless will be found riches sufficient to ransom a world. Brazil is yet in her infancy as a world factor.

The best wishes of the American Government and people go out to the great, lusty republic of the Southern Continent, and its progress, resembling in so many respects the march of the United States, is followed here with friendly interest and sympathy.—Washington Post.

IMPROVED LIFE-PRESERVER.

A new life-preserver has been introduced, the invention of J. S. Nowotnick of Hamburg. This device differs very materially from the prevalent types of life-preservers, and combines several novel and valuable features. It consists of a hollow belt of rubber 5¼ inches in diameter. The ends consist of flat plates of the same diameter, furnished with the requisite attachments, so that the belt can be quickly and easily hooked together beneath the arms.

Closely fastened to the upper surface of the belt is a small metallic cylinder, filled with liquid carbon dioxide. On turning a tap the liquefied gas escapes at once into the belt, volatizes, and inflates it to its fullest capacity, 27½ quarts. The whole operation of attaching and inflating the belt requires thirty seconds. The buoyancy of such a belt is equivalent to fifty-five pounds.

The advantages of this device over the customary belts are twofold. In the first place the buoyancy of such an inflated belt is uniform at all points, so as to allow a perfectly vertical position in water to any person wearing it. Secondly, its buoyancy far surpasses that of the current types, filled with cork or reindeer hair. Thus an ordinary cork belt, weighing eight pounds, sustains a weight of sixteen pounds. The gas-inflated belt, weighing only 4.4 pounds, sustains a weight of fifty-five pounds. A cork belt of the same buoyancy would weigh over twenty-six pounds.

The new preserver has been shown by repeated demonstration to be admirably adapted for the wants of the average person, supporting the body so that the head is far above the surface of the water. A type having a diameter of six inches has been devised for the use of exceptionally corpulent persons. It support a weight of 71½ pounds. It is planned to make an extended use of these rubber life-preservers at seaside resorts.

DREDGING ST. LAWRENCE RIVER.

The Canadian Department of Marine is making plans, preparatory to dredging the ship channel of the St. Lawrence, in order to secure a continuous waterway between Montreal and Quebec of at least 35 feet in depth, thus insuring a safe passage for steamers of the Empress type, draft of these vessels now compelling them to discharge cargo at Quebec. The Government dredging plant is now limited to perform effective work at a 30-foot depth. These dredges are to be increased to a 35-foot capacity, and several new ones will be constructed far exceeding this depth.

INFORMATION WANTED.

Frank Donnelly is inquired for by his mother, Mrs. Eva Donnelly, 1317 Clark St., Racine, Wis.

Wm. A. Nicholson, No. 13,156, Lake Seamen's Union, is inquired for by his sister, Miss Alice Nicholson, 356 Lake street, Oak Park, Ill.

Millard McLeod, No. 22582, Lake Seamen's Union, is inquired for by his mother, Mrs. D. A. McLeod, Box 475, Sterling, Kansas.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

Albert Appenyella, sometimes known as Albert Zellers, supposed to be a seaman and a dredgeman, is inquired for by his sister, Anna Goodmiller, 806 E. Wood St., Decatur, Ill.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

674 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.

TOLEDO, O.....54 Main Street
Phone Bell 1890.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.

SUPERIOR, Wis.....213 Banks Avenue
Telephone, Old Phone, 4428 L.

BAY CITY, Mich.....108 Fifth Avenue

OGDENSBURG, N. Y.....70 Isabella Street

KINGSTON, Ont., Canada.....(Box 96) King Street

ERIE, Pa.....305 French Street
Telephone Bell 682.

CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.

SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.

SANDUSKY, O.....510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Mich.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

PRE-EMINENCE OF SAN FRANCISCO.

The causes which produced the pre-eminence of San Francisco are still in operation and can not be set aside. They are natural causes, steadily operative throughout long periods of time, just as natural causes have operated steadily to create and maintain great trade centers at Constantinople, London, New York and Chicago.

Chief of these causes is the fertility of California in so many diverse fields of production; next is its favorable situation for trade. A place may be a great shipping port and not be a great city. The bulk of Puget Sound's ocean-going foreign commerce is handled at Tacoma; but this does not hold back Seattle's growth. Great shipping points are Sault Ste. Marie, Halifax, Newport News, Cherbourg, Southampton, but not great cities. The bay of San Francisco is the natural shipping point for our Pacific trade, determined through experience. Such loss as it sustains to the Northern ports through Alaskan development and their shorter haul to the Orient will be approximately offset by its greater proximity to the Panama Canal.

What has chiefly made San Francisco is the fact that California is an empire in itself. Its resources are incredibly varied and abundant. It is pre-eminent in fruits and wines of many sorts. It is twelfth in wheat production. In gold it is second only to Colorado, with $16,000,000 a year, and in silver, third among the States, with $18,000,000. Over 125,000,000 gallons of petroleum were shipped from San Francisco last year. It also has tremendous outputs of lumber, fish, wool, live stock and produce. Its inhabitants in 1900 were about equal to the combined population of Oregon, Washington, Idaho, Nevada, Arizona and New Mexico.

A few years hence our Pacific Coast will include at least four cities of the first class. At San Francisco, let us say, will be the New York of the Pacific Coast; at Seattle its Boston; at Portland its Philadelphia, and at Los Angeles its Baltimore. Another group of Jersey towns will gather on Puget Sound about Tacoma, another Pittsburg will grow up at Spokane, another Brooklyn at Oakland. It is not necessary to believe that the growth of one will impede the development of another. Business continues to be done and population to swarm at all our Atlantic Coast cities, notwithstanding the wonderful progress of New York.—Indianapolis Star.

ARBITRATION IN LABOR DISPUTES.

Consul Frank W. Mahin reports from Nottingham that a threateend strike of London and Northwestern Railway employes, originating in 1907, has just been settled by arbitration, which method is amicably deciding many serious labor disputes in the United Kingdom. Most of the company's employes, numbering nearly 40,000 altogether, were interested. Both sides of the controversy appear satisfied with the arbitration. The employes gained some of their demands, relating particularly to extra pay for overtime and Sunday labor and where a man does work for more than one day in a higher grade than his own. The arbitration is considered of far-reaching importance in the effect it may have on the interests of employes of other railway companies similarly situated.

GREATNESS OF AUSTRALIA.

Notwithstanding the undeniable feeling of apprehension and unrest, both political and financial, which prevails throughout the United Kingdom, Great Britain's colonial dependencies have evidently entered upon a period of rising wealth and power. India alone of all her outlying possessions presents a forbidding aspect. Canada is enjoying an interval of growth in population and riches unparalleled in her history. Conditions in South Africa are highly prosperous, and the approaching confederation of the British colonies in that continent along lines somewhat similar to those followed in Canada and Australia promises to add immensely to the strength and influence of the colonial empire.

The development of Australia is particularly impressive. Since the formation of the Australian commonwealth in 1901 the colonies composing it have flourished as never before, and their material growth has been accompanied by a corresponding gain of influence in the British imperial system. Some instructive facts concerning this development were stated by Sir John Forrest, the Comonwealth Treasurer, in an address before the Australian Parliament, on August 12. According to his figures, Australia's population has increased from 400,000 to 4,500,000 in sixty years, 96 per cent of the present inhabitants being English. They have bank deposits of $560,000,000 and savings bank deposits of $230,000,000, one person in every three of the entire population being a depositor. Australia has produced $3,565,000,000 of minerals. She has 2,000,000,000 acres of land, 10,000,000 of which are under cultivation. She has 90,000,000 sheep, 10,000,000 cattle and 2,000,000 horses. Her wheat crop in 1908 amounted to 62,000,000 bushels, her wool clip was worth $115,000,000, and she exported $14,185,000 worth of butter. Australia has 12.000 miles of coast line, and her imports and exports last year amounted to $570,000,000.

Happily for England, these great colonial dependencies, Canada, South Africa and Australia, are all dominated by a growing sentiment of loyalty to the empire.—New York Mail.

NEWFOUNDLAND'S FISHING FLEET.

The Provincial press of Prince Edward Island notes with much interest the fact that the Newfoundland sealing fleet which sailed from St. Johns on March 10 is equipped with wireless telegraph apparatus, which will greatly lessen the usual anxiety felt, as almost daily reports are anticipated. This fleet of sealers consists of twenty-three steamships manned by nearly 1,000 men; seventeen of the vessels proceed to the Grand Banks, while the other six cruise in the Gulf of St. Lawrence. In former years the vicinity of the Magdalen Islands, 40 miles to the north of Prince Edward Island, was good sealing ground, but of late years the seals have not been found in that district in any great numbers.

Resembling ice tongs in appearance, but without sharp ends, are the new tools invented by a Connecticut man to facilitate the handling of hose by firemen.

For fair goods of all kinds consult the JOURNAL'S ad columns.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.
SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 44-46 East St.
Branches:
VANCOUVER, B. C., 122 Alexander St., P. O. Box 1365.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 1312 Western Ave., P. O. Box 65.
PORT TOWNSEND, Wash., 114 Quincy St., P. O. Box 48.
ABERDEEN, Wash., P. O. Box 62.
PORTLAND, Or., 51 Union Ave.
EUREKA, Cal., 227 First St., P. O. Box 327.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.
Headquarters:
SAN FRANCISCO, Cal., 91 Steuart St.
Branch:
SEATTLE, Wash., 1408½ Western Ave., P. O.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.
Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branches:
SEATTLE, Wash., Colman Dock, Room 13, P. O. Box 1335.
SAN PEDRO, Cal., P. O. Box 54.

UNITED FISHERMEN OF THE PACIFIC.
Headquarters:
SEATTLE, Wash., P. O. Box 42.
Branches:
COLUMBIA RIVER FISHERMEN'S UNION.
ASTORIA, Ore., P. O. Box 138.
LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.
GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.
ALASKA FISHERMEN'S UNION.
SAN FRANCISCO, Cal., 93 Steuart St.
Agencies:
SEATTLE, Wash., Colman Dock, Room 10, P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.
Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal
Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the
FEDERATED SEAMEN'S UNION OF AUSTRALASIA
29 ERSKINE STREET, SYDNEY, N. S. W.

NOVA SCOTIA LOBSTER FISHERIES.

The lobster fishermen of Cape Breton Island have been much exercised over the prevailing price of $2.25 per hundred weight (112 pounds) for this year's catch. Unfortunately they were led to believe that the packers of Nova Scotia had combined to hold down the price, and further that there was no legitimate reason for not paying last year's price, ranging from $3.25 to $4.05 per hundredweight. The truth of the situation is that never before have the wholesale dealers carried over so large a stock of last year's packing as they did from 1908 into 1909. This year's catch can only be disposed of at a reduction from last year's prices.

At various points throughout Nova Scotia the lobster fishermen have held conferences to devise ways and means of meeting the present situation. At Mainadieu, where an American firm (one of the largest packers in Nova Scotia) has a factory, the fishermen refused to sell at $2.25 and gave the manager to understand that he might just as well close his plant, which he promptly did. After being convinced of the hopelessness of their contention and realizing their inability to sell elsewhere for more than $2.25, they sought to induce the firm to reopen its plant at Mainadieu and accept their catch at $2.25 per hundredweight. The firm replied in substance that its crew had been disbanded and that it regretted its inability at so late a date to reorganize for this year's business. At the village referred to and at Mira Bay about 100 families are solely dependent on lobster fishing for a livelihood. They are now selling their catch to the Louisburg factory at the same price offered by the Mainadieu cannery before closing.

At a Gabarouse meeting of the fishermen, attended by a member and an ex-member of Parliament, it was shown that last year the packers paid at Gabarouse $4.05 per hundredweight. The fishermen held that if they were to accept $2.25 this year it would mean starvation. After considerable arguing, the fishermen decided to organize and do their own packing on the co-operative plan. There will be two plants, one at Gabarouse and the other at Gull Cove.

At Antigonish the fishermen held off for a long time, traps were idle, and the factories closed. Now the majority of the lobster fishermen have decided to accept the packers' offer of $2.25, which is $1.25 less than what was paid last year per hundredweight.

If the co-operative factories at Gabarouse and Gull Cove prove to be a success, it is a safe prediction that the next year will see other lobster-fishing villages following their example. Further success would mean that eventually the entire lobster-canning industry of Nova Scotia, now largely in the hands of Americans, will pass over into the hands of Canadians.

Some years ago the question of granting lobster-fishing licenses to aliens came up before Parliament. I have been informed that during the next session this same question will come up again, and that the opposition will have considerably more support than it had the last time this question was considered.

For fair products of all kinds consult the JOURNAL'S ad columns!

SEAWEED AS FERTILIZER.

Seaweed as a fertilizer is very much appreciated by the French fishermen who cultivate little vegetable gardens on St. Pierre and Dog Islands. Even the farmers of Miquelon and Langley, the two large islands in the group, find the sea grass deposited in large quantities along the shore equally as valuable as manure from the barnyards.

Only Miquelon and Langley can be said to have any agricultural interests whatever, but in spite of prevailing high winds and a rocky soil it is surprising what quantities of vegetables are produced in the little patches of ground fit for cultivation on St. Pierre and Dog Islands. Dog Island seems to be little more than a great rock, and St. Pierre is not much better, but here and there in the "pockets" are found little plots of earth. These are carefully and gradually developed by annual applications of seaweed until the maximum of production is reached. From that time on the weed is used to maintain the strength of the soil.

Seaweed is used for fertilizer in some other parts of the world, but usually the grass is first burned, and only the ashes are put on the land. In St. Pierre, however, the weed gathered on the rocky shores is spread broadcast in its natural state. Newfoundland dogs, which are largely used as beasts of burden here, are factors, in this work of gathering and distributing seaweed. The faithful creatures can often be seen struggling up the hills, drawing heavily loaded carts.

Seaweed is very plentiful, especially after storms, when it is found in great quantities on the beach. The fertilizing power of seaweed is evidenced by the odor which begins to arise as soon as the plant starts to decay, becoming more pronounced and unmistakable as the decomposition advances. This odor leaves no doubt of the presence of quantities of animal matter in the seaweed. Cabbages, celery, and lettuce thrive in this sea fertilizer. Potatoes, however, do not seem to do so well. Beets and certain kinds or varieties of peas also yield satisfactorily. The summer season, however, is very short.

IMMIGRATION INTO BRAZIL.

The elaborate immigration system of Brazil is declared satisfactory by the authorities concerned. The following extract is from the annual message of President Penna to the Brazilian Congress:

"The number of persons entering the country in 1908 was 112,234, of which 17,539 were ordinary passengers and 94,695 were immigrants. Compared with the previous year there was an increase of 26,908 immigrants, or about 40 per cent. The number of immigrants coming on their own initiative was 74,999, and those brought in at the expense of the Union numbered 11,109. The growth in immigration has continued into the present year, as is seen by the figures for the first quarter in the port of Rio de Janeiro only, the number being 13,580, as compared with 8,607 in 1908 and 5,943 in 1907. In spite of the meager sum appropriated for this service it has been carried on with due regularity, both as to the reception of immigrants in the ports and as to their settlement in the States."

MARINE COOKS IN AUSTRALIA.

The award of the Australian Commonwealth Arbitration Court is reported, fixing the wages of cooks, bakers, butchers, and scullery men employed on the interstate passenger and cargo steamers of the Commonwealth Steamship Owners' Association. The following statement has been compiled, showing the minimum monthly wages:

Employes.	Award.	Claimed.
Interstate steamers:		
Chief cook	$63.25	$68.00
Second cook	41.35	43.80
Third cook	29.20	31.60
Ship's cook	36.45	39.00
Baker	43.80	46.25
Second baker, no award, present wages shown	24.35	34.00
Butcher	34.00	39.00
Scullery man	26.75	26.75
Passenger vessels trading within the limits of any one State:		
Chief cook	58.40	58.40
Second cook	34.00	34.00
Third cook	24.35	24.35
Cooks on board cargo and collier steamers	48.70	48.70

In announcing the award of the Arbitration Court, Justice Higgins spoke as follows:

"The main features of my award are that I treat the payment of something like a living wage as the first essential to the settlement of a dispute, and that as far as possible I appraise the different degrees of skill according to the same scale as at present used and accepted by employers and employed. It is gratifying to know from the admissions of the respondents that the increases in pay are not beyond the capacity of this great industry, and that, while they will bring a gleam of gladness into many an humble household, they will not diminish the comforts of shareholders in the companies. I propose that the award shall have operation for five years from its date; and, in order to give time for making any new arrangements, that the new conditions as to work in port and the first payment of the increased wages shall begin with the year 1909."

JAPANESE WHALING COMBINE.

With a view to placing the industry on a better and more paying basis, arrangements have been made as to an amalgamation of the Toyo, Dai Nippon, Nagasaki, and Teikoku whaling companies, and steps are now being taken toward the buying up of the Naigai, Tokai, Taiheiyo, and five other companies. It is expected that the new amalgamated company will be in a position to open business by the beginning of April. The capital of the company is to be $2,500,000 gold, of which $1,500,000 will be paid up. Mr. B. Maki will be president. The total catch of whales during the year ending August last amounted to 1,790 carcasses. The demand for whale flesh in the country, especially in Kyushu, is steadily increasing, but the export of whale oil has been inactive of late years, largely owing to the depression of trade in Germany. In consequence of the increase in the number of whalers, an average catch of each vessel has decreased in the total. Moreover, the wholesale and indiscriminate slaughter of whales is seriously interfering with the propagation of the animal, and the authorities are said to have in contemplation the adoption of some measures to prevent the reckless destruction of whales as at present.

News from Abroad.

The German Imperial Government will ask for a loan of $125,000,000 in the beginning of 1910 to cover deficits.

A bomb was exploded at Barcelona on October 15 in the street fronting the bishop's palace. Pieces of the metal seriously injured three policemen and a citizen.

Cholera threatens to become seriously epidemic at Seoul, Corea. The authorities are taking every precaution, but Seoul is not a sanitary city and the disease has spread rapidly.

The naval harbor at Dover, Eng., which has been in course of construction for eleven years and has cost about $20,000,000, was formally opened on October 15 by the Prince of Wales.

A Russian imperial manifesto was published at Helsingfors on October 14 ordering that the military contribution of $4,000,000 be taken from the Finnish treasury and turned over to Russia.

The battleship Westfalen, the first vessel of the super-Dreadnought type built for the German Navy, in a trial trip on October 12 developed a speed of twenty knots, while her engines indicated 24,000 horsepower.

According to an apparently authentic report, Admiral Sir John Fisher, senior naval lord of the British Admiralty, will retire from the Admiralty on October 22 and be elevated to the peerage, with the title of Baron Thetford.

Francisco Ferrer, convicted of complicity in the recent outbreak at Barcelona, was shot on October 13. The execution has aroused much resentment throughout Europe, followed by numerous demonstrations against the Spanish Government.

The permanent International Peace Bureau at Brussels on October 10 adopted a resolution suggesting that the governments of the world join in the creation of a fund for the relief of sufferers in the event of the occurrence of great disasters in any part of the world.

The extraordinary budget of the Russian Ministry of Railroads has been submitted to the Douma. It calls for $31,100,000 for new construction in 1910. All of this amount, with the exception of $163,000, will be expended in Siberia and on the Amur Railroad.

It is understood that the Canadian Government's bill respecting naval defense to be brought before the coming session of Parliament will provide for a total capital expenditure of about $20,000,000 during the next six or seven years, the yearly appropriation being about $3,000,000.

The first Imperial edict recognizing the forthcoming Provincial Assemblies was issued by the Chinese Government on October 14. The Provincial Assemblies will make up the Imperial Assembly, which is charged with the responsibility of drafting a constitution for the Empire.

The London Times says that the British Government has been considering whether, in the event of the House of Lords rejecting the budget, it should not ascertain the opinion of the country by referendum instead of general election. Such a course, however, would necessitate the passing of a special bill through Parliament.

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INFORMATION WANTED.

Anyone knowing the whereabouts of seaman Ernst Dau, please notify the German Consul at San Francisco.

James Thoburn was at the Seamen's Institute about 1902. Letter awaiting him at 242 Steuart street, San Francisco.

Arthur John Martin. Was in San Francisco last March. Any news of him sent to Seamen's Institute will be appreciated.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

Robert Fordyce Bowers, age 33 years, height over 5 feet, stout build; correspondence awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

John M. Murphy, dark hair, blue eyes, height 5 feet 8, smooth face. Last heard of at Oakland. Any information, communicate Seamen's Institute, 242 Steuart street, San Francisco.

Harry W. Morse, of Watertown, Mass., about 5 ft. 8, light hair, blue eyes, wore glasses. Enquiry from Lillian J. Morse. Letter awaiting him at Seamen's Institute, Steuart street, San Francisco.

Wilford Lawton Easterbrook is inquired for by his mother. Any one knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Ore.

Henry Laurent, who has been sailing between San Francisco and Honolulu, is inquired for by his mother. Anyone knowing his present whereabouts will please communicate with the Coast Seamen's Journal.

John Johnson, a native of Norway, born September 15, 1858, at Blegeleidet Bamle; last heard from in 1904 living at 230 Third street, San Francisco. Any one able to give any information kindly communicate with his nephew, M. Olsen, 165 Third street, San Francisco, Cal.

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INFORMATION WANTED.

The five sailors who left the schooner A. J. West at Honolulu, on March 30, 1908, are requested to communicate with the Secretary of the Sailors' Union of the Pacific. The libel against the A. J. West has been adversely decided by the Federal Court at Honolulu.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Allen, W. J.
Anderson, Alf.
Anderson, Andrew
Anderson, Carl P.
Ankerstrom, C.
Anker, C.
Berentsen, R.
Benson, E.
Bianca, F.
Bird, Chr.
Bray, A. E.
Brauer, Geo.
Brown, Jim
Burkland, John
Carlson, Ole
Carlson, Ludwik
Carlson, Thure
Carnell, Geo. B.
Christofferson, Emil
Christensen, Viggo
Chapman, F. G.
Conee, A.
Coughlan, Chas.
Daly, John
Daniels, C.
Dreifelt, Albert
Doll, Herman
Egelkoff, Fred
Elliot, W. V.
Eliasen, E.
Engberg, Oscar
Ernst, George
Erick, Mr.
Erikson, Alton
Erickson, Axel R.
Espy, Orville
Flynn, Maurice
Fjelstad, K. M.
Franzell, Arthur
Fredriksen, B. D.
Gekler, Fritz
Gonyette, Joseph
Gustafson, Karl O.
Hansen, H. C. -1998
Haga, A. Andersen
Hansen, T. S.
Haug, H. H.
Hansen, H. Johan
Hansen, H. K.
Harris, Jos. E.
Hedlund, Arvid
Hellwood, Mr.
Hewitt, P.
Jensen, Johannes -1684
Jensen, Louis
Jersch, W.
Jorgensen, J. A.
Jocketyn, J.
Johnson, C. F. -1566
Johnson, Eric
Johnson, P. K. J.
Johnson, Chas.
Johnson, C. J.
Johnsen, Hans
Johansen, Knut
Johansen, Alf.
Johanson, Victor
Johnson, Emil
Klintberg, Chas.
Kleine, Carl
Klausen, Karl.
Klingenberg, John
Kristiansen, Louis
Kristoffersen, Emil
Kristiansen, Nils
Lathonen, Frank
Larsen, H. C. M.
Latz, Konstant
Lauritsen, Hans
Larsen, Kristian
Laive, V.
Linder, Victor
Lind, Hjilmar E.
Lorin, Kristian
Mathison, Nils
Martinson, Christ.
Machado, E.
Malmberg, A. C.
Magnusen, E. W.
Martinsohn, A.
McMahon, J.
Mehuet, Jas.
Mikkelsen, Kristian
Miller, Adolf
Molver, Olaf
More, A. O.
Morrison, J.
Monoghan, J.
Moore, James
Nagel, A.
Nelsen, M.
Ness, Carl
Nielsen, Wilhelm
Nielsen, B. P.
Nielsen, Waldemar
Olsen, Anton
Olsson, Just
Olsen, O. A. -872
Olason, A.
Olsson, Johan
Olsen, Andrew
Olson, Charles
Orten, Sigurd
Owens, J. H.
Peters, J.
Pettersen, Sigurd
Pernin, Chr.
Pertells, W
Penny, W.
Petersen, P.
Price, Bruce
Rasmussen, A. N.
Rasmussen, R. -525
Reinman, Karl
Rider, Arthur
Rider, David
Rugland, Ole
Sandstrom, Th.
Sanchez, F.
Sandstrom, O. H.
Saalenes, T. J.
Samuelson, Harold
Schmak, M.
Scherlen, Robert
Schultz, Ernest
Sckubber, H.
Skoog, August
Soderlund, J. F.
Solly, Ed.
Sorensen, Hans
Stoff, K.
Syvertsen, Ole
Swanson, J.
Sunby, A. E.
Tellefsen, Peder
Thompson, T.
Thorn, Arvid
Torgersen, Ludvig
Tockelyn, T.
Victorsen, Ernest M.
Warren, Louis
Wallace, A.
Walter, E. R. A.
Wennecke, A.
Wifstrand, C. T.
Worm, Albert

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INFORMATION WANTED.

Thomas Ayres Phillips, seaman, last heard of at 44 Minna street, San Francisco, in 1902. Information wanted by British Consul, San Francisco.

Donald Corsie, sailor, aged about 55, left the Great Lakes in 1885 for the West Coast and probably Australia, is inquired for by his brother. Address Coast Seamen's Journal.

Wm. McLaughlin, Julius Franz, K. Grunert, J. Koglund, W. Wickstrom and C. Christensen, who were members of the crew of the schooner Minnie E. Caine at the time of her wreck, are inquired for. Address, Coast Seamen's Journal.

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INFORMATION WANTED.

Alfred Douglas Brakel, a native of Russia, also known as Fred Hansen, left the Russian cruiser Lena; last heard of about three years ago, is inquired for by his mother. Address, "Coast Seamen's Journal."

Domestic and Naval.

William Watson, chairman of the Cunard Steamship Company, died at London on October 4, aged 67 years.

The Bureau of Navigation reports that 99 sail and steam vessels, of 5349 gross tons were built in the United States during September.

A maximum speed of 34.548 knots was reported by the builders on October 6 after the first of the official acceptance trials of the new torpedo-boat destroyer Reid.

Rear-Admiral James Barclay, U. S. N., retired, died at Boston on September 26, aged 66 years. He was widely recognized as a torpedo and ordnance expert.

Three British armored cruisers and three French battleships which have been attending the Hudson-Fulton celebration sailed from New York on October 8, leaving behind a substantial number of their men.

Eight midshipmen have been recommended to be dropped from the Annapolis Naval Academy because of their failure to pass on their re-examination last month in the studies in which they were found to be deficient at the June examination.

The Bureau of Navigation reports that 347 sail and steam vessels, of 48,914 gross tons were built in the United States during the quarter ended September 30. During the corresponding quarter ended September 30, 1908, 319 sail and steam vessels of 20,887 gross tons were built.

Eight transatlantic liners arrived at New York on October 3, bringing the largest number of passengers the Custom-house has ever been called upon to handle in a single day. It was a record day for cabin passengers, 4294 being landed. The steerage passengers numbered 4200.

There are indications that Secretary of the Navy Meyer may overrule former President Roosevelt's "surgeon in command" order, which brought about the sudden resignation of Rear-Admiral Willard H. Brownson, Chief of the Bureau of Navigation, on Christmas Eve of 1907.

A new commercial enterprise known as the South American Fruit and steamship Company, was launched at Baltimore recently. The concern will have a capital stock of $300,000. The company expects to run a line of steamships along the coast of Ecuador, trading at the seaports in bananas, oranges and cocoanuts. The first boats will start in a few days, it is said.

The Newport News Shipbuilding Company, building the battleship Delaware, has asked the Navy Department for a trial trip of the vessel on October 20. The probability is that the ship will be delivered to the Government some months ahead of contract time. The battleship North Dakota is in a like state of completion at the dock of the Fore River Shipbuilding Company, Quincy, Mass.

There are now 44,149 enlisted men in the Navy, as against 33,027 in 1907, and the percentage of citizens has increased from 93.1 per cent in 1907 to 95.7 per cent in 1909. The percentage of native born men in the Navy has also increased from 82 per cent in 1907 to 88.4 per cent in 1909. Steady increase is shown in enlistments. In 1907 the total was 14,329, while in 1909 the total enlistments numbered 18,723. Over 80,000 applicants were rejected.

Home News.

Three Chinese were electrocuted at the State prison in Charlestown, Mass., on October 11, for the murder of four of their countrymen in a "tong" war in Chinatown, on August 2, 1907.

It is reported that negotiations are pending whereby the Burlington Railroad may secure an outlet to the Pacific Coast through the purchase of an interest in the Denver and Rio Grande Railroad.

Snow plows were necessary to clear the tracks for the operation of trains on the railroads east of Winnipeg on October 14. Snow to the depth of sixteen inches had fallen and a blizzard was raging.

Wilbur Wright received $12,500 from the Hudson-Fulton commission for the spectacular flights he made over New York Bay and up the Hudson during the celebration. Glenn H. Curtiss received $5000.

The ballot to be voted at the municipal election in New York on November 2 will measure four feet five inches wide and nineteen inches deep, and will contain the names of 1000 candidates in twenty-one columns.

Federal Judge Marshall, at Ardmore, Okla., on October 15, overruled the defendant's motion to quash the indictments charging Governor Haskell and other Oklahomans with fraudulently scheduling town lots in Muskogee.

The directors of the Atchison, Topeka and Santa Fe Railroad on October 6 declared a semi-annual dividend of 3 per cent on the common stock. This is an increase of one-half per cent over the last previous semi-annual declaration.

The Postoffice Department has made a request upon the Secretary of the Treasury to authorize the Bureau of Engraving and Printing to issue 20,000,000 additional Hudson-Fulton commemorative postage stamps. The original issue of these stamps was 50,000,000.

The citizens of El Paso, Texas, will present Presidents Taft and Diaz with loving-cups when they meet there on October 16. The cups will be of solid 18-karat gold and will be duplicates. Each will bear the coat of arms of both Mexico and the United States and incriptions.

A special session of the Hawaiian Legislature is being considered by Governor Frear to take up the question of amendments to the Land laws to be urged upon Congress at its next meeting. The Governor is planning for a general opening of all available public lands in the Territory to settlers from the United States.

In an interview at Lowell, Mass., on October 8, General A. W. Greely, the Arctic explorer, expressed the opinion that both Cook and Peary reached the North Pole. None of the objections yet raised to Cook's narrative seemed to General Greely to be fatal and the alleged discrepancies appeared to him to be susceptible of reasonable explanation.

Judge A. B. Anderson, of the United States Court at Indianapolis, Ind., on October 12, dismissed the proceedings against Delavan Smith and Charles R. Williams, proprietors of the Indianapolis News, who were charged with libel in publishing articles alleging there was a corrupt profit of $28,000,000 in the sale of the Panama Canal to the United States.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

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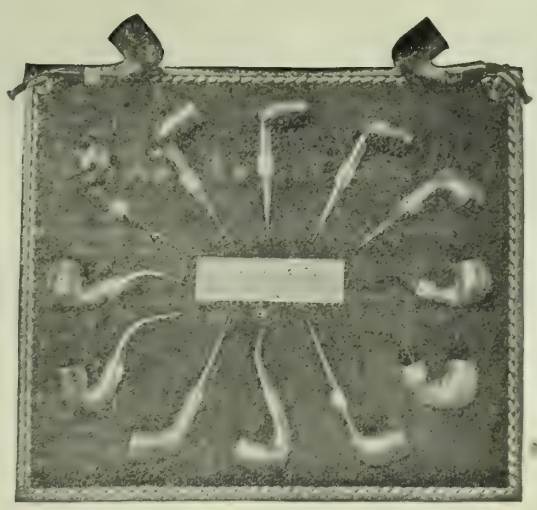
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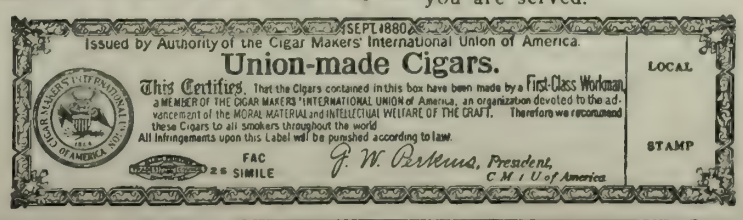
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Labor News.

A "labor carnival and industrial exhibition" in aid of the building fund of the San Francisco Labor Council was opened at that city on October 16 and will remain open for nine days.

Announcements were posted in the carbarns of the street railway company at Omaha on October 4 notifying all the temporary employes that their services would not be needed any longer.

President Lewis, of the United Mine Workers' of America, has issued a circular showing the present paid-up membership of the organization to be 262,747. This is a gain of 4,500 over the figures of any year since 1904.

President James M. Lynch, of the International Typograpical Union, visited San Francisco last week in the interest of the printing trades. He addressed a special meeting of the Typos and allied craftsmen on October 17.

The convention of the International Brotherhood of Electrical Workers, held at Chicago, September 20 to October 2, made provision for the readmission of seceding members upon payment of the current month's per capita tax.

Suit has been brought against the Southern Pacific Railroad at Sparks, Nev., to test the constitutionality of the "Full Crew Act." The complaint charges that the railroad has violated this newly enacted law in failing to have the required six men to constitute the crew of a fifty-car freight train.

Labor Member Meagher recently gave notice in New South Wales Assembly of his intention to move, "That in view of the high prices of the necessaries of life, and the increased cost of rent, raiment, and food, the minimum wage to able-bodied employes in the Government service be 8s. per day."

The doctors attached to the hospitals at Vienna have decided to go on strike on December 15 unless the city agrees to their demand for an increase in salary. Private physicians will support the action of their colleagues, so unless an arrangement is arrived at by the date set, the Viennese hospitals will be without medical aid.

The total number of cases of poisoning and of anthrax reported to the British Home Office during August, was 42, consisting of 38 cases of lead poisoning, 1 of mercurial poisoning, and 3 cases of anthrax. In addition to the above, 17 cases of lead poisoning (5 of which were fatal) were reported among housepainters and plumbers.

Stoppage of work was proclaimed at Trieste, Austria, on October 14, in protest against the execution of Francisco Ferrer, and almost universally carried out. Only one evening paper appeared, and nearly all the shops, cafes and theaters were closed. Thousands of strikers paraded the streets with black flags, shouting: "Death to Alfonso; death to the Pope."

A conference between John Hoby, Secretary of the New Bedford Textile Council, and the members of the State Board of Conciliation and Arbitration was held recently in regard to the wage situation in New Bedford. The union representatives state that a strike of all the cotton mill operatives is threatened unless a speedy agreement is reached.

With the Wits.

"Could you learn to love me?"

"Well, my teachers say I'm brighter than most pupils."

Bumpology.—Many a man with a powerful voice has a dent where his bump of intelligence ought to be.—Chicago News.

Those Foolish Questions.—"Our train hit a bear on the way down."

"Was the bear on the track?"

"No; the train had to go into the woods after him."—Louisville Courier-Journal.

The Spice of Life.—Ashley—"Do you have much variety in your boarding-house?"

Seymour—"Well, we have three different names for the meals."—Exchange.

Revised Version.—"What is that old adage about 'A penny saved,' etc.?" queried the youth.

"A penny saved by the old man means a dollar burned by his son in after years," answered the wise guy.—Chicago Tribune.

Figuring It Out.—"But remember, my dear," he said, "that you and I are one."

She looked at him scornfully.

"One!" she echoed. "Nonsense! We are ten. I'm the one and you are the cipher."—Pathfinder.

Studies in Temperament.—"Don't you think that a man is lucky to have a good disposition?"

"I'm not sure," answered Sirius Barker. "Sometimes we confuse the cause with the effects. A man is likely to have a good disposition because he is lucky."—Washington Star.

Learned It by Ear.—The dear little girl then arose, bowed and recited it in this manner:

"Lettuce Denby up N. Dewing,
Widow Hartford N. E. Fate;
Still H. E. Ving still per Sue Wing
Learn to label Aunty Waite."

Then, with tumultuous applause of the audience ringing in her ears, she sat down in happy confusion.—Chicago Tribune.

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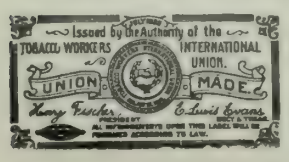
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VOL. XXIII, No. 6. SAN FRANCISCO, WEDNESDAY, OCTOBER 27, 1909. Whole No. 2040.

SWEDISH GENERAL STRIKE.

IN A COMMUNICATION to the Sailors' Union of the Pacific, acknowledging receipt of a contribution by the latter in aid of the Swedish strikers, Mr. Charles Lindley, Secretary of the Svenska Transportarbetareforbundet, and one of the principal advisers of the Swedish labor movement, presents a comprehensive summary of the causes leading up to the general strike in Sweden and the incidents of that great struggle. Mr. Lindley's letter, addressed to Secretary Furuseth, of the Sailors' Union, is as follows:

You will remember that when you were on a visit to Sweden the shipowners had begun a battle with us in the north, with the purpose of robbing us of the preference to employment for union men. At that time this move had culminated in a battle all over Sweden, and the employers' associations had decided to declare a general lockout on a given day. Then the Government interfered and brought about an agreement.

The employers were angry at the Government for pressing them to this agreement, believing that if they had been allowed to go on they would have been able to smash up the unions, or at the least have weakened their political position during the elections that were to come during the next month.

The Government tried to allay this feeling by promising the employers that it would help them to fight the Socialists. But the Government speeches seem to have been regarded in the opposite way, as the result was that we doubled our number in Parliament.

The employers' organizations had in the meantime found out that they had every chance to create lockouts during those bad times. Threat succeeded threat. After threatening several minor trades, they told the workers in the machine and engineering trades that they would be locked out for an indefinite time if they did not agree to extend their agreement for another five years. It being the first of January, with bad times and a large number of unemployed, there was nothing else to do but to accept the employers' proposition.

After this came the employers in the building trades, and demanded that we accept reduced wages and longer hours of work, or be locked out. We then decided to take the risk, and at the worst answer with a general strike. The employers, realizing this, drew back. But there are two employers' organizations, one for the building trades and one for all the industrial employers. Then the latter started again and locked out the tailors, the roadbuilders and the iron and steel millworkers.

The chief point in dispute was a reduction of wages. Seeing that the workers did not give in, the employers decided to throw out 80,000 men and women in different trades, and, if this was not sufficient, to throw out still greater numbers of workers in such trades as the employers' organization might decide upon until the workers had signed an agreement that the employers should consider satisfactory.

Well, what could and ought we to do on an occasion like this? To capitulate was to crush the spirit out of the organized workers. To stand still and let the employers only throw out and for us to keep those that were thrown out, was no policy either, as the employers distinctly had said that if those already thrown out did not prove sufficient, then they would throw out still more. We would only have weakened ourselves still more in futile attempts to maintain those 80,000. Taking all those things into consideration, we decided to strike a quick blow by declaring a general strike among all the workers of Sweden.

The workers followed the call in splendid style. The 4th of August will always be remembered as a great day in Sweden. The manifest from the Trades Federation asked every organized worker belonging to the Federation to stop work, with the exception of those who were engaged at the water works, gas works and sanitary workers or attendants upon animals. With very few exceptions, they all came out. Besides these a very large number of unorganized workers also stopped work and came out, making about 300,000 workers out in the general strike.

To give the proportion, I might mention that, according to the statistics of Sweden, we do not have more than 550,000 industrial workers in the whole country, and many of these are engaged in small numbers in small country places where there is no chance to organize them. Besides this we had, outside the Trades Federation, two unions who did not partake in this general strike, namely: the railwaymen and the typografs (compositors and printers).

There has been a lot of talk about a general strike, but it has come to our lot to practise it. Most of us have thought that if such a thing could be arranged it would only be a question of a week or a fortnight at the utmost. But here we see that we must reckon upon months. The capitalists and the middle class rushed in a frantic scare and bought up all available foodstuff and weapons of defense. Troops were stationed all over the country ready to charge if there was any occasion. But they did not have anything to do, as the workers kept up the most perfect order, electing their own patrolmen to keep order.

Everything was brought to a complete standstill. The trams, carts, cabs and passenger boats stopped running. The factory wheels stopped making a noise. We began to feel that humanity had got a long-looked-for holiday. The sun was shining and the air was warm and the workers took their families with them and went out into the woods, preparing for the semester that they haven't had for years. The horse got a holiday as well for the first time.

There was no occasion for any disturbances by the workers. The work was stopped, and that was sufficient. Then the capitalistic papers began to rage—Liberals as well as Tories. Through the general strike, a lot of Liberal tradesmen and shopkeepers began to lose very heavily or in other ways got into a tight fix. This brought all the Liberals and Conservatives into one hostile camp. There is no animal more wild than a bourgeoise when his economic interests are in danger. Their papers were fairly raging, and calling upon the Government to take steps to protect those who were willing to work and calling upon the capitalist and the middle class to "volunteer."

The first thing to get started was the street transportation. Engineers and others were placed on the tramcars, on the cabs and on the passenger steamers, who kept up the traffic. Then the papers began shouting, "See, the general strike is broken!" and this was transmitted into the foreign press.

We then considered it necessary to ask the printers to stop work, so as to bring an end to this traffic and let the general strike be felt without newspaper comments. This the compositors were willing to do upon one condition, and that was that they would stop work upon all papers, Conservative, Liberal and Socialist. We have about fourteen daily Socialist labor papers in our country. This we agreed to upon condition that we be allowed to send out a daily report containing all the news of the strike.

This was the only great mistake that we made during the battle. The papers were not stopped. They were able to come out with the help of foremen, blacklegs and linotype machines, now still madder than before and resembling a disturbed nest of wasps. But the worst of it was that we had cut our own tongues. The labor press could not start with blacklegs or get the printers to alter their decision.

Time went on. No support was given during the first fourteen days, but after that time there were lots of families actually starving. We were then compelled to support the most needy, and this called for enormous sums. An appeal had been sent out at the beginning of the battle to all countries through the international secretariat in Germany.

Germany very soon organized the supply of economic support, which will ever be remembered in this country. But before Germany came the closely allied countries, Denmark and Norway, who from the very first week began to levy upon their members up to one krona (27 cents) per week, in support of the Swedish strike. Still this was insufficient, so we could only give about three kroners per man per week.

The difficulty to provide financial support, coupled with a declaration from the Government, to the effect that they would not arbitrate until those who had broken their contract went back to work, the communal local authorities, employes and the printers, made the Trades Federation executive decide to allow every one to go back to work who was engaged by employers who did not belong to the Employers' Federation, which had inaugurated the lockout.

This position has now been in force for about three weeks, and during this time negotiations have been going on between the employers and the workers' Trade Federation. But the employers still maintain that we should accept reductions in wages, and besides this agree upon a future basis for negotiations which among other things contains certain paragraphs that must always be accepted by the workers in all the new agreements, besides making the unions responsible for their members' acts, morally and financially, etc.

There is no possibility of our accepting such conditions, so we said no and broke off the negotiations. There is still an enormous number of men out. Besides the 80,000 that the Employers' Federation has locked out, there are some 10,000 or 12,000 who have been victimized. We have given all orders to try to get back to work, but the employers will not take back those locked out

(Continued on Page 7.)

STORY OF "KING HERRING."

Of the whole tribe of fishes none contributes so largely to the support of the human race as the herring. It is more extensively preyed upon by marine enemies than probably any other fish. It is absolutely without means of defense. Wherever it is found, in the North Atlantic as well as in the Pacific, it is caught by the hundreds of millions for commerce. For over two centuries the fisheries of the east coast of North America and for a much longer period those of the North Sea have maintained an immense food-producing industry, and they show no sign of exhaustion.

If every mature female herring lays 20,000 eggs, a very conservative estimate, and more than two of the progeny escape destruction and spawn, says Hugh M. Smith, United States Deputy Commissioner of Fisheries, in the National Geographic Magazine, more fish will be produced than are necessary for maintaining the schools. The destruction done by man is really insignificant, possibly not 5 per cent of the annual loss due to whales, porpoises, seals and other mammals, to cod, haddock, mackerel, sharks and other fishes, and to gulls and other birds and natural enemies that prey on the herring while still in the egg.

Huxley held that the entire annual take of the herring in Europe did not number more fish than a single one of many schools contains. Putting the world's annual production at about 2,495,000,000 pounds, with a value of $36,000,000 at first hands, Mr. Smith estimates that the annual destruction of herring by man exceeds 10,900,000,000 fish, or seven fish to every person in the world. In one brush weir near Castine, Me., in October and November last year 20,000,000 small herring were taken for canning in the "sardine" factories. More than 1,000,000,000 herring are caught annually in Canada.

But the herring industry of Scotland exceeds that of any other country, being 50 per cent larger than that of England, which ranks second. In 1907 the catch of Scotland was more than 630,000,000 pounds, enough fish, if put end to end to extend 8,000 miles. Five hundred steam vessels were employed. France, Norway and Sweden have enormous herring fisheries. As long ago as the fifteenth century there were 50,000 Dutch herring fishermen, and between 200,000 and 300,000 people were engaged on shore in related industries, such as boat building and net and barrel making. "The foundations of Amsterdam are laid on herring bones," the old saying ran, for when in the Middle Ages all Continental Europe ate no animal food during Lent but fish, the Dutch supplied most of the cured fish.

In 1677 the Duke of York formed a corporation for the catching of herring. In 1720 2,000 of the principal gentlemen of Scotland organized a company for herring fishing. Charles I hastened his downfall by his attempt to interfere with the privilege of free fishing off the American coast and then levying "ship money" on the fishing and merchant vessels at home. It was once the custom to take in pomp the first herring to the King at The Hague, where the lucky fisherman received a present of 500 florins at the royal hands. To fresh herring, fried, broiled or baked, and to herring salted, pickled, smoked or canned in oil or mustard, men of many nations to-day delight to render hungry homage. In its own right this small fish is entitled to wear the name of "King Herring."—New York World.

OIL IN BRITISH NAVY.

It is curious that the British naval authorities should have abandoned oil fuel at a moment when in foreign fleets it has been decided that its advantages are so considerable as to make it desirable to abandon coal in these smaller craft. It is probable that there is one simple explanation of the change in Admiralty policy. The British Empire has very limited resources of oil fuel, and at present the supplies of the navy have to be obtained from abroad. These supplies may be cut off in time of war, and, therefore, the Admiralty are compelled to sink considerable capital in reserve stores of fuel. The British Navy already possesses a large number of ships which make large demands for oil fuel. All the later capital ships of the navy carry oil fuel in addition to coal, and for some years past all torpedo craft have been fitted exclusively for the use of liquid fuel. Apparently the Admiralty have decided that, in view of the present limited sources of supply and their liability to interference, it is an act of statesmanship not to commit the navy further in this direction. There is every reason to hope that in the near future additional supplies of oil fuel will be available with the British Empire, and then presumably the Admiralty will revert once more to its use in new ships. No one who has any knowledge of the performances of the oil fuel burning craft of recent construction doubts that this agent possesses very great advantages over coal. It is more easily taken on board, and its use results in a considerable saving of labor.—Cassier's Magazine.

EMIGRATION FROM SWITZERLAND.

The total emigration from Switzerland during the year 1908 was 3,656, the smallest since 1894. The details follow:

As 5,710 Swiss emigrated in 1907, the decrease was about 36 per cent. Those going to the United States last year numbered 2,853, while only 577 went to Canada, Mexico, Central and South America. The decrease in emigration to these last-named countries was quite 50 per cent, while to the United States it was but 8 per cent. This is somewhat remarkable in view of the fact that certain of the Central and South American States have been making active efforts to attract emigration from Switzerland.

Young and sturdy farmers, as the Swiss emigrants mostly are, they naturally turn their faces toward that country where agriculture flourishes. They are a reading and intelligent people, and are presumably aware of the fact that during the recent financial crisis agricultural interests suffered less than any others in the United States. In 1908 Swiss emigrants secured letters of credit before their departure, payable in the countries to which they were bound, amounting to $51,908.

The loss to Switzerland by emigration was more than counterbalanced by the number of immigrants from Austria-Hungary, Italy, the Balkan States, and Russia; the total immigration in 1908 being 19,000.

PROPOSAL TO FILL EAST RIVER.

That is a unique and startling suggestion of Thomas A. Edison to fill up the East River and cut a canal across the western part of Long Island to take its place. By this suggestion Manhattan would be largely increased in size, thus relieving the congestion which prevails at present, and New York and Brooklyn would be joined by solid land. More than this, it would do away with Hell Gate, with all its dangers, and leave it but a reminiscence. It is claimed for this suggestion that it is entirely feasible and would very largely increase the dockage facilities by means of the canal. At present Manhattan can not expand except upward, and the limit of upward expansion will soon be reached. A very good slice of San Francisco has been made by filling in the bay and now Seattle is spreading itself in the same way. To-day New York is the greatest city in the world in commerce and finance, if not in population. It must find some way to relieve the congestion, that will grow to the danger point unless relief be found. To fill in East River would be an undertaking almost equal to that of building the Panama canal, yet it is not too great for such a city as New York to carry through. Engineers, backed by capital, are undertaking vast things in these modern days, and nothing appears to be beyond their ability to accomplish. Fifty years ago the present New York subway system would have been looked upon as the disordered dream of an enthusiast, yet it is now a reality.

Tunneling the Alps was a dream of centuries until the engineers of the nineteenth century accomplished it. We may smile at the enthusiasm of Edison to-day, but the next generation may walk from New York to Brooklyn on dry land. A year or so ago everybody but wild dreamers laughed at the idea of men flying in the air like birds, yet we talk of great battles to come between airships as if such battles were imminent. All great inventions, all great engineering feats are the work of dreamers. Who now laughs at the idea of navigating the air, or even of fighting battles with airships? Who now laughs at the idea of sending messages through the air across seas and land? Why, then, should we laugh at the suggestion of filling up East River?—Washington Post.

TEXTILE WORKERS' WAGES.

The British Board of Trade inquiry into workpeople's wages and hours of work in 1906 has resulted in the publication of a volume dealing with the textile trades. Additional volumes are promised later in regard to other industries. The facts in the first volume, as summarized, show the following interesting figures: Textile workers in United Kingdom, 1,171,000, of whom 482,000 were men and 689,000 women. The total wages paid in 1906 amounted to over $240,000,000, or an average per head of $211.68. The average for men per week was $6.83, for women $3.75, for boys $2.53, and for girls $2.17.

"Burglar proof" plate glass, made by a firm at Rheims, France, is said to have withstood blows from a steel-shod mallet and revolver shots, in tests, without breaking.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

MISSISSIPPI STEAMBOATING.

If difficulty has been experienced in navigating the Missouri it is because through long disuse its bed has become blocked in places with trees and snags. This has caused the water to seek other channels. But the Government has wakened to the necessity of clearing away these obstacles. Government snag boats have been working for nearly a year between Kansas City and St. Louis. Last year business men of Kansas City organized a boat company and successfully carried freight and passengers between the two cities. There was no profit in the business for the reason that the boats could run only in the daytime, and even then they had to be guided carefully and slowly. But the experiment proved to the satisfaction of Congress that the river is navigable and needed only the attention that any other self-respecting river should have. It was the strongest influence in getting an appropriation to pay for improvement work, and it opened the way for the large scheme of transportation now maturing in Kansas City.

This scheme contemplates the organizing of a transportation company with a capital of $1,000,000. Walter S. Dickey, experienced in executive and organizing work, was chosen general manager, William Rockhill Nelson subscribed to the first $50,000 in stock and Mr. Dickey took a like amount. Other subscriptions already amount to nearly one-half the required amount, and contracts for freight have been signed which assure the success of the undertaking.—Technical World Magazine.

ELECTRICITY ON MAURETANIA.

A writer in the Electrical Review of London gives an interesting account of the important parts played by electricity in developing the great speed attained by the Mauretania. He says:

"Without in any way reflecting upon the abilities of the engineers, it must be admitted that they did not seem to have grasped the great possibilities of the various auxiliaries on the ship; and it is attention to these auxiliaries which determines the ultimate fulfillment of the designers' ideas.

"As is now well known, practically all the auxiliary machinery on the Mauretania is electrically driven. . . . and it is equally well known, especially among electrical engineers connected with shipwork, that marine engineers have a stubborn and conservative objection to anything other than the steam-driven plant with which they have been brought up. When, therefore, an electrical installation of more than 2000 horse-power was thrust upon them with practically no qualified electricians on board to enlighten them as to its proper usage, they naturally felt some trepidation, and had little desire to attempt any record speeds.

"Perhaps it is not quite evident why the speed of the ship should entirely depend on the auxiliary plant, and in explanation it must be said that practically all fast boats require a relatively enormous quantity of steam at high pressure, which can only be obtained from the boilers when high-power forced-draft fans are employed to supply air to the furnaces, and a slight diminution in their output has an immediate effect on the steam pressure of the boilers, and consequently on the speed of the engines and propellers. In the case of the Mauretania the forced-draft fans are electrically driven."

According to the writer, the entire dependence of the boat's speed on the electric generating plant is now thoroughly understood and one of the first considerations is to keep up the voltage. Before this, it might drop 10 or 15 per cent and the only result was a dim light and the slowing down of a few unimportant motors—but on the Mauretania it is vital. In conclusion, we read:

"It is strange, on the face of it, that such apparently small details should be the means of converting a twenty-three-knot boat into one of twenty-six knots; but it is no exaggeration to say that the records of the Mauretania are entirely due to a better understanding of the electrical conditions."

HEIGHT OF WAVES.

A puzzling question to all seagoers—that of the lengthened height of ocean waves and how to measure them—is answered by the Navy Hydrographic Office in a recent publication. Determination of the length of waves at sea may be obtained by direct comparison of the length of the observing vessel with the length from crest to crest of the waves over which she is riding, and when ships are sailing in company, a good estimate of the length of the waves may be made by comparing the known length of a neighboring ship from the distance from crest to crest of the successive waves.

Another method of measuring the length of waves consists in towing a log line astern of a vessel and noting the length of the line when a buoy attached to the after end floats on the next wave crest abaft that on which the stern of the vessel momentarily floats.

Replying to an answer regarding the height of ocean waves, the Hydrographic Office says its measurements and estimates from mariners and observers at sea indicate that the average height of all the waves running in a gale in the open ocean is about twenty feet.

"About forty feet," it says, "is a common estimate of the height of the large waves in a severe gale on the North Atlantic, and this estimate is really not compatible with a recorded average of a little more than twenty feet."

INFORMATION WANTED.

Anton Jacobsen, a native of Stavanger, Norway, is inquired for by his brother, John Jacobsen. Address, Atlantic Coast Seamen's Union, Mobile, Ala.

Demand the Hatters' label when buying a hat.

MARITIME UNIONS OF THE WORLD.

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Subdivisions.

Atlantic Coast Seamen's Union, 1½ Lewis St., Boston, Mass.
Marine Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.
Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.
Inland Seamen's Union, Whitehall, New York.
Harbor Boatmen's Union, 85 West St., New York, N. Y.
Lake Seamen's Union, 143 West Madison St., Chicago, Ill.
Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.
Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.
Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.
Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.
Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.
Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.
United Fishermen of Pacific, Box 42, Seattle, Wash.
Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London E., England.
Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.
Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques v puerto, Barcelona Mayor, 44, 2, I (Barceloneta) Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

World's Workers.

Several women in Holland now earn a living as practicing chemists.

Port Pirie unionists in South Australia have started a co-operative union woodyard.

Members of the Bricklayers' Laborers' Union at Perth (West Australia) have struck for 10s. per day.

Last Year's Eight Hours' demonstration in Sydney, Australia, showed a net profit from the sports and art union of £2023.

New Zealand carpenters and joiners are taking steps to prevent the importation of American machine-manufactured joinery.

The Australasian Council of the Federated Seamen's Union has sensibly decided to send an Australasian delegate to the International Seamen's Congress to be held in 1910.

Australian Federal Labor members have vigorously denounced the industrial resolutions agreed to at the Premiers' Conference, describing them to be such only as might emanate from a meeting of employers.

Exclusive of seamen, the number of British workpeople reported as killed in the course of their employment during August, was 209, a decrease of 4 as compared with July, and of 65 as compared with a year ago.

The changes in hours of British labor reported as taking effect in August, 1909, affected 800 workpeople, of whom 400 had their working time increased by 808 hours per week, and 400 had an aggregate reduction of 720 hours per week.

The net result of all the changes in British wages taking effect in August was a decrease of £421 per week, as compared with a decrease of £619 per week in July, and one of £3,140 in August, 1908. The number of workpeople affected was 13,088.

We are informed, says the Gayndah (Australia) Gazette, that the German settlers on the Binjour Plateau who have been employed by the Government for some time past in road-clearing work, have struck, demanding a higher rate of pay for their work.

The ballot to decide on a printers' strike at Melbourne, Australia, for a minimum wage of £3 per week for compositors and letterpress machinists resulted as follows: Yes, 672; no, 171. Unless their demands be acceded to the men will cease work.

Should the present dispute in the Victorian printing trade not be settled amicably, and the Melbourne printers are compelled to strike for a fair wage, steps will be taken to force the daily papers to publish nothing derogatory to the men who may be called out on strike.

Returns received from certain selected British ports (at which 83 per cent of the total tonnage in the foreign trade is entered and cleared), show that during August 42,765 seamen, of whom 3,797 (or 8.9 per cent) were foreigners, were shipped on foreign-going vessels.

At a meeting of the combined unions committee at Broken Hill, Australia, recently, it was decided to recommend to the new committee the consideration of a proposition by the Barrier Labor Federation that in future troubles only unionists of twelve months' standing shall be eligible for strike pay, or, if not twelve months in the place, those who have been unionists from the date of receiving their first pay in Broken Hill.

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John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INFORMATION WANTED.

Samuel England, age 48 years, communicate with Seamen's Institute, 242 Steuart street, San Francisco.

James Sample, last heard of on ship Santa Rita in April, 1909, is inquired for by Seamen's Institute, 242 Steuart street.

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San Pedro Letter List.

Andersen, -1055.	Lofman, K.
Andersen, Peter F.	Lehtonen, John
Alander, K.	Lund, H. K.
Abbors, Arno	Lano, Emil
Albertsen, Johannes	Lerer., Paul
Andersen, Einar	Maguire, Thomas
Andersson, Axel	McKenzie, James
Amnel, Albert	Murie, Martin
Buchtman, F.	Mellin, Edward
Bentsen, Axel	Mygind, W. F.
Brose, R.	Mesak, Edward
Behrens, E. A.	Nedding, Albert
Boylan, Chris. J.	Nielsen, Svend
Bietila, Th. -1338	Nordman, John D.
Bower, Gosta	Osses, A.
Brogard, Nils	Olsen, Th.
Comstedt, Ernst	Olsen, O. -537
Carlsson, C.	Odman, Gus
Christiansen, Harold	Otto, John
Christiansen, G.-1054	Oseses, W. A.
Dahlberg, J. H.	Petersen, S. R.
Eckhardt, W.	Peterson, K. E., -903
Engberg, Oscar	Petersen, H. -1064
Ek, Thure	Peterson, Lauritz
Erickson, John	Pedersen, Gert C.
Fay, Joe	Pedersen, Alfred
Fredericksen, Harry	Pederson, Reinhold
Fisher, -556	Peterson, Hans
Folvik, Carl	Rudland, Jakob
Fleming, John	Reed, L. C.
Fasig, Don	Rasmussen, E.
Gabrielsen, K. -601	Scott, E. G. (pkg.)
Gask, A.	Schwitzer, H.
Gorgesen, Emil	San, B. -2113
Glausen, Harry	Scarabosia, M.
Guenther, Richard	Semberg, J.
Heggum, Louis	Sorensen, A.
Hermanson, K. -1554	Steen, J. C.
Hansen, Theodor	Solie, Ingvald
Hilke, Carl	Svenssen, Nikolaus
Hesse, Erick	Sindahl, J.
Haggenmuller, H.	Syversen, Ole
Hansen, Peter K.	Stalsten, Karl
Haarklau, I.	Sandstrom, J. -1347
Hansen, Carl	Strahle, Charles
Heinanen, C. (pkg.)	Southerland, A.
Johansen, C. -1191	Svendsen, C. -1050
Johanson, J. -880	Swanson, Charles
Jorgensen, E.	Tommis, Frank
Kuhne, W.	Tufvesson, J.
Koch, Carl	Trepetket, Frank
Keinanen, Emil	Touanne, Walter
Klappe, J.	Veyvoda, Frank
Kristiansen, Eigil	Quinn, W.
Kraushatz, F.	Wahrenheit, Otto
Kari, Matti	Wychgel, J.
Krohn, J. A.	Wahlstedt, R. -778
Larson, L.	Westerlund, T. F.
Louis, Mickel	



INFORMATION WANTED.

The salvage claim originating through the SS. Curacao and SS. Australian has been adjusted. All money due the crew who were aboard the vessel at the time the Australian was assisted will be found in the manager's office, 112 Market street. Parties applying for such money will first apply to the head of their respective department for identification. The names of the men are as follows: F. Mason, A. Mondini, R. Nelson, J. Jonasen, J. Lorenz, C. Swenson, H. Nelson, F. Rebases, C. Chidley.

Wm. McLaughlin, Julius Franz, K. Grunert, J. Koglund, W. Wickstrom and C. Christensen, who were members of the crew of the schooner Minnie E. Caine at the time of her wreck, are inquired for. Address, Coast Seamen's Journal.

Pacific Coast Marine.

The American ship Acme, which sailed from San Francisco on June 17 for New York and Philadelphia, was spoken on October 20 in latitude 38 north, longitude 73 west.

The birthday of the German Empress was honored by the warships of six nations—the United States, Great Britain, Italy, The Netherlands, Japan and Germany—in San Francisco Bay on October 22.

This year to date the shipments of Puget Sound lumber to Panama have amounted to 30,000,000 feet, and it is estimated that in addition to the orders now on hand the canal will take 15,000,000 feet before the end of the year.

The following changes of masters were recorded at the San Francisco Custom-house on October 21: Steamer Harriet Norton, William Peunone vice S. J. Norton; steamer Sea Fox, D. C. Thomsen vice George H. Mawdsly.

A suit in admiralty was filed in the United States District Court at San Francisco on October 22 by the Pacific Shipyard and Ways Company against the barge Atlantic to recover $978.44 for labor and material used in repairs.

The whaling stations at Sechart and Kyuquot, on the West Coast of Vancouver Islands, which will soon close down for the winter, have taken a total of 647 whales this season. Sechart took 338 and Kyuquot 309.

The first four of eighteen cases of illegal fencing of Government land by prominent Wyoming stock men were disposed of on October 19 in the Federal Court at Cheyenne. Two cases were dismissed and two ranchmen were fined $200 each.

The following changes of masters were recorded at the San Francisco Custom-house on October 22: Steamer Brooklyn, Johannes Olson vice H. G. Hansen; steamer Petroleum, John W. Spencer vice H. M. Hughes; steamer J. Marhoffer, George Winkel vice J. E. Johnson.

Under the new arrangement of the Japanese ship subsidy the Osaka Shosen Kaisha, the company which is operating a new line of steamers between Seattle and Tacoma and the Orient in connection with the Chicago, Milwaukee and Puget Sound Railway, will receive a bonus of $500,000 for its American service.

The German ship Adolf, bound from St. Vincent for Port Townsend, has put into Montevideo, according to advices received at San Francisco on October 21, in a damaged condition. Her cargo had shifted and her rigging was in a bad condition. It is reported that twenty days will be required to effect repairs.

The steam-schooner Chehalis, Captain Kittleson, will attempt to get the schooner Ensign off the beach at Naples. The Chehalis has on board a lot of tackle, and if weather conditions are good it is expected that the Ensign will be floated. The insurance companies recently sold the schooner to Charles Foster.

The wrecking of the steamer Daniel Kern, which was sunk by the steamer George W. Elder near Brookfield, Or., in seventy feet of water, has been completed and she is now in drydock at Portland for repairs. The work was directed by Captain Theodore Knulsen, a professional wrecker of Duluth, who came out from the East for the purpose.

The following changes of masters were recorded at the San Francisco Custom-house on October 18: Steamer Crowley No. 6, Axel Johnson vice Frank McGrath; steamer Crowley No. 8, Frank A. Long vice Willard Rupert; steamer Crolomo, George H. Mawdsley vice R. Dabel. The barkentine Arago, C. S. Semsen master, was enrolled.

The following changes of masters were recorded at the custom-house yesterday: Steamer Santa Rosa, E. Alexander vice J. O. Faria; steamer San Jose, H. Thompson vice Ryland Drenan; steamer J. C. Elliott, J. F. Chlemens vice Louis Hackmeier. The schooner Modoc, J. H. Tiedeman master, and the steamer Coronado, Svend Stangeland master, were enrolled.

The 18,000-ton steamship Cleveland, of the Hamburg-American line, left New York October 16 on a round-the-world cruise, which will end at San Francisco in the latter part of February. The Cleveland has on board on the unique tour 600 passengers and when she leaves San Francisco in February, 1910, homeward bound, she is expected to carry 100 more than this number.

An ocean race from Honolulu to San Francisco was begun on October 9 when the barkentine Irmgard and the bark R. P. Rithet were towed out of the harbor and spread their sails at almost the same minute to catch a breeze that would start them on their way to the Coast. Both the Rithet and the Irmgard are reckoned speedy vessels and the race should be a close one.

The United States Army transport Sheridan made good records for wireless communication on her recent trip from San Francisco to the Philippines and return via Nagasaki. This ship, according to a report to the Quartermaster-General's Department, received and transmitted wireless messages 3500 miles from North Head, Wash., while she was between Guam and Honolulu on her return.

Negotiations have been practically completed at Honolulu by the terms of which the Matson Navigation Company will acquire the barkentines Irmgard and S. G. Wilder. A statement to this effect is made by F. A. Schaefer, head of the firm of F. A. Schaefer & Co., Ltd., the present owners, and confirmed by T. H. Petrie, secretary of Castle & Cook, Ltd., agents for the Matson Company.

United States Fisheries Commissioner George M. Bowers has announced that he has selected the following sites for the six new fish hatcheries on Puget Sound authorized by Congress: One main station to be located, in all probability, at Concrete, on Baker River; one near Seattle, and auxiliary stations at Quilcene, on the middle fork of the Nooksack River; at Birdsview, on Skagit River, and on Puyallup River.

Of the steamers in the Government coal fleet to the Pacific this season from the Atlantic Coast, the British tramp Baron Napier, Captain Kennedy, which has just arrived on the Sound, has made the smartest passage. She was sixty-six days steaming from Newport News to Puget Sound. The Baron Napier is on her maiden voyage from Glasgow, and her performance is a source of satisfaction to her owners and officers.

The following changes of masters were recorded at the San Francisco Custom-house on October 19: Schooner J. J. Stofen, Knud Nelson vice Jens Anderson; steamer Raymond, John A. W. Carlson vice C. A. Knudson; steamer Winehaven, Charles Johnson vice J. M. Dixon. The steamers Rainier, C. G. Lundquist master; and Ada Warren, P. Collins master, and the schooner Wing and Wing, E. Erickson master, were enrolled.

The new auxiliary schooner Neptune, being constructed for a Hamburg company to be used for trading in the South Seas, was launched at Oakland, Cal., on October 16. The Neptune is a trim little schooner with a tonnage of 150 tons, a keel 106 feet long, and 11 feet deep, with a beam of 26 feet. The Neptune has been constructed to take the place of the trading schooner Gazelle, which was lost on a reef near Gabriel Island last January.

The sealing schooner Pescawha, the second of this year's northern fleet to return, is back at Victoria, B. C., from the otter grounds off the Alaskan, Behring Sea and Copper Island sealing grounds, and Captain Balcom and the crew are preparing a claim to be made to Washington for alleged illegal sealing up of the firearms of the vessel by the United States revenue-cutter Bear, which ended the sea otter hunting. The Pescawha brought only two otter skins and 873 sealskins.

The steam-schooner Saginaw, which arrived at San Francisco on October 22, ninety hours from Aberdeen, lost nearly her entire deckload of lumber in a severe hurricane encountered off Cape Blanco on the 20th. For several hours the vessel had a hard time of it struggling against the terrific wind and tremendous seas which pounded over her. The lashings holding the lumber on deck could not withstand the strain of the thundering combers and at last gave way, precipitating into the sea about 100,000 feet of lumber.

Charles P. Doe, of the North Pacific Steamship Company, has purchased the steamer Santa Clara from the Alaska Steamship Company. The vessel is now in drydock at Seattle and will be turned over to the new owner after being cleaned and painted and having a new rudder post installed. The purchase price is withheld. The Santa Clara will be operated in connection with the George W. Elder and the Roanoke, but whether the vessel will run from Portland to San Francisco or between Eureka and San Francisco has not yet been announced.

To meet the heavy demands of the increasing passenger traffic between San Francisco and the northern Coast ports, two new first-class steel passenger steamers are being constructed for the San Francisco and Portland Steamship Company, an offshoot of the Pacific Mail Steamship Company, by the Newport News Shipbuilding Company at Newport News, Va. One of the vessels, which will be sister-ships, was launched on October 16 and christened the Bear. The second steamer, to be named the Beaver, will be launched some time in November.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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ERIE, Pa., 305 French St.
CONNEAUT HARBOR, O., 992 Day St.
SOUTH CHICAGO, Ill., 113 92nd St.
SANDUSKY, O., 510 Meigs St.

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Branches:
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CHICAGO, Ill., 63 East Kinzie St.
DETROIT, Mich., 7 Woodbridge St.
MILWAUKEE, Wis., 157 Reed St.
ASHTABULA, Ohio, 85 Bridge St.
CONNEAUT, Ohio, 995 Day St.
TOLEDO, Ohio, Cherry and Summit Sts.
WEST SUPERIOR, Wis., 401 Tower Ave.
SOUTH CHICAGO, Ill., 83 Ninety-second St.
OGDENSBURG, N. Y., 8 Judson St.
BAY CITY, Mich., 208 Fraser St.

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CLEVELAND, Ohio, 929 Superior Ave.
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MILWAUKEE, Wis., 317 Virginia St.

Sub-Agency:
CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

Coast Seamen's Journal

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PAUL SCHARRENBERG.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, OCTOBER 27, 1909.

CALL FOR SEAMEN'S CONVENTION.

International Seamen's Union of America,
Boston, Mass., October 13, 1909.

To all Affiliated Unions: Greeting—

In pursuance of the Constitution of the International Seamen's Union of America, I hereby issue this call for the fourteenth annual convention of the above named organization, to be called to order in the port of New York, November 29, 1909, at 10 o'clock A. M., and to be continued from day to day until such time as the business of the convention shall be finished.

I wish to call your attention to Sections 2, 3 and 4 of the Constitution, as follows:

Sec. 2. Representation at the convention shall be based upon the average per capita tax paid during the year. Organizations shall be entitled to one delegate for 200 members or more, three delegates for 500 or more, and one delegate for each additional 500 or majority fraction thereof.

Sec. 3. That voting be done, giving to each delegate one vote for 100 members or majority fraction thereof.

Sec. 4. Delegates shall have the same qualifications as the elective officers of the organization represented and shall be elected by a general vote of each organization. Provided no one shall be seated as a delegate in the convention who is delinquent in or who has been expelled by any affiliated union; nor shall any one be qualified to act as a delegate who is also a member of any labor organization not affiliated with the International Seamen's Union of America. In case a vacancy in the regularly elected delegation occurs between the election of delegates and the convention, the various organizations shall have the power to fill such vacancies.

Also Section 8, as follows:

Sec. 8. Affiliated organizations shall at least send one delegate to the convention and shall defray the expenses of such delegates as they send, unless as specified in Section 5.

It is to be hoped that your organization will select as many and the best possible representatives, as this convention will be called upon to decide many knotty questions.

Hotel accommodations and other arrangements will be looked after by the local committee, and you will be notified later as to which hotel headquarters will be located in.

Fraternally,
WM. H. FRAZIER,
Secretary-Treasurer I. S. U. A.

LABOR AND LIQUOR.

The JOURNAL has frequently stated its position on the "liquor question." In view of the recurring efforts to commit the labor movement to a policy of opposing all measures to regulate or restrict the sale of liquor, we deem it advisable to repeat our views. The JOURNAL is not in favor of Prohibition nor of any other method of arbitrary suppression, but it recognizes that under certain circumstances such methods may be justifiable and even necessary. The JOURNAL favors sobriety—absolute sobriety—and therefore believes that all measures designed to encourage that condition should be supported. In the matter of "personal liberty" the man who wishes to refrain from the drinking habit and its invariable concomitants is entitled to consideration equally with the man who wishes to indulge that habit. We do not believe that the principle of "personal liberty" should be invoked solely for the benefit of those who favor the unrestricted sale of intoxicants. So construed, the principle becomes a matter, not of liberty, but of license. Obviously and in common justice, there are two sides to the question.

Of course, we are mainly concerned in the attitude of the labor movement upon this question. In general that attitude is quite clear. A perusal of the records of the labor movement shows that it has recognized the evils of the liquor habit and declared for abstinence and sobriety as a pre-requisite to industrial and social progress. Occasionally, and indeed altogether too frequently, local labor organizations have aligned themselves with the liquor interests. It is true that this position has been taken not so much, if at all, in sympathy with the liquor habit as in sympathy with the classes of labor whose employment is jeopardized by restrictions upon the sale of liquor. This attitude, while natural and even commendable in a sense, is none the less a distinct reversal of the set policy of the labor movement at large. That policy is based upon the principle of right or wrong, of good or bad, in the liquor habit. Upon that principle there is no room for discussion; it has been settled by the uniform experience and testimony of mankind in all ages and in all circumstances. To ignore this principle out of sympathy for those individuals or classes whose personal interests are affected is to subvert principle to personal considerations. Principle can not be maintained in that way. History informs us that the progress of Christianity was hindered by the opposition of the organizations employed in making idols and images of the gods. Of course, the spread of Christianity threw the idol-makers out of employment. Nevertheless, Christianity continued to spread.

History repeats itself in the case of those organizations which, because of their employment in the manufacture and sale of intoxicants, set their faces against all reforms in the conduct of the liquor business. Those labor organizations whose sympathies outweigh their principles ought at least to practice discretion; they ought to remain silent rather than speak out on the wrong side. Considered merely as a matter of policy, it should be borne in mind that every step taken in opposition to the reasonable restriction of the liquor traffic brings us nearer the time when more radical measures will be demanded. Any traffic which refuses to submit to such restrictions as may be deemed necessary by the community in which it is carried on must prepare itself for the ultimate ordeal of a life-and-death struggle. Is the labor movement prepared to throw its own fate into the balance with the traffic which it now defends? If not, it will do well to carefully mark the drift of the current upon which it has here and there embarked.

SEAMEN'S PAY WITHHELD.

The men employed on Government dredges at New Orleans have made frequent complaints against the injustice of withholding their pay, the practice of the Government in this respect being the same as that of private contractors. The matter has been taken up by Mr. George C. Bodine, Agent of the Atlantic Coast Seamen's Union and Sixth Vice-President of the International Seamen's Union of America, who has addressed the Department of Commerce and Labor, as follows:

Hon. Eugene Chamberlain,
Department of Commerce and Labor,
Washington, D. C.

Dear Sir:—May I ask that some inquiry be made by your Department as to the manner and system of paying the sailors, firemen and employes of the various Government dredges working in the vicinity of this port and paying off here through the United States Engineer's office?

For the past year I have received nothing but complaints from the employes as to the holding up of their pay. The men make no contract with the Government to serve any stipulated period; they can be discharged at the master's pleasure, with or without cause, and can also quit at their own pleasure, with or without cause. Yet there seems to be an arbitrary rule here that if they exercise the same right that the master has and quit of their own volition, they must wait till the end of the month before the Government will pay them.

The matter has even gone so far now that the men are unable to get their pay at the end of the month.

I inclose you an order, payable at the Custom House here, dated September 15, the time the employe left the dredge Delatour. The indorsement shows that he called for payment of same daily until October 5. On October 6 I called with him and was curtly told to come again the following day and that the office did not know when the money would be ready. As the man was in absolute need I was forced to advance the amount due on it myself, namely, $20.

Twenty men who left the employ of the dredge Benyard on the 6th of this month, most of whom had worked a month and six days on her, and the majority of whom had about $50 apiece due them, have not been able to get any of their money yet, although the Government contracts to pay off monthly. It is now over half a month since their September pay was due.

Section 4529 of the Revised Statutes of the United States, as amended by the Act of December 21, 1898 (30 Stat. at large), compels all masters of domestic vessels to pay their seamen within forty-eight hours all wages due them. It is hard to see why the Government with its force of clerks is unable to do what it compels private shipowners to do.

It will hardly be necessary for me to point out that this system as practised in this port is breeding the invariable number of crimps, loan sharks, etc., who take advantage of the necessity of the men. In other words this Department of the Government is fostering the very class of men that Congress has been so long legislating against.

I am prepared to furnish innumerable names, amounts, dates and particulars, if you so desire.

Please return inclosed order.

Very truly yours,
GEORGE C. BODINE,
Sixth Vice-President, International Seamen's Union of America.
New Orleans, La., October 16, 1909.

The point made by Comrade Bodine, namely, that the men involved are seamen and ought to receive their pay in accordance with the provisions of the Navigation laws, is a good one. A recent decision of the United States Supreme Court, rendered on May 13, 1907, determines the status of dredgemen beyond all question. The case decided by the Court was brought to test the bearing of the National Eight-Hour law upon the men employed on dredges. The Court decided that the law does not apply to such men for the reason, among others, that they are not "mechanics or laborers," but seamen. Being seamen, the men employed on dredges should re-

ceive the benefit of the law designed for the protection of that craft. As Comrade Bodine says in his letter to Commissioner Chamberlain, it is inconsistent, as well as unfair, that the Government should evade the laws made and enforced in the case of private employers of seamen. To all intents and purposes, the men employed by the Government on its dredges are in the same position as men employed on a vessel without signing articles; they may be discharged or they may quit at the pleasure either of the master or of themselves. In either event they are entitled to all the wages due them immediately upon the cessation of their employment.

THE SWEDISH STRIKE.

On page 1 of this issue we print a letter from Mr. Charles Lindley, describing the circumstances of the great strike in Sweden. Brother Lindley's letter presents the first authoritative and comprehensive account of the Swedish struggle that has so far appeared in print. Whatever may be said for or against the policy of the general strike, there can be no doubt that the provocation was great in the case of the Swedish workers. The situation, as we conceive it from Brother Lindley's letter, is strongly reminiscent of that existing in San Francisco in 1901. The organized employers had locked out a large number of men and threatened to lock out others unless their terms were agreed to, which terms included a practical renunciation of the right to organize. Confronted by such a situation, questions of theory and policy are liable to fall before the question of dire necessity. The Swedish workers determined upon a policy of mutual self-defense, which seemed to be the only alternative of division and defeat. Whatever the immediate outcome, there appears good warrant for the prediction of Brother Lindley that the organized employers have been taught a lesson which will stand them in good stead should they ever consider a repetition of the general lockout. The force and value of this lesson and the consequent advantage to labor—in a word, the whole result of the strike—depends upon the manner in which the Swedish labor movement shall be supported in the period that must elapse before the complete resumption of work. With a continuance and increase of support from the labor movement in other parts of the world, the Swedish workers will be enabled to bring the struggle to a close in a substantial victory for the principle at stake, namely, the right to organize and to maintain organization free from the threat of the general lockout. Both the general strike and the general lockout must be abolished, or they must continue to exist as in the nature of cause and effect. Send along your contributions, and help the Swedish workers win a great and lasting victory for all organized labor.

The Australian Seamen's Union has decided to send a representative to the International Seamen's Conference, to be held in Europe during next year. This action indicates the growing scope of the Conference and affords a good assurance that that gathering will be fully up to the standard contemplated when it was first conceived. With a good representation from the leading maritime countries of the world, there is no room to doubt that the deliberations of the seamen will produce results of material and lasting benefit.

The Japanese Navy has won another great victory! A boat race between crews from the visiting warships held on San Francisco Bay during Portola week, was won by the representatives of the Mikado. It so happens that, owing to a protest by the Japs, the boats from all other ships were barred from the race, leaving only two contestants, the Japs and the Naval Militia. A boat from the United States cruiser St. Louis covered the course and crossed the finishing line a considerable distance ahead of the Japs. To their surprise, the spectators learned that the St. Louis' boat was not in the race and that only the Japs and the Naval Militia were competing. The former won the trophy by a half-length. Thus, the "greatest naval heroes since Trafalgar" have the satisfaction of knowing that though they can't race with seamen they can at any rate beat landsmen! Of such stuff are Japanese naval victories made.

In another column of this issue we publish the Call for the fourteenth annual convention of the International Seamen's Union of America. As stated by Secretary-Treasurer Frazier, the coming convention will be confronted by a number of matters of the highest importance to the present and future welfare of the seafaring craft. The past year has been marked by a number of developments which the convention must take cognizance of and deal with in a manner calculated to safeguard the future. From present appearances the New York convention will be largely attended by delegates from every District and local union of the International. Upon the principle that "there is safety in numbers," the outlook for the coming convention affords good assurance that the work in hand will be well done.

When purchasing overalls, shirts or ready-made suits see that they bear the label of the United Garment Workers. By so doing you will assist the workers in that industry to maintain decent conditions of employment.

SWEDISH GENERAL STRIKE.

(Continued from Page 1.)

until they have gone out of the unions. Still this will be better than to be forced to accept an agreement that will bind our hands for years to come.

Besides we have not finished the fight yet. We have taken out from those that are ordered back, all such groups that can and will fight, and by their fighting are able to do the capitalists the greatest amount of harm. Among those are the miners, especially in the iron mining trade. This is the best stock-jobbing company in Sweden. Originally 1000 krone, shares are now sold at about 4000 krone. The Swedish Government is also interested in this company. The iron ore exportation is among the chief sources of income. By keeping this at a standstill we will be able to hold a good screw on the employers. Besides this, the iron and steel mills are stopped, also the few coal mines that we have and a few factories in several trades where we can bring pressure to bear.

The big difficulty is with regard to financial support. Certainly we shall get good help from those who have managed to get back to work, and we shall for some time get further support from Germany, Denmark, Norway, and America, which lately has taken up a supporting attitude. But I dread most of all the fearful winter, when the open-air works will be closed down and when the sufferings of the victimized will be horrible.

We would never have undertaken this general strike if there had been any other way open, but there being none we did all we could to fight, win or lose.

I don't consider the battle lost as yet, because we have in reality won what we went out for, namely, to put a stop to the employers using threats of general lockouts in certain trades. This traffic is now broken, and the unions, when they grow stronger, will not be hampered with this any more. Fraternally yours,

CHARLES LINDLEY.

Stockholm, September 30, 1909.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, October 25, 1909.

Regular weekly meeting was called to order at 7:30 p. m., P. Scharrenberg presiding. Secretary reported shipping medium. Balloting for delegates to the I. S. U. of A. convention was concluded. A. Furuseth was granted leave of absence to attend the convention of the American Federation of Labor at Toronto, Canada. E. Ellison was elected Secretary pro tem., and John H. Tennison, Assistant Secretary pro tem. Otto Dittmar was elected to serve as Second Patrolman during the sickness of R. Rollo.

A. FURUSETH, Secretary.
44-46 East St., Phone Kearny 2228.

Vancouver, B. C., Oct. 18, 1909.
Situation fair.

JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, Oct. 18, 1909.
No meeting; no quorum. Shipping medium; prospects uncertain.

H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Oct. 18, 1909.
Shipping and prospects fair.

P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Oct. 18, 1909.
Shipping medium; prospects uncertain.

WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Oct. 18, 1909.
Shipping medium; prospects uncertain.

WM. GOHL, Agent.
P. O. Box 62. Tel. 225.

Portland, Or., Agency, Oct. 18, 1909.
Shipping good.

D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Oct. 16, 1909.
No meeting; no quorum. Shipping quiet; prospects fair.

JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Oct. 18, 1909.
Shipping medium; prospects uncertain.

H. OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, Oct. 11, 1909.
No meeting; no quorum. Shipping and prospects very poor.

CHAS. SORENSEN, Agent.
Cor. Queen and Nuuanu Sts. P. O. Box 314.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Oct. 21, 1909.

Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping good for galleymen and waiters.

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Oct. 14, 1909.
Shipping slow. Made nominations for delegate to the New York Convention of the I. S. U. of A.

LEONARD NORKGAUER, Agent.
Phone Sun Main 2233. P. O. Box 1335.

San Pedro Agency, Oct. 11, 1909.
No meeting. Shipping medium; prospects uncertain. Plenty of men ashore.

ED. BARRY, Agent.
P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters, San Francisco, Oct. 15, 1909.

Regular weekly meeting was called to order at 7:30 p. m., Paul Gerhardt presiding. Secretary reported that all vessels had returned from the season's catch except from Loring. The full assessment of $3000 for the benefit of the Lake District was ordered paid to the International Secretary.

I. N. HYLEN, Secretary.
93 Steuart St. Phone Kearny 3600.

DIED.

Sevrin Christiansen, No. 144, a native of Norway, aged 47, died at San Francisco, Cal., on Oct. 20, 1909.

Oscar Alexander Soderstrom, No. 1465, a native of Finland, aged 26, died at San Francisco, Cal., on Oct. 24, 1909.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

WRECKS OF A WEEK.

Two Cleveland steamers, the Uranus, of the Gilchrist fleet, and the Pontiac, of the Cleveland-Cliffs Iron Company, collided in the St. Clair River during a fog yesterday morning (September 28). The Pontiac had a large hole punched in her, and it became necessary to run her on the beach in order to keep her from sinking. The Uranus was only slightly damaged, and shortly afterwards she proceeded on her way to Buffalo with her cargo of iron ore.

The Uranus was at anchor in the river waiting for the fog to clear away when the Pontiac came along and also went to an anchor, according to a dispatch from Detroit. In some way the two ships went together, with the result as stated above. Luckily none of the crews were injured. Both vessels were bound down to Lake Erie with cargoes of ore. Captain R. A. Gaskin had command of the Pontiac, and Captain Charles Gaughell was in charge of the Uranus.

The Pontiac was launched in 1889, and is 300 feet long by 41 feet beam, while the Uranus was launched in 1901, and is 346 feet long by 48 beam.

The Pontiac's stern is in about twenty-five feet of water. Captain James Reed, of the Reed Wrecking Company, and Captain H. M. Baker, of Detroit, are on the scene of the accident, and will put in bids for raising the ship. The damage to the Uranus was slight, excepting that she lost one of her anchors.

Some years ago the Pontiac collided with the Canadian Pacific passenger steamer Athabasco in the Soo River, and the Pontiac was sunk and Captain Reed got the contract for raising her. That was considered one of the most difficult wrecking jobs ever done on fresh water.

Two Firemen Scalded.

Two firemen on the steamer Hoover and Mason were scalded when two tubes of her boiler blew out. The injured men were cared for when the steamer reached Sandusky yesterday morning (September 28). The Hoover and Mason was bound from Conneaut to Sandusky when the accident happened and the steamer was delayed.

Steamer Disabled.

Port Huron, Sept. 30.—The steamer W. D. Rees bound down, picked up the disabled steamer D. R. Vanallan off of Sanilac this morning, and towed her to this port.

Repairs on the steamers Mars and Pontiac at the Lorain drydocks are being rushed along, the owners being eager to have the ships back in commission at the earliest possible moment.

A dispatch from Toledo says the tug A. W. Colton was ordered to the steamer A. S. Upson, aground at Bar Point. The Upson was bound down.

The steamer E. H. Gary broke down on Lake Superior and was towed to Duluth by the steamer H. C. Frick.

The steamer Lackawanna, which was sunk at Port Huron by the barge Chieftain, made temporary repairs at Detroit yesterday. She will go to Buffalo, where she will be repaired after she is unloaded. The Lackawanna has a hole fifty feet long in her side. It will take two weeks to complete repairs on her.

Cleveland Boats in Collision.

Port Huron, Mich., Sept. 28.—The steamer Pontiac bound down loaded with ore was caught in the heavy fog just above St. Clair this morning and in rounding to to anchor she collided with the steamer Uranus of the Gilchrist fleet, which was lying at anchor waiting for the fog to lift. The Pontiac swung across the Uranus' bow and a plate on the starboard side was broken. Capt. Gaskin at once started the Pontiac for the beach and succeeded in getting her bow in shallow water while her stern is in about twenty-five feet of water.

Captain H. M. Baker of Detroit will put a patch on the break, which is abreast of number seven hatch, and it is expected the boat will be afloat to-morrow. The damage to the Uranus was slight excepting that she lost one of her anchors. The Uranus will proceed to Buffalo where her ore cargo is consigned.

Towing Company Asks Limit.

Buffalo, Sept. 28.—Justice Brown reserved decision in the special term to-day on the motion of the Hand & Johnson tug line for an injunction halting all litigation growing out of the overturning of an ore unloader at the dock of the Lackawanna Steel Co. recently. The tug firm is the defendant in at least three actions, two by administratrices of two men who lost their lives in the accident and one by the Lackawanna Steel Co. The total damages asked is $150,000. The tug firm wants to limit its liability to the value of the two tugs engaged in the work—about $10,000.

The tugs were removing an ore vessel from the dock when the ore unloader was struck and overturned.

Sault St. Marie, October 4.—What might have been a more serious accident was avoided to-day by the Lyman C. Smith in St. Mary's River. In a thick fog the Smith, Jones and J. G. Monroe were bunched in Mud Lake, near Point Aux Frene, all bound up. Suddenly a down bound boat loomed up out of the fog. Captain Ames, of the Smith, quickly swerved to port, avoiding a collision with the down bound vessel, whose name could not be learned. In so doing he struck the Monroe a glancing blow, breaking four plates on the latter's port bow and twisted his own stem to starboard. When she reached the Soo she tied up at the pier awaiting orders. The Monroe went on up the Lakes, and later the Smith proceeded to her destination.

The steamer Yosemite recently hit the overhead wires at the Newburg & South Shore railroad bridge and broke her topmast.

The steamer L. C. Waldo was reported aground at Stag Island recently. She was released before the wrecker Favorite reached her. Captain Cunning found the steamer Frank C. Ball disabled at that point.

Detroit, Mich., Oct. 3.—The steamer Collingwood was pumped out and successfully raised here to-day. The tug Harding took her farther down the river and she is lying near the American bank and will be taken to the Detroit I. & S. Co. dock to unload her coal cargo.

The steamer Sellwood, bound down with ore, that ran aground in Lake St. Clair, was released early to-day after she had lightered on the lighter Rescue.

The tug Colton and the lighter Rescue have gone to the steamer Socapa, aground between Belle Isle and Windmill point. She is bound up with coal.

The steamer R. L. Ireland, in collision with the steamer Mary G. Elphicke some days ago, is at the yards of the Great Lakes Engineering Works with a badly twisted stem. She will be on the dock for at least ten days. The Ireland is owned by the Gilchrist Transportation Company, of this city.

As a result of the collision between the steamer Thomas Barlum, of Detroit, and the steamer George H. Russell of the Gilchrist fleet in Buffalo harbor on May 12, the Gilchrist Transportation Co. has filed a libel of $22,278 against the Barlum in the United States Court at Detroit. John J. Barlum, manager of the Thomas Barlum, said yesterday that the action is merely a step in the adjustment of the matter to the satisfaction of the underwriers. The Russell was at anchor when the Barlum hit her, and according to Barlum the accident was caused by the reducing valve getting out of order and disabling the steam steering gear. His position is that the accident was unavoidable.

The steamer Ball Bros., which was released from where she was aground near Amherstburg Friday night, proceeded to reload her cargo of ore yesterday. She had been aground forty-eight hours, and was finally pulled off by the tugs Favorite, Harding and Goulder.

Detroit, Oct. 7.—Indications along the river front are that the thick fog of last night, which tied up navigation all the way from Lake Erie to Lake Huron, will be repeated to-night. The big steamer Ball Brothers is still across the head of Bois Blanc Island, and the wrecker Favorite, the tugs Harding and Goulder and the lighter Rescue are at work on her. Considerable ore has been taken out of her. She is reported out about a foot. The current is strong at that point and it will be hard work releasing her.

The steamer Plummer was aground near Bar Point, but was released by the tug Home Rule. The big carferry Great Western lost her way in the river and ran on Sandwich Point, but was released by the ferry Lansdowne and a tug. The little lumber steamer Emma Thompson was aground on a shoal below Belle Isle, but was released by a tug. The passenger boats from Cleveland, Buffalo and Put-in Bay were several hours late this morning, but got in safely.

The 525-foot steamer Joseph Sellwood ran aground Saturday in Lake St. Clair between the lightship and the canal entrance. The Sellwood was bound down with a load of ore.

She signaled for aid, and a tug and lighter went to her assistance. The Sellwood is supposed to be aground on exactly the same shoal as the barge Sagamore, which went on over a week ago while being towed down by the steamer Pathfinder.

Port Huron, Mich., Oct. 11.—The steamer Cherokee and consort Chippewa passed down at 10 o'clock this morning in tow of the tugs Ottawa and Diver. The Cherokee lost her stern bearings while crossing Saginaw Bay. She will be towed to Cleveland for repairs.

The steamer Maruba is at the Globe yards having her bulwarks, rail and upper stanchions repaired.

The City of Berlin has had her repairs completed in dry dock No. 3. She was recently damaged by fire.

The Abyssinia is in No. 1 drydock getting her bottom calked and having repairs made on her towing machine.

The William Edwards is in No. 2 drydock having some calking done and getting the lead of the buckets changed on her wheel.

Sault Ste. Marie, Sept. 27.—The steamer James Laughlan lies at anchor in Mud Lake totally disabled by the breaking of both of her steering gears. Tugs will leave and tow her to the Soo in the morning for repairs.

STRUGGLE ON THE LAKES.

Frequent inquiry has been made as to the standing of the strikers and the progress of the strike that was begun by the seamen of the Lakes last May. As the press is particularly silent upon the subject, the Journal made inquiry in Chicago and received the following information from that city, which tells of everything appertaining to the situation:

There is keen vexation and gnashing of teeth among the members of the Lake Carriers' Association—the shipowners of the Great Lakes' section of this country—for, lo! the ten thousand strikers of the International Seamen's Union of America, who went out in May last, show no signs at this date of weakening, though it was confidently predicted by the bosses that the strike would be over before June 1.

Tricks new and old have been tried to "bust" this powerful union, which is connected with all the maritime unions of the world, and also with the American Federation of Labor. A few of these tricks were the instituting of the "Open Shop"—"closed to union men;" the importation of strikebreakers from foreign countries, and the so-called "Welfare" plan, which the men style the "Hellfare" plan, and which V. A. Olander, of Chicago, chairman of the district grievance committee of the International Seamen's Union, characterizes thus:

"Its purposes are to make it dangerous for any seaman to voice a grievance, to ask for redress, or to resent ill-treatment, upon penalty of being exiled from the Lakes. The plan is the most rigid blacklist system I have ever known. While modeled upon the general line of the notorious Shipping Federation of England, it is infinitely more dangerous to shipping.

"The Lake Carriers' so-called 'Welfare' plan, or espionage system, is contrived automatically to press downward."

But such practices have not availed the Lake Carriers one jot. Strikebreakers come hopeful, and go away disgusted; while those who remain are for the most part inexperienced. Result: Numerous accidents, clogging of freight, and steamships representing some $30,000,000 of invested capital lying idle at the docks unable to secure crews.

The strikers are confident of victory. They can not, they say, work under such conditions of "Open Shop," undermanning of ships, long hours and short pay, etc. And as a warning to all workmen who may be misled by agents of the Lake Carriers, or misinformed by reports of the capitalistic press, circulars are being sent broadcast telling the true state of affairs.

A report from the headquarters of the International Seamen's Union in Boston is to the effect that a vote at a recent meeting on the assessment for the benefit of the strikers of the Great Lakes district was practically carried unanimously.—Machinists' Monthly Journal.

Demand the union label on all purchases.

HEIGHT OF LAKES.

The United States Lake Survey reports the stages of the Great Lakes for the month of September as follows: Lake Superior, 602.39 feet above tidewater, New York; Lakes Michigan-Huron, 580.82 feet; Lake Erie, 572.38 feet; Lake Ontario, 246.28 feet.

Since last month, Lake Superior has fallen ¼-inch, Lakes Michigan-Huron, 2¾ inches; Lake Erie 5 inches, and Lake Ontario, 6½ inches. During October, Lake Superior is likely to fall ¼-inch; Lakes Michigan-Huron, 2¾ inches; Lake Erie, 3 inches, and Lake Ontario 4¼ inches.

Lake Superior is 9 inches lower than the average September stage of the past ten years, and about 4½ inches lower than last year. It is 6 inches higher than in September, 1891, but 13½ inches lower than in September, 1899, and 11¼ inches lower than in September, 1905.

Lakes Michigan-Huron are 2½ inches lower than the average September stage of the past ten years and 5½ inches lower than last year, but 13 inches higher than in September, 1896. In September, 1885, the water was 29 inches higher.

Lake Erie is exactly at the mean September stage of the past ten years and 3½ inches lower than in September of last year, but is 13¼ inches higher than in September, 1876, and 17 inches lower than in September, 1885.

Lake Ontario is 3 inches higher than the average September stage of the past ten years, but 10¼ inches lower than in September last year. In 1870 it was 12 inches higher, and in 1883 it was 13 inches higher than in 1909. In September, 1895, it was 27¼ inches lower than this year.

ORDERS FOR NEW SHIPS.

Orders for new ships are still coming in and contracts for two more boats to come out next season have been closed. The last order which was placed by the Rutland Transit Company is for two package freight steamers of full Welland Canal size. The boats will be built by the American Shipbuilding Company. The new boats will be duplicates of the steamer Ogdensburg of the Rutland line. They will be 256 feet over all, 244 feet keel, 43 feet beam and 26½ feet deep. The steamers will have quadruple expansion engines and Scotch boilers.

This contract makes eleven steamers that the American Shipbuilding Company has under contract for 1910 delivery. The list includes seven big bulk freight steamers, two package freighters and two passenger steamers. The company's yards at Lake Erie ports will be kept pretty busy on new work during the coming winter.

The Rutland Transit Company, which ordered the new boats, operates a fleet of package freighters between Ogdensburg and Buffalo and Lake Michigan ports. The boats of the line stopped at Cleveland until this season, when a change was made. The company has four steel and four modern steamers.

Robert Carbridge, formerly engineer on the steamer Mack, pleaded guilty before Judge Tayler, in the United States Court at Cleveland on October 8 of raising his license, and he was sentenced to one year and one day in Leavenworth prison.

NEW DOCK AT CONNOR'S POINT.

The contract for the piling and concrete foundation work at the big new Philadelphia & Reading dock on Connor's Point has been let by the Hiland-Patterson Company to the Barnett & Record Company, the work to be finished in about a month. The Hiland-Patterson Company had the contract to build the dock complete and has at various times sublet portions of the work.

The exact figures at which the contract was let to the Barnett & Record Company were not made public, but it is understood to be one of the biggest jobs of the kind that has been let at the head of the Lakes in some time. There are to be three runways, each 450 feet in length, with a concrete foundation on piling, the concrete being four feet deep and nine feet wide at the bottom, with a top width of three feet. In addition there are to be eighty piers of concrete, nine by nine feet. The dock is to be completed next spring.

The old Grand Northern dock, which has been leased by the Carnegie Dock and Fuel Company, will be rebuilt and work will be started at once. The dock will be extended 1,000 feet to the harbor line.

The present dock, which will be entirely rebuilt for the Carnegie company, is 1,000 feet long and 320 feet wide. The addition to carry it to the dock line is 1,000 feet more, making a total length of 2,000 feet. This will give the Carnegie company, when completed, the largest dock in point of storage capacity at the head of the Lakes. For the present no hard coal sheds will be built, but these will be arranged for early next year.

LAKE MARINE ITEMS.

The New York & Great Lakes Transportation Company has decided to give its fleet of canal boats Indian names. Five of the fleet will be christened Tuscarora, Onondaga, Seneca, Cayuga, while the sixth boat, which is a steamer, will be named the Tonawanda.

September was a record-breaking month in lumber receipts at the Tonawandas, 52,189,722 feet having been received. During the present season up to October 1, the lumber receipts at the Tonawandas amounted to 208,853,570 feet, while the ore receipts to date are 285,329 tons.

With the view to the establishment of a Life Saving station at Toledo, O., General Superintendent Kimball of the Life Saving Service has been ordered to proceed to Buffalo for a conference with Lieutenant Commander Stearns, United States Navy Inspector of the Tenth Lighthouse district.

The first of the new steamers building by the American Shipbuilding Company for the Pittsburg Steamship Company was launched on October 23 at Lorain and christened the William B. Schiller. Mr. Schiller is president of the National Tube Company, one of the subsidiary companies of the Steel Corporation, with offices in Pittsburg. The second of the new steamers building by the American Shipbuilding Company for this company will be ready for launching about the middle of November, and will be named the John P. Morgan, Jr.

There is a strong feeling among the captains sailing vessels to Duluth that the north pier of the ship canal should be lighted. After the pier lights maintained by the city had been extinguished last season a couple of lamps were maintained at the end of the pier, under arrangements made by William Livingstone, President of the Lake Carriers' Association, but this year no such arrangements were made and since September 15 there has been nothing to guide the mariner on entering the harbor but the range lights maintained by the Government.

For fair products of all kinds consult the JOURNAL's ad columns!

INFORMATION WANTED.

Frank Donnelly is inquired for by his mother, Mrs. Eva Donnelly, 1317 Clark St., Racine, Wis.

Wm. A. Nicholson, No. 13,156, Lake Seamen's Union, is inquired for by his sister, Miss Alice Nicholson, 356 Lake street, Oak Park, Ill.

Millard McLeod, No. 22582, Lake Seamen's Union, is inquired for by his mother, Mrs. D. A. McLeod, Box 475, Sterling, Kansas.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

Albert Appenyella, sometimes known as Albert Zellers, supposed to be a seaman and a dredgeman, is inquired for by his sister, Anna Goodmiller, 806 E. Wood St., Decatur, Ill.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

674 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.

TOLEDO, O.....54 Main Street
Phone Bell 1890.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.

SUPERIOR, Wis.....213 Banks Avenue
Telephone, Old Phone, 4428 L.

BAY CITY, Mich.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
KINGSTON, Ont., Canada.....(Box 96) King Street
ERIE, Pa.....305 French Street
Telephone Bell 682.

CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.

SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.

SANDUSKY, O.....510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

NEEDLE-WORKERS OF THE LOIRE.

The recent inquiry by the French Bureau of Labor is set forth in a report dealing with some of the "home" industries, especially those in the branch of needlework. In the Loire region, at Bourges, Mans and Cholet, women labor ten hours or more per day sewing on shirts, skirts and other articles of clothing. For this work they derive an annual income of from 108 to 240 francs ($20.84 to $46.32). In numerous districts a wage of from 3 to 5 centimes (5 centimes= 1 cent) per hour is paid. Competition, both in respect to labor and markets, is said to have produced this condition. The beautiful work of other days, known as classique, is no longer in demand. The poor stuff flooding the markets, principally in the country districts, has given rise to the keenest competition among legions of working women, who engage in every kind of ordinary hand work. In Bretagne, at Concarneau, the sardine packers, when the season is slack, are employed in the production of "Irish lace" at ridiculously low wages. They produce their goods from patterns furnished to them by the large buyers. In Auvergne the field laborers make pillow lace, which nets them at the rate of 25 centimes (5 cents) per meter (39.37 inches). These same goods are said to be sold elsewhere for 1.50 francs (39 cents) per meter. The attempt made by certain fashionable ladies to place the laces "on vogue" has, according to report, met with little success.

At a recent conference at the Academy of Moral and Political Sciences the question of a change of system with regard to such labor and its compensation was discussed by men prominent in the lace industry and trade. These men discourage any attempt to provide relief through legislative means, but suggest that an arrangement be effected with the workers which will insure them a more equitable basis in the production of their hand work. This includes the consideration of a minimum annual wage for a day of ten hours, as well as the condition that, in the distribution of work, the price of "making up" should accord with the minimum rate. There seems to be a disinclination to follow in the steps of recent British legislation in these special classes of industry. The feeling appears to sanction the scheme of a voluntary understanding or contractual relation between the cottage workers and the agents.—Consular Report.

ANCIENT ART REDISCOVERED.

Through mistaking another compound for borax, while working at his trade as a jeweler, David Lamon of Denver has suddenly found himself in possession of the much-sought-after method of hardening copper. This powder, instead of softening the metal, as borax does, instantly changed the heated copper into such a degree of firmness that manipulation was impossible. Quick to take the advantage that fortune had so unexpectedly thrust upon him, the jeweler at once made a critical analysis of the compound, determined the ingredient and finally protected his wonderful secret by a patent.

The art that was old when the pyramids where building, and which crumbled into dust with its discoveries, to remain a mystery and a hopeless secret for centuries, has again been given the world by the fortunate blunder of an unsuspecting jeweler.

Heretofore the combined efforts of earnest scientists to treat and harden this metal have either been in merely glazing the surface, or by addition of certain substances while in a molten state. Neither of these processes has really accomplished all that could be desired, nor has the treatment been put into practical use.

Contrary to these methods, the Lamon process not only hardens the copper, but tempers it as well. It is neither treated in the molten state, nor glazed, but the finished product, in any and all shapes, is given a complete and lasting physical change. The tensile strength is increased and the life of the metal lengthened more than treble.—Technical World Magazine.

WOMEN AND THE OCCUPATIONS.

There has been a considerable amount of discussion of late in the press and in the magazines in regard to the number of women who are entering the trades and professions. Professor Thomas—who is connected with the University of Chicago—has been writing articles for the American Magazine and in the September issue of this periodical he devotes himself to a consideration of this subject. Part is as follows:

"It is idle, indeed, to speak of the exclusion of women from the occupations. They are entering them from the top and from the bottom. The ill-conditioned are being forced into them and the well-conditioned—those whom men have been educating while deploring the use of their education—are already entering them in considerable numbers at the top. And they are finding new and characteristic ways of giving to society that reserve of affection and nurture which they have heretofore reserved for the child and the home.

"In the year 1900 there were more than 5,000,000 women gainfully employed in the United States (as against 23,753,836 men), the rate of increase between 1890 and 1900 of the number of women so employed was much greater than the corresponding increase for the employment of men (for women 32.8 per cent; for men 21.9 per cent), and the number of women gainfully employed increased more rapidly in the decade than the female population. So, whether we wish it or not, the old order is already changing rapidly. It is too late to theorize on this point. It means simply that the old idea that all women should live on the activities of men and should limit their own interests to the bearing and rearing of children has gone to pieces."

The tie-treating plant of the Mexican Central Railroad has reached an output of 3500 ties per day, making it one of the largest concerns of its kind in the world. The local plant is the first in the history of railway operation to make a success of the treatment of ties by the Ebano oil process. It is expected that the treatment will prolong the life of each tie from 8 to 12 years.

The production of all kinds of cement in the United States last year totaled 52,775,925 barrels, worth $44,376,656, a decrease in value from 1907 of over $11,500,000.

Demand the union label on all purchases.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.
SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 44-46 East St.
Branches:
VANCOUVER, B. C., 122 Alexander St., P. O. Box 1365.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 1312 Western Ave., P. O. Box 65.
PORT TOWNSEND, Wash., 114 Quincy St., P. O. Box 48.
ABERDEEN, Wash., P. O. Box 62.
PORTLAND, Or., 51 Union Ave.
EUREKA, Cal., 227 First St., P. O. Box 327.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.
Headquarters:
SAN FRANCISCO, Cal., 91 Steuart St.
Branch:
SEATTLE, Wash., 1408½ Western Ave., P. O.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.
Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branches:
SEATTLE, Wash., Colman Dock, Room 13, P. O. Box 1335.
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UNITED FISHERMEN OF THE PACIFIC.
Headquarters:
SEATTLE, Wash., P. O. Box 42.
Branches:
COLUMBIA RIVER FISHERMEN'S UNION.
ASTORIA, Ore., P. O. Box 138.
LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.
GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.
ALASKA FISHERMEN'S UNION.
SAN FRANCISCO, Cal., 93 Steuart St.
Agencies:
SEATTLE, Wash., Colman Dock, Room 10, P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.
Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal
Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the
FEDERATED SEAMEN'S UNION OF AUSTRALASIA
29 ERSKINE STREET, SYDNEY, N. S. W.

PRECOCITY AND GENIUS.

There was Jenny Lind, for instance, who, at 5 or 6 years of age, astounded everybody with the purity of her voice and her wonderful skill in its management. The pianoforte playing of Meyerbeer, Mozart and Mendelssohn, when they were 6 years of age, aroused the admiration of every critic, while when he was 8 Paganini composed a sonata of so difficult a nature that none but himself could execute it. He performed it in public at the age of 9.

At the age of 3 Paderewski could play the piano, while Lady Halle, when she made her first public apeparance at 6 years of age, created such enthusiasm that a tour was instantly arranged, which included such musical centers as Leipzig, Berlin and Breslau. At 8 Lady Halle was playing at the London philharmonic concerts.

Among present-day actresses are many who showed histrionic talent at tender years. Miss Ellen Terry made her debut when she was 8. Mrs. Kendal was appearing at the Marylebone Theater when she was 4, and playing Ophelia at the Haymarket when she was 16. Miss Bateman, the famous impersonator of Leah, first appeared on the stage when she was 5, and when she was 8 was brought to London by the late P. T. Barnum to appear in a series of Shakespearean revivals. Lady Bancroft was at one time the leading child acress in the country, while Miss Ada Reeves appeared before the public when she was 6, and at 14 was an acknowledged music hall "star." Miss Vesta Tilley began still earlier. Her stage career started when she was 3, and at 6 she first appeared in men's clothes and was advertised as the "Pocket Sims Reeves."

Two or three years ago quite a number of child-preachers were attracting attention on both sides of the Atlantic, notably Frances Storr, the 12-year-old Doncaster girl, who often had audiences numbering close upon 2000; Lonnie Dennis, who was only 5 when he preached to an audience of over 3000 in New York, and included among his sermons one which told how he was called to the ministry at 4 years of age; and Jack Cooke, the Manchester boy, who at a very early age determined to become a second D. L. Moody. He preached his first sermon when he was 11, and two years later conducted many successful missions in the States.

Who knows but what they may follow in the footsteps of Spurgeon, who was an active member of the Baptist connection while he was still in knickerbockers, and preached his first sermon at the age of 16? Before he was 20 Exeter Hall was not large enough to hold his congregation. George Fox, the evangelist and founder of the Society of Friends, was quite a little boy when he started preaching at a tavern, and George Whitefield and John Wesley both commenced preaching at a very early age.

It has often been said that the most amazing example of precocious genius on record is furnished by John Stuart Mill, who at 3 years of age was learning the Greek alphabet, and at 8 had read in the original many Greek authors. Then he began to learn Euclid, algebra and Latin, and before he was 12 was made to teach the younger members of the family.

The precocity of Sir William Rowan Hamilton, the celebrated mathematician, is often overlooked. He excelled in the study of languages, and is said to have known at least thirteen at the age of 12. At 3 years of age he was a very good reader of English and considerably advanced in arithmetic. At 4 he was a good geographer, and at 5 able to read and translate Latin, Greek and Hebrew. Then he added a knowledge of Italian and French to his learning before going on with Arabic and Sanskrit.—London Tit-Bits.

INDUSTRIAL GERMANY.

The German industrial census of 1907 takes in all concerns that employ labor. As soon as a man employs in his business one person outside the members of his own family his business becomes an industrial concern and subject to government regulation. The railroad, postal, telegraph and telephone employes are especially excluded, but city tramway employes, employes in the railroad shops, farm laborers, foresters, clerks, salesmen, and even the employes of the army canteens are included. These figures indicate a constant tendency in manufacturing toward the development of larger concerns. In other classifications both the number of concerns and the number of their employes are increasing in about normal ratio. Regarding the figures as a whole, during the past twelve years (1895-1907) the number of employes has increased in a ratio about four times that of the concerns employing them, and the proportionate increase of female employes is still greater.

The census of 1907 shows that there were then employed in 4,025,591 industrial concerns in Germany a total of 14,348,389 persons, of whom 3,510,466 were women. Of these concerns 3,423,645 were independent or main concerns and 601,946 were branch shops or factories. In 1895, the date of the last previous census, the total number of employes was 10,269,269, an increase of 4,079,120 for 1907. The number of concerns in 1895 and 1907, respectively, as given in the census was as follows: Gardening, stock raising, fishing, etc., 53,547 and 63,706; manufacturing, mining and building, 2,428,473 and 2,326,200; trade and transportation, including hotels and restaurants, 1,176,068 and 1,635,685. In the foregoing concerns the number of employes in 1907 in excess of 1895 was as follows: Gardening, etc., 50,983; manufacturing, mining and building, 2,852,407; trade and transportation, including hotels and restaurants, 1,175,730.

The classification of trade and transportation includes not only stores, tramways, forwarding agencies, etc., but also practically all places where liquors are sold.

In addition to the foregoing classifications, statistics of a class of concerns under the heading of theatrical, musical, carnival showmen, and fair merchants were collected in 1907 for the first time. Of such concerns 34,338 were found, giving employment to 87,906 persons, of whom 19,067, or nearly 22 per cent, were females.

Work on the first fourteen-inch gun ever built for the Navy has been begun at the Government factory at Washington, D. C.

Demand the union label on all purchases.

FISHERMEN'S RELIEF FUND.

San Francisco, Cal., October 15, 1909.

To the Officers and Members of the Alaska Fishermen's Union—

Comrades: We, your regularly elected Finance Committee, as per instruction of meeting October 1, 1909, beg to report, after a careful examination of the various subscription lists for Hans Goranson, No. 11, Michael Nilsen, No. 280, and John Anderson, No. 552, also on separate subscription lists for Mrs. H. Goranson, Mrs. Willman and Jack Malony, as follows:

On the Goranson, Anderson and Nilsen lists, as follows:

By the North Alaska Salmon Co. men, Hallerville	$ 49.00
By the North Alaska Salmon Co. men, Lackonak	51.00
By the North Alaska Salmon Co. men, Egegak	19.00
By the North Alaska Salmon Co. men, Nushagak	00.00
By the L. A. Pedersen's men at Naknek.	148.00
By the Nelson Lagon Salting Station men	30.00
By the Olson and Nelson men, Koggiung	24.50
By the Peter M. Nelson's men, Egushik..	50.00
By the F. B. Peterson's men, Naknek....	56.00
By the F. B. Peterson's men, Ugashik....	48.00
By the Northwestern Fisheries Co. men, Orca	7.00
By Ch. Buschmann of the N. W. F. Co., Seattle	5.00
By the A. F. P. Co. men, Astoria, Ore. (Nushagak)	51.00
By the Alaska Packers' Association men, Karluk	57.50
By the Alaska Packers' Association men, Koggiung	58.50
By the Alaska Packers' Association men, Egegak	76.00
By the Alaska Packers' Association men, (Nushagak), Clarks' Can	144.00
By the Alaska Packers' Association men, (Nushagak), Scandi Can	53.50
By the Alaska Packers' Association men, Naknek	184.50
By the Alaska Packers' Association men, Loring	35.50
By the Alaska Packers' Association men, Chignik	64.50
By the Alaska Packers' Association men, Alitak	36.00
By the Alaska Packers' Association men, Cook Inlet	2.00
By the Alaska Packers' Association men, Fort Wrangel	64.00
Grand Total	$1314.50
Total paid out by Treas. Ed. Andersen..	$ 451.60
Leaving a balance to be divided of.....	862.90
Grand Total	$1314.50

We, your Committee, recommend that this money be equally divided between the three parties, these funds having been subscribed for that purpose. This will give to each two hundred and eighty-seven 63/100 dollars ($287.63).

We, your Committee, further find that additional subscriptions have been taken up by our Seattle Agent, Fred. Swanson, for Comrade Hans Goranson, as follows:

From the crew of the J. D. Peters for the N. W. F. Co., Seattle	$ 98.50
From the crew of the B. F. Packard for the N. W. F. Co., Seattle	92.50
From the crew of the ship St. Paul for the N. W. F. Co., Seattle	163.00
From the crew of the bark Guy C. Goss for the N. W. F. Co., Seattle	131.00
By the Northwestern Fisheries Company of Seattle	50.00
Grand Total	$535.00

These funds we find have been properly turned over to Mrs. Goranson, widow of Hans Goranson.

To Mrs. Hanna Willman, widow of Comrade Karl E. Willman, who drowned on the Koggiung River, Alaska, July 4, 1909, we find the following separate subscription taken up and properly turned over to Mrs. Willman:

By the men from the L. A. Pedersen Cannery, Naknek	$ 77.00
By the men from the A. P. A. Cannery, Naknek	87.50
By the men from the A. P. A. Cannery, Koggiung	292.50
By the crew of the James Nesmith while paid off per J. Johnson	47.00
Grand Total	$504.00

We further find fifty-six no/100 dollars ($56.00) subscribed to sick Italians by the crew of the ship Indiana while paid off, and which funds have been properly turned over to Jack Malony, who was in charge of these subscriptions.

Respectfully submitted.

I. N. HYLEN, Secretary,
Alaska Fishermen's Union.

PAUL GERHARDT,
HENRY R. HOEPPNER,
THOMAS SWANSON,
Finance Committee.

News from Abroad.

The Chinese Government has announced that the four treaty ports in Chientao will be opened on November 2.

The second international pure-food congress was opened at Paris on October 18 by M. Ruau, Minister of Agriculture.

The University of Copenhagen has declined to forego its privilege to the first examination of the North Pole records of Dr. Cook.

The Chilean Government has decided upon $20,000,000 naval expenditures. The program includes the building of a Dreadnought.

Prophecies of a second war between Japan and Russia are made in the Hochi Shimbun, a Tokio paper, under the heading "Superficial Peace."

Twenty-five persons were drowned on October 21 following the bursting of a dam at Lake Dorkos, thirty miles northwest of Constantinople. The lake supplies water for the capital.

Japanese newspapers complain that despite official action by the Chinese Government, the boycott against Japanese steamers and merchants is growing, especially in North China.

A report was current in St. Petersburg on October 20 that orders had been issued for the mobilization of the First Corps of the Russian Guard preliminary to the occupation of Finland.

The recent earthquake in Beluchistan, East India, was the worst that has occurred over such a wide area in many years. It is reported that the fatalities were 136 and that 150 persons were injured.

Copies of circulars issued in North China have been received in Japan after having been spread broadcast among Chinese of the lower classes disseminating inflammatory statements against the Japanese.

Professor Caesar Lombroso, the noted Italian criminologist and alienist, died at Turin on October 19. He was born at Venice in November, 1836. Professor Lombroso was widely known for his studies in criminology.

Nicaragua is fully carrying out with the United States her agreement for the settlement of the claim of the George D. Emery Company in annulment of the latter's timber concession in Nicaragua, and has made the first payment on the $600,000.

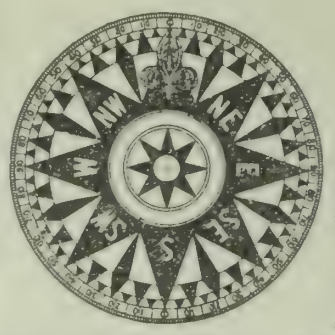
The Spanish Cabinet formed January 25, 1907, under the Premiership of Antonio Maura resigned on October 21 as a result of the bitter attacks made against the Government by the former Premier, Moret y Prendergast, representing a powerful opposition.

King Frederick of Denmark has accepted the resignation of M. Christensen, Minister of War and Marine. Christensen has been the subject of severe criticism at public demonstrations because of his alleged responsibility in connection with the Alberti frauds.

American capital is being invested heavily abroad in the construction of railroads. There has just been granted to an American syndicate the right to construct 1243 miles of railroad line in Turkey, extending from Ivas to Mosul and beyond, and touching the towns of Harput, Diarbekir, Bitlis and Van.

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INFORMATION WANTED.

Anyone knowing the whereabouts of seaman Ernst Dau, please notify the German Consul at San Francisco.

James Thoburn was at the Seamen's Institute about 1902. Letter awaiting him at 242 Steuart street, San Francisco.

Arthur John Martin. Was in San Francisco last March. Any news of him sent to Seamen's Institute will be appreciated.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

Robert Fordyce Bowers, age 33 years, height over 5 feet, stout build; correspondence awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

John M. Murphy, dark hair, blue eyes, height 5 feet 8, smooth face. Last heard of at Oakland. Any information, communicate Seamen's Institute, 242 Steuart street, San Francisco.

Harry W. Morse, of Watertown, Mass., about 5 ft. 8, light hair, blue eyes, wore glasses. Enquiry from Lillian J. Morse. Letter awaiting him at Seamen's Institute, Steuart street, San Francisco.

Wilford Lawton Easterbrook is inquired for by his mother. Any one knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Ore.

Henry Laurent, who has been sailing between San Francisco and Honolulu, is inquired for by his mother. Anyone knowing his present whereabouts will please communicate with the Coast Seamen's Journal.

John Johnson, a native of Norway, born September 15, 1858, at Blegeleidet Bamle; last heard from in 1904 living at 230 Third street, San Francisco. Any one able to give any information kindly communicate with his nephew, M. Olsen, 165 Third street, San Francisco, Cal.

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INFORMATION WANTED.

The five sailors who left the schooner A. J. West at Honolulu, on March 30, 1908, are requested to communicate with the Secretary of the Sailors' Union of the Pacific. The libel against the A. J. West has been adversely decided by the Federal Court at Honolulu.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, A. B.
Akesson, C. A.
Andersen, Lars
Andersen, Carl P.
Aposholokos, P. G.
Apps, P.
Atkinsen, S.
Baek, M.
Berentsen, Rolf.
Berentsen, Alex.
Blomquist, B. W.
Bohman, Eric
Boad, ——
Brown, Jim
Brakke, Hans
Buck, F.
Buth, Sigfried
Carmell, Geo. B.
Carlson, Thure
Christiansen, Andrew
Chapman, F. G.
Christoffersen, Emil
Christie, W.
Chotard, Emil
Conee, A.
Draw, J.
Eichel, Chas.
Elliot, W. V.
Elsted, John
Eliasen, C.
Elboidt, Alfred
Elwood, Alfred
Engstrom, Chas.
Ernst, Geo.
Erickssen, A. R.
Fasig, Don
Fredriksen, B. D.
Glasheen, John
Gonyette, Joseph
Grohn, John
Grise, J. H.
Gustafson, K. O.
Hansen, K. Johan
Hansen, Harold O.
Hansen, T. S.
Harris, E.
Hansen, John
Hansen, Ernest
Helbwood, ——
Hedlund, Arvid
Hermansen, L.
Herbert, Chas.
Holden, W.
Ingalls, Lewis
Jacklin, C.
Jacobson, T.
Jacobson, Carl
Jersch, W.
J. W.
Johanson, C. J. -1566
Johanson, K. -1592
Johanson, Chas.
Johanson, Hans
Johnson, Alf. -1700
Johnson, Eric
Jorgensen, Julius A.
Kalning, Jacob
Kahlhetser, F.
Kaald, Johan
Kisher, K.
Klingenberg, J.
Knutson, E. A.
Kohler, Albert
Krentz, Karl
Kristofferson, Alfred
Kristiansen, Louis
Kristiansen, Nils
Kristofferson, Emil
Kuhl, Hans
Larsen, Chr.
Larsen, Hans
Latz, K.
Lauritsen, Hans
Lind, H. E.
Lof, Oscar
Malmberg, A. C.
Mayers, P. M.
Masterson, D.
Mattson, E. -1856
Mathison, Nils
McDonald, James
McFadden, W.
McGuire, O. S.
Mitchell, S.
Mietman, John
Mikkelson, Kr.
Morrison, J.
Molver, Olof
Monsson, S.
Mortimer, Ernest
Ness, Carl
Nelson, Peter
Nicholsen, O. T.
Optiger, Geo.
Olsen, E. K.
Olason, Axel
Olsen, B. -597
Olsen, Hans P.
Olsen, Anton
Olsen, Ragwold
Overland, T. -912
Pederssen, Olaf
Pedersen, Chr.
Pel, J. Van
Penny, W.
Petterson, Meyer
Peterson, Peter
Petersen, E. P. -668
Penningrud, L.
Price, Bruce
Rasmussen, And.
Rasmussen, Harold
Rasmussen, Ackton
Ruman, Karl
Riehbrack, Paul
Rides, Arthur
Robertson, D. A.
Rugland, Ole
Sandstrom, Th.
Saaleness, T. J.
Sandstrom, O. S.
Scherlan, R.
Seidel, G.
Skarin, R.
Sorensen, Hans
Sally, Ed.
Steen, Ivar -1999
Sundley, E.
Swanson, Emil
Swanson, B.
Thomas, W.
Thonesen, Tonger
Thompson, T. G.
Zebr, G.
Winnie, Clifton
Worm, Albert
Woolridge, C. C.

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INFORMATION WANTED.

Henry D. Steele, No. 2166, of the Sailors' Union of the Pacific, is inquired for. Address, Coast Seamen's Journal.

Alfred Douglas Brakel, a native of Russia, also known as Fred Hansen, left the Russian cruiser Lena; last heard of about three years ago, is inquired for by his mother. Address, "Coast Seamen's Journal."

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Domestic and Naval.

The loss from fire which swept Quebec's water front on October 17 will exceed $1,000,000.

The British schooner Emily R., from St. John for Maitland, with a general cargo, foundered off Cape St. Mary on October 12.

The schooner Albert Phara has been beached at Bangor, Me. She has been purchased by George A. Gilchrist and will be broken up.

A special cable from London states that while no official statement is obtainable there, yet well-informed circles attach much importance to the rumored Canadian Pacific control of the Allan Steamship line.

The new German steamship Etha Rickmers, which was constructed at Bremerhaven, and which arrived at Norfolk, Va., recently, has been ordered to proceed to Philadelphia to load a full cargo of case oil for Japan.

Record target practice scores of the American Navy for 1909, show that the Washington is a winner in the battleship class, the Charleston in the cruiser class, the Wilmington in the gunboat class, and the Tingey in vessels competing for the torpedo trophy.

Attaining a speed of 31.85 knots an hour, the torpedo boat destroyer Reid had a four-hour run at Bath, Me., on October 9, completing her tests for speed and coal and water consumption and clinching her claim to the title of fastest of American naval vessels.

A $10,000 silver service and a stand of colors were presented to the battleship Minnesota at New York on October 4. The silver was the gift of the State whose name the warship bears, and the flags came from Minnesota school children, each child having given one cent for the purpose.

Captain Rawding, of the schooner Ellen Little, which arrived at Boston from Tampa, recently, reports passing a vessel's spar projecting about 15 feet out of water and standing upright, on October 3, in latitude 34.10 north and longitude 76 west. The spar is apparently attached to a submerged wreck.

First Officer J. S. Townsend, of the United States collier Hannibal, has received a personal letter from the Secretary of the Treasury commending "the promptness, coolness and disregard of personal danger" which characterized his action in saving seven lives during the coaling of the United States steamship Mississippi in Hampton Roads, on September 13.

The Merchants and Miners' line steamship Persian has been placed on the Southern route from Philadelphia, while the steamship Lexington, of the same line, will operate between Philadelphia and Boston. The former will take the place temporarily of the steamship Frederick, which is to undergo repairs at Newport News. The Frederick was towed into Savannah recently after having met with a series of mishaps during the recent hurricane.

The freight steamer George Stone of Cleveland was wrecked on Point Pelee, Ont., on October 13 and six lives were lost. Captain Paul Howell, Peter Daley of Erie, Pa., and six members of the crew were overturned in the surf attempting to go ashore for assistance. Two of the crew clung to the overturned boat four hours until they drifted ashore. The remaining ten members of the crew were taken off the wreck by the steamer F. M. Osborne.

Home News.

Eleven Chinese, arrested at Dallas, Texas, recently in a freight car, were sentenced to deportation.

The Supreme Court of Pennsylvania on October 19 allowed an appeal in the cases growing out of alleged grafting in connection with the building of the State Capitol.

Six of the fifteen county officers and salesmen indicted by the special grand jury for offering and accepting a bribe at Youngstown, O., pleaded guilty on October 22.

Commander Robert E. Peary's proofs, records and observations that he reached the North Pole April 6, 1909, have been submitted to the National Geographic Society.

L. Gutierrez De Lara, whose extradition is sought by Mexico, has been released at Los Angeles, Cal., on $3000 bail. De Lara is charged by the Federal authorities as an anarchist.

Figures received by the Nashville (Tenn.) Banner show that ninety-three persons were killed and one hundred injured in the recent cyclone in Tennessee, Alabama and Georgia.

Philip Allen, Jr., vice-president of the First National Bank of Mineral Point, Wis., was arrested on October 15 charged with the embezzlement of $168,000 of the bank's funds.

Charles R. Crane, recently appointed Minister to China, was dismissed from that post by Secretary of State Knox, upon the ground of indiscretion in the public discussion of the relations between the United States, China and Japan.

Night riders have again commenced active operations in Kentucky, and burned the barn of Edward Johnson, near Willow, in Bracken county. Three thousand pounds of tobacco were destroyed. Johnson had not pooled his crop.

As a result of a hurricane which struck the southern coast of Florida on October 11 Key West is a mass of wreckage and the damage to property is estimated at $2,000,000. Many lives were lost and a large number of vessels were wrecked.

Governor Frear of Hawaii estimates the population of the Territory of Hawaii at 175,000. Of this total 75,000 are Japanese, 18,000 Chinese, 35,000 Hawaiians, and the 47,000 others of various nationalities, including whites, Spanish, Portuguese, etc.

So great has been the demand for new Lincoln pennies that nothing else has been coined at the mint in Philadelphia since the end of June. The coinage of the copper coins in the three and a half months has reached the total of 70,000,000 pennies.

The New York Tribune, founded by Horace Greeley in 1841, announced on October 21 that two radical changes had been made—the price has been cut from 3 cents to 1 cent, while the familiar six-column makeup has been changed to seven columns. The Herald now remains the only 3-cent morning paper in New York.

A committee of fifteen colored men, representing the colored citizens of Fairbanks, Alaska, presented former United States Senator Foraker with a gold medal at Cincinnati on October 21 in recognition of his efforts in behalf of the colored soldiers who were dismissed from the United States Army for alleged participation in the Brownsville (Texas) riot.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abbors, Arne
Aga, Johan
Akerson, Chas. A.
Alander, O. J.
Alver, A. M.
Amundsen, Daniel
Andersen, Chr.
Andersen, -1562
Andersen, Sam
Andersen, Anton
Andersen, -1108
Andersen, -1514
Andersen, -1048
Andersen, -1560
Anderson, -1048
Andersen, Sven
Andersen, -1541
Anderson, A. C.
Anderson, Sam
Anderson, Axel
Anderson, John
Andersson, Emil
Andersson, Karl T.
Andersson-1552
Antonsen, Marius
Arnold, E. B.
Arntsen, Julian
Aunbaun, A.
Aylward, Jas.

Bakke, Ed.
Barrinto, J.
Bastion, W.
Beck, Mr.
Beckman, Rudolph
Beckwith, Geo.
Bensen, B.
Berg, Julius
Berentsen, -1755
Berlinz, Emil
Berntsson, M.
Bevilacque, O.
Birde, Chr.
Birkelund, R.
Bjorklund, Erik
Blindheim, O. C.
Bliesath, Max
Blomqvist, Chas.
Bohm, Emil
Borresen, Niels
Bourbigou, Louis
Bower, G.
Boyesson, John
Brandt, Oscar
Bray, John K.
Bray, Edward
Bregler, Fred
Brelin, Adolph
Brewer, Wm.
Brinton, Geo.
Browne, Harold W.
Brox, Harry
Buaas, Thomas
Bung, B.

Carlgren, -644
Carlmark, Barthold
Carlsen, Sigurd
Carlson, -735
Carlson-760
Carlson, Fred
Carlson, John
Carlsson, John W.
Carron, Ed.
Chapman, Frank
Chaler, B.
Chauche, J. A.
Christensen, Hans
Christensen, Carl E.
Christensen, -587
Christensen, -850
Christensen, -1125
Christensen, Albert
Christensen, M. H.
Christensen-1332
Claus, C.
Cutler, Wm.

Dahl, John B.
De Young, A. R.
Diez, Th. H.
Doose, Wm.
Dories, H.
Dracar, Edgardo
Drausmann, Chas.
Duncan, G. M.

Edman, O. -557
Eliassen, Sigurd
Ellingsen, Fred
Endresen, -673
Engberg, Oscar
Engblom, Albert
Eriksen, E. H.
Ericksen, Gerhard
Erickson, K.
Eriksen, E. W.
Eriksson, -333
Erickson, A.
Ericson, C. W.
Erikson, P. E.
Espensen, E. N.

Fallbom, J. A.
Farnen, W. L.
Faulkner, John E.
Fogland, Arthur
Fors, Alf.
Frandsen, Niels
Frankovich, A.
Fredricksen, -529
Frederiksen, B.
Froberg, T. W.

Gabrielsen, Elling
Geiger, Joe
Gibbs, Harry D.
Gras, Chas.
Green, W.
Gronman, H. R.
Gulberson, A.
Gunnarson, John
Gunther, Chr.
Gunderson, Ole
Gustafsson, G. B.

Haagensen, Martin
Hallstrom, J. E.
Halvorsen, Chas.
Halvorsen, H. E.
Halvorsen, Wm.
Hamilton, B. L.
Hansen, -1134
Hansen-1869
Hansen, Emil
Hansen, -1195
Hansen, H. T.
Hansen, Jens M.
Hansen, Enok
Hansen, Charles
Hanson, N.
Hansson, -1270
Harmening, Fritz
Hedlund, Orvid
Heesche, H.
Hegener, Reinhold
Heimann, Chr.
Hendriksen, Adolf
Henriksen, Adolf G.
Hentschel, Otto
Hodermann, Max
Hogensen, M.
Hoglund, Frank
Holmgren, G. J.
Holst, Richard
Holz-1764
Huchlassen, Thomas
Huisman, K.
Hultberg-1833
Hultman, Albin

Ingeman, -132
Ingvalsen. Ing.
Isaacson, Hans
Itvelt, F.

Jacobsen, Hans H.
Jacobsen, Martin
Jacobsen, -1786
Jansson, Andreas L.
Jensen, N. O.
Jensen, Edw. K.
Jensen, Ingwald M.
Jensen, -769
Jensen, -1791
Jensen, -1944
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Johnson, Hilton C.
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Johnson, John E.
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Johnsson, Frank
Jonassen, Johan
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Kane, G.
Karlsen, Konrad
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Klahn, Karl
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Klebingat, Fr.
Klingstrom, G.
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Langvardt, Chr.
Larsen, Peter
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Leino, G. F.
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Olafsson, M.
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Olsson, J. W.
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Osterdahl, Chas.
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Pache, Paul
Palizek, Lorenz
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Pearson, J. T.
Pedersen, S. Reinhold
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Persson, Hjalmar
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Pettersson, Sigurd
Pratt, Mr.
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Raahange, J. F.
Ramlov, Emil
Randle, Dave
Rasmussen, A. R.
Rasmussen, Erik
Rasmuson, A.
Reese, W. H. C.
Reichelt, H. A.
Reutern, Axel
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Rommel, Andrew
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Saunders, Chas.
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Schevig, A. B.
Schlosser, Ludv
Schmidlen, John
Schmidt, Fritz
Schmitt, Geo.
Schneckloth, Ed.
Schulz, G.
Schultz, Albert
Schultze, Axel
Schwartz, Jos.
Schwencke, Karl
Seiron, Tom
Siebert, Harry
Siem, C.
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Simens, Frank
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Smith, Fred
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Smith, John V.
Soderlund, A.
Soland, Hans
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Sonnenberg, Herman
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Sovik, H.
Sprague, C. B.
Stangeland, P. E.
Steen, Helmar
Stein, John
Strand, Olav
Strandquist, Louis
Sundberg, K. K.
Sutterez, Arthur
Svanson, Hugo
Svendsen, -1050
Svendsen, A. F. S.
Svendsen, Anker
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Svendsen, Otto
Swanson, Carl
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Swansson, Emil
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Swensson, L. G.
Syvertsen, Hans

Teigland, Karl
Thomsen, Grouland
Thomas, Jos. W.
Thorne, Gus
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Tiller, E.
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Torkelsen, Marinus
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Turan, R.

Valeur, Marius
Vega, F. A.
Verdick, C.
Vetland, John
Vickers, John
Viereck, Henry
Vogel, Martin
Vortman, Wm.

Wahl, J.
Wakely, R. E.
Wallrath, K.
Watson, A. J.
Wells, Geo. A.
Welsen, J.
Werner, Paul
Westhofer, H.
Wetzel, Curt
Weyer, Paul
Weyman, Emil
Wiberg, E. A.
Wickstrom, Chas.
Wideberg, Oscar
Wiekman, P.
Wihtol, Ernest
Wikstrom, Wm.
Wilke, Wm.
Wilson, Fred
Wingsten, Hj.
Winsens, P. G.
Winters, Ch.
Wolter, John
Wunsdorf, Aug.

Ziffer, Chas.

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Andersson, Vicktor
Cornelius, L.
Dahlman, Axel
Hansen, Chas.
Holmstrom, Carl A.
Jensen, -1944
Johnson, Chas.
Johnson, Edv. -1980
Johannessen, -1863
Kolstad, Anton
Morken, Kristian
Ruhlmann, Louis
Ruthberg, E.
Torkildsen, Marius
Wilberg, John
Zimmerman, F.

INFORMATION WANTED.

Johan Pommer, a native of Russia, aged about 38, supposed to be somewhere in a Pacific Coast State, is inquired for by Alex Pommer, Sailors' Union of the Pacific, 44-45 East street, San Francisco.

Portland, Or., Letter List.

Anderson, Eskil
Andersson, J. S.
Berntsen, Julius
Cox, H. E.
Farm, J. B.
Fostwedt, Carl
Hultberg, Ernst
Jensen, M.
Jacobsen, Hans
Johnson, C. A.
Kearns, Edwin
Kjorsvik, Johan
Kent, Jack
Klebingat, Fred
Lorin, Cristian
Lynd, Chas.
Moren, E. H.
Olson, Olaf
Olson, Otto
Scott, Ed.
Sundholm, Freppa
Schmidt, Franz
Schneider, William I.
Sanchez, Frank

Tacoma, Wash., Letter List.

Anderson, A. B.
Anderson, Chas. -907
Behrent, E. -1579
Berndt, Hugo
Buhmeister, John
Chapman, F.
Charlson, M.
Christoffersen, Emil
Clausen, Nils
Davey, Chas.
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Eklund, Sven W.
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Frederickson, F. H. -529
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Harris, J.
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Johanson, Emil
Larsen, Holger
Lund, Peter
McGuire, George
Meyers, Chas.
Nilsen, Oscar L.
Nordenberg, John
Olsen, Ole Johan
Olsen, Sigvald
Poppe, George
Ratshet, August
Saunders, J.
Sovig, Chas.
Swanson, Ben
Turner, Alfred
Turner, Richard
Wells, Leo L.

Aberdeen, Wash., Letter List.

Ahrens, W.
Anderson, E.
Alexander, K.
Arnold, E. B.
Anderson, P. T.
Anderson, Harry
Andersson, J. R.
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Anderson, Sven
Appelgreen, J.
Buchtman, F.
Billington, M.
Birkelund, R.
Busse, Ch.
Brandt, N.
Benson, Jon.
Boosban, Ch.
Carlson, K. J.
Christensen, H.
Christensen, C. E.
Duval, Benoit
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Hammerquist, A. J.
Hope, Ole
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Johansson, 1700
Johannesson, J.
Jacobsen, Erland
Jensen, L.
Jalonen, J.
Johannesen, Carsten
Kristiansen, L.
Kavander, W.
Koskinen, W.
Long, L.
Lerch, Paul
Lewis, G. H.
Lundgreen, C.
Matsson, Karl
Morris, Oscar
Mulley, James
Maibom, H.
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Morden, J.
Michalsen, J.
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Orten, S.
Pierson, A.
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Pedersen, James
Rantanen, -770
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Quistgard, C.
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Swansen, Carl
Syversen, H.
Tuvfeson, Knut
Taddiken, A.
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Pt. Townsend Letter List.

Anderson, Sven
Behrens, E. -1549
Boyle, John
Chapman, F. S.
Hillig, Albert
Holtberg, John C.
Johansen, - 2021
Knucken, T.
Klebingal, Fred
Lundgren, Carl
McCallum, Charles
Nagel, Arthur
Peterson, Paul
Rosenfeld, L.
Stabell, Frank
Sundquist, Carl
Walser, Ernest

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Letters at the Alaska Fishermen's office will be advertised for six months only and will be returned to the Post Office at the expiration of seven months from date of delivery.

Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

Andreasen, Mogens
Andersen, August
Anderson, Axel
Arntsen, Albert
Benson, John
Bowman, Bernard
Farrell, Henry D.
Gulliksen, Gustav
Green, John
Hageli, F.
Hagen, G. L.
Hansen, Harry
Hammerin, F. E.
Jensen, Chs.
Johnson, George P.
Johannesen, August
Kerr, Wm.
Mullen, James E.
Nielsen, Carl Johan
Nicolarsen, Otto
Nilsson, Carl
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Olson, Ole
Olsen, Olaf
Pettersen, Isaac
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Swanson, Chas.
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Eureka, Cal., Letter List.

Anderson, H. A. -1449
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Anderson, S.
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Bartels, C. H.
Beary, Charles
Bentsen, Bent
Blunt, H.
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Karlsson, A. B.
Kittelsen, Chritian
Knudsen, Jacob E.
Lambar, Erminio
Lorensen, Orgt. C.
Michell, Agojtino
Mittemeijer, J. F.
Newman, J. S.
Niccolai, Sant
Nilsen, Ruder S.
Nylund, Sven
Olson, Bror
Oman, Vicktor
Olsen, C.
Oterdahl, Charles
Pateejanski, R.
Pedersen, P. G.
Penny, Matt.
Salminen, K. W.
Shulls, Christ
Sjellman, Jonas
Svensen, Olof
Stabell, Frank
Teigland, G.
Thoresen, G.
Thoresen, Petter
Walbreth, Carl
Wickstrom, Charles
Yanni, C.

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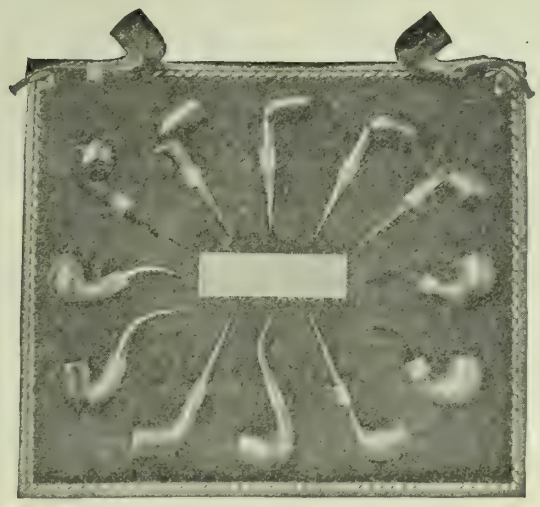
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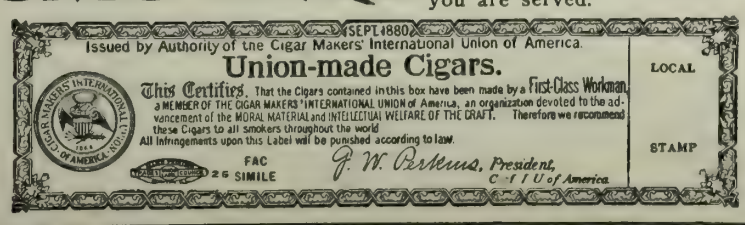
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Labor News.

Sydney (Australia) employers are appealing against a recent award of the Clothing and Tailoring Wages Board.

The Executive Council of the American Federation of Labor has issued an appeal for financial assistance to the Swedish strikers.

The Australian Federal Government is making preliminary investigations in connection with a proposed unemployment insurance scheme.

The Employers' Federation in Sydney, Australia, has taken legal advice respecting the issue of the badge by the Shop Assistants' Union.

Six hundred coal miners at Helensburgh, New South Wales, are idle in consequence of a dispute in connection with cavilling for places.

The dispute in the Victorian printing trade has been satisfactorily settled at a conference, the employes obtaining a large all-round increase of wages.

The directors of the Melbourne (Australia) Tramway Company have issued a Czar-like ukase forbidding the formation of a union amongst the employes under penalty of losing steady employment, etc.

One hundred delegates bolted the recent convention of the Ohio State Federation of Labor owing to the adoption by that body of a report seating the delegates from a seceding local of the Electrical Workers.

The five shearers' unions in New Zealand have adopted the rules of the Australasian Workers' Union, and amalgamated under the name of "The New Zealand Shearers and Other Pastoral Employes' Industrial Union of Workers."

Resolutions denouncing the "murder" of Francisco Ferrer, the Spanish revolutionist, who was condemned by court-martial and shot in Barcelona, were adopted at the session of the Executive Council of the American Federation of Labor held at Washington, D. C., on October 19.

The United Textile Workers of America met in annual convention at Washington, D. C., on October 19. There were present about forty delegates, representing 10,000 organized workers. The convention was addressed by President Gompers, of the American Federation of Labor.

Peonage that is believed to exist in and about Chicago, as well as in other parts of the United States, was the subject of investigation at Chicago on October 20 at the meeting of the peonage committee of the special immigration commission appointed by Congress at the suggestion of President Roosevelt.

The steamer Siberia, which arrived at Honolulu on October 22, brought forty-eight Russian families, composed of 214 members, to relieve the scarcity of the sugar plantation laborers which has existed on the Islands since the Japanese employes of the planters went on strike several months ago. The immigrants came from Manchuria.

What promised to be a serious strike on the Salt Lake division of the Southern Pacific has been narrowly averted as the result of a recent conference between employes and officials. It is reported that the company has agreed upon a four-cent-per-hour increase as a compromise to the six-cent increase said to have been demanded by the machinists.

With the Wits.

"We all make blunders. I thought once I was a square peg when I was really a round one."

"How did you find out your mistake?"

"I got into a hole!"

"Why don't you deal with me?" inquired the new grocer.

"Didn't know you were in business," explained the old editor, and the next day his paper had another big display ad.—Pittsburg Post.

"How much do I owe you?" growled the man as he arose from the barber chair.

"Only a quarter for the shave, sir," replied the tonsorial artist. "I won't charge you anything for plastering up the place I cut you."

Officious Offspring—Pa, may I ask just one more question?

Patient Peter—Yes, my son. Just one more.

Officious Offspring—Well, then, pa, how is it that the night falls, but it's the day that breaks?

Affable Passenger—Indeed and you are a music hall artist! I am a banker, and I think it must be at least twenty years since I was in a music hall.

Music Hall Artist (regretfully)—And I'm quite certain, sir, it's twenty years since I was in a bank.

"There is one thing I like about classical concerts," remarked the gentle cynic.

"What's that?" queried the dense party.

"One never hears the tunes whistled on the streets the next day," answered the other.

"No," drawled the mayor of the far Western settlement, "the boys had some money tied up in that thar bankrupt telephone company, an' they just didn't like the way the receiver was handling the business."

"Didn't, eh?" commented the tourist. "Well, what did they do about it?".

"Oh, they just hung up the receiver."

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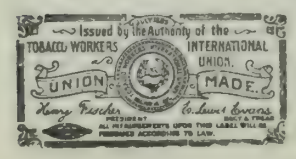
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VOL. XXIII, No. 7. SAN FRANCISCO, WEDNESDAY, NOVEMBER 3, 1909. Whole No. 2041.

COLUMBIA RIVER FISHERIES.

THE DESTRUCTION of the Columbia River fisheries by fishwheels and the defeat of the legislation enacted by direct vote of the people of Oregon are fully described by Ed. Rosenberg, Secretary-Treasurer of the United Fishermen of the Pacific, in a communication to the Labor Press, of Portland, Or. We reprint Comrade Rosenberg's communication in full, as follows:

In the Columbia River fisheries over $4,000,000 of capital is invested. Over 7,000 workers find employment in this industry during part of the year. The value of the catch of 1908 was $1,200,000. A case of chinook salmon, containing 48 one-pound cans, now sells from $5 to $6.60 per case, according to grade of fish.

In 1884, when the fish traps, seines and wheels had as yet not to any extent caused the great destruction of our salmon, when fishing was mainly carried on by gillnets, the pack reached its highest figure, 656,000 cases. At $5 per case this would give $3,280,000. At $6.60 per case, it would make $4,329,600.

Through the destruction caused on the Columbia by fish traps, seines, and especially through fishing with wheels in the narrows of the Upper Columbia, our salmon last year, as stated, brought us only $1,200,000.

This year, the pack being 30 per cent less than last year, it will give us only $840,000. With the fishwheels and the seines in the narrows of the Upper Columbia improving their methods year by year, the decline will become more rapid each year. The fishwheels almost absolutely prevent the depositing of salmon spawn in over two-thirds of the best spawning grounds of the Columbia. This compels the various fishing gear to more and more exhaust the returns from the remaining one-third of our natural spawning grounds.

As to our salmon industry we are somewhat now in the same position as the man who, inheriting a farm of 150 acres, all splendidly cultivated, only seeds year after year 50 acres, leaving 100 acres to go to waste. The consequence is that the yield is not only two-thirds less, but the tendency is to overwork the 50 cultivated acres, in an effort to get the largest possible crop.

I say somewhat, because a neglected farm, after a few years of careful tilling, might again become as productive as ever. But as our salmon only come every four years into our rivers to spawn, the young returning to and remaining in the ocean four years to mature, once the salmon are exhausted, by being prevented to reach their spawning grounds, it will take the most careful protection and great expense for from 30 to 50 years to again restock the river, with many chances of failure even then.

And what is destroying this great food product of our State? The answer is, shortsighted greed, backed by political corruption.

The salmon spawn above head of tide, that is, in those parts of the Columbia and its tributaries where the ocean tides do not any more affect the rise and fall of the river, where the water always flows in one direction and gravel bars enable the salmon to so deposit their spawn, that while the spawn is protected from other predatory fishes, it has sufficient air to hatch out and the salmon fry have the protection of gravel and rocks against their enemies.

In the Columbia, above head of tide, fishwheels have been erected and seines are operated. In the narrows of the Upper Columbia and at the falls, these wheels under ordinary water conditions form an almost absolute barrier against the salmon endeavoring to reach the spawning grounds.

For over twenty years the Legislature of Oregon has been urged by friends of salmon protection to prohibit commercial salmon fishing above head of tide in the Columbia. This protection is applied to other salmon streams of the Pacific Coast. But a number of the fishwheel owners, having become millionaires through this wasteful system of fishing, resisted this reform. The majority of the legislators always proved pliant tools in the hands of these few wealthy men.

Hence in 1908 the Initiative was invoked as the only possible method to save our salmon. Leading citizens from all over the State readily gave the prestige of their names, gave their time for this purpose. The State Federation of Labor and the State Grange unanimously indorsed the bill to stop salmon fishing in the Columbia at head of tide. The people at the polls in June gave a majority of 26,000 votes, out of 86,000 votes cast; that is, gave a larger majority for this bill than for any of the other measures voted upon, excepting the bill confirming the principle of Direct Legislation.

Surely, everyone would have said, the people and salmon protection have won.

But not so, for the fishwheel owners, fully realizing that in a fair fight in the open they were hopelessly beaten, presented at the same election to the vote of the people a trick bill which, under the guise of salmon protection, practically abolished salmon fishing in the wide lower river and gave the salmon-fishing over to the few millionaire fishwheel owners. This latter bill, through misrepresentation, trickery and fraud, secured a majority of 6,000.

As the Initiative law provides that where two bills dealing with the same matter are in conflict, the bill receiving the highest vote shall become law, the friends of salmon protection took steps to bring these two bills before the State courts, the proper tribunal in such cases. However, predatory wealth is not easily deprived of its prey. The Board of Fish Commissioners was induced to come to its aid. Under the proper beating of the drums of our capitalistic press, always ready to succor our robber barons, the master fish warden of Oregon made spectacular arrests of Washington wheelmen and trapmen. Duly the Governors of the two States involved met, disagreed, talked about calling out the militia to protect their respective fishermen. Then duly the Washington wheelmen brought the matter to the Federal court at Portland. That court issued an injunction, not only forbidding the enforcement of these two Initiative laws in strictly Washington waters, but also in Oregon waters. The Attorney-General of Oregon pled for suspension of the two laws in Oregon waters. That is, the attorney for Oregon pled with the Federal court that the rights of his clients, that of the voters of Oregon, to have their own laws tried in their own courts, be taken away from them.

This concluded the first act in this drama, which can be entitled "Initiative and Referendum Betrayed by Its Guardians."

Fortunately, some time prior to this the friends of salmon protection, the friends of the right of the people to enact laws for their benefit, had induced the Attorney-Generals of the States of Oregon and Washington to carry the Chris Nelson case to the Supreme Court of the United States, which, by deciding disputes over fishery jurisdiction on the Columbia raised by the two States for the last twenty years, would prevent the interference of the lower Federal courts in such a dispute as that caused by the enactment of the two Initiative fishery bills.

Through the aid of the two senior Senators of Washington and Oregon, who appeared in November, 1908, before the United States Supreme Court and urged a speedy trial, this case was advanced on the calendar and a decision, favorable to true salmon protection, was rendered by that court on March 1, 1909.

Here again, however, in the second act of this drama, the Legislature of Oregon betrayed the people by repealing, on February 19, 1909, the two Initiative fishery bills—that is, by the narrow margin of ten days the wheelmen got ahead of the people. For when the Federal court at Portland granted the injunction suspending the operation of the two Initiative fishery bills, it was understood the decision of the United States Supreme Court in the Chris Nelson case would annul or modify it, so that the State courts could act.

Not only did the Oregon Legislature repeal the two Initiative fishery bills, but it took thirty days in the spring from the fishing season and enacted a weekly closing law from Saturday night to Sunday night. As the wheels are so constructed that practically no salmon can pass their sixty miles of territory in the Upper Columbia, such closed seasons simply meant that the salmon were protected in the lower river, to be given to the millionaire fishwheel owners of the Upper Columbia.

The results of the present fishing season on the Columbia fully proves the latter contention. While the pack in the Lower Columbia is thirty per cent short of last year's pack, which latter pack, by the way, was the lowest ever had on the Columbia, the pack of the wheelmen on the Upper Columbia this year is reported double that of last year. These few millionaires will thus easily this year make an extra profit of $150,000 out of salmon destruction.

On the other hand, the 5,000 gillnet fishermen of the Lower Columbia this year will average about $20 per month, out of which they have to pay their board and lodging.

Truly a desperate condition. Corporate greed, legislative treason to the people, destruction of a great industry, suffering of thousands of workers, this is the summary of a people's fight for their rights.

But there is no need for despair. We now know the men who have betrayed us. The men who gave the 26,000 majority for salmon protection are still with us. All we need is that the men

(Continued on Page 7.)

THE PARROT FISH.

After a tedious passage of seventy days from Colombo, via Diamond Island for orders, most of the time spent in bucking against the Northeast Monsoons in the Bay of Bengal, we had at last arrived in Akyab. Our arrival there was, in a way, a notable event; for our vessel, the Earl of ——, was not only the largest, but also the first four-masted ship which had ever been seen in that port. Hence our anchor had hardly been let go before we were surrounded by a fleet of sampans and other small craft carrying a crowd of turbaned visitors who came swarming onboard and went sightseeing with a vim which could not have been exceeded had they been viewing one of the seven wonders of the world. Volubly chattering, with much gesticulating indicative of astonishment, their dusky faces and bare legs contrasting sharply with their snow-white raiments, they formed a picture of Oriental life and manners whose vividness was strangely refreshing to behold after the monotony of a long sea voyage.

Here, there and everywhere they sauntered, nothing seemingly being too trivial to escape their notice. One patriarchal-looking old fellow with a flowing beard of the Ahasuerus pattern, who seemed to be a leader, somehow got his whiskers drawn in between the shell and sheave of one of the brace leading blocks on the rail as we were squaring the fore yards. Before he could be disentangled "Cockney" Joe, with the slap-dash insouciance of the average Londoner born within sound of Bowbells, whipped out his sheath-knife and with one stroke severed the luxuriant strands of hirsute glory which had but now adorned the chin of the patriarch. This outrage to their leader angered the crowd, and with one accord they piled into their sampans and made for the shore.

When all the sails had been furled and the ropes coiled up we were knocked off for supper. One of the ordinary seamen brought the tea kettle into the forecastle and set it down on deck alongside of the bread barge, and we fell to on the "pantiles" with the ravenous appetite of healthy stomachs inured to the fare on a hungry "limejuicer." After the usual deep and fervent curses on the ship and those that owned her had been indulged in, "Cockney" Joe's exploit came in for a share of the conversation;—though, to be sure, there was nothing remarkable about it, for "Cockney," in common with most of his townies, was abundantly blessed with that dubious kind of courage which enables fools to rush in where angels fear to tread, and which in the terminology of the great unwashed is called "nerve," "gall," "cheek," etc. In the midst of the talkfest the mate came to the door and said:

"Cockney, the old chap whose whiskers you sheared off has just sent word to the skipper that he wants one hundred rupees in damages from the ship. His son is boss stevedore here, an' he threatens that not a man will we get to take out the ballast till the money is paid. The skipper says you'll have to pay it or we'll have to take the ballast out ourselves."

"Py it," roared Cockney, disgustedly; "Hi'll see you hall in 'ell 'fore Hi'll py hany-think to hanybody. The hideer hof haweskin' such a thing! Gawd strike me bleedin', bloody lucky hif that hold skipper 'asn't more blawsted cheek than a bloomin' harmy mule. Hi was goin' to buy a pair o' seaboots from 'im, but Hi'll crawl hon me bleedin' 'an's an' knees for a bloody month o' Sundays now 'fore Hi'll spend hanother penny in that lousy slopchest."

And thus the case stood next morning when we were turned to to rig up the gear for taking out the ballast. Worst of all, we found that not only would we have to shovel and heave out the fifteen hundred tons of ballast ourselves, but we also had to load the lighters, for not a coolie could be had in all Akyab to work on our ship, so complete was the boycott. Nay, even the local bumboats refused to come near us, or sell us any of their wares. As "Cockney" still remained obdurate in his determination not to pay the fine insisted on by the dewhiskered patriarch it looked like ten days at hard labor for us; but when the apprentices found that they, too, were expected to work in the ballast they made up a purse of one hundred rupees among themselves and handed it over to the skipper with the request that he pay the fine against the ship and have the boycott declared off. And so ended trouble number one.

Two weeks passed by. At the end of the second week the ballast had been discharged, and we had gotten the hold ready for the cargo of paddy rice which we had come to load. Then, pursuant to custom, the starboard watch was granted twenty-four hours' shore leave, and a month's wages with which to play the gentleman for a day.

Bright and early next morning we of the starboard watch, togged up in our Sunday-go-to-meeting clothes, and feeling like bloated capitalists as we jingled the rupees in our pockets, were landed at the nearest wharf by a couple of our less fortunate shipmates in the port watch. Up the street we marched, followed by a miscellaneous crowd of nondescript mortals of both sexes whose outstretched hands and supplicating miens plainly indicated that they favored a more just and equitable distribution of wealth there and then in the form of liberal backsheesh. The spurnings and lurid language indulged in by "Cockney," who, with characteristic modesty, had constituted himself our guide and general charge d'affaires, were alike ineffectual to disperse these insistent pests, so in sheer desperation we at last broke into a run and made a bee-line for the nearest grogshop. Here we secured small change with which we bought ourselves immunity from further importunings by the ragged, brown-legged canaille who had followed us to the door with dolorous wails and entreating gestures. 'Twas ever thus with "poor Jack"; a thirty-third degree proletarian onboard ship, with none so poor to do him homage; a grandee on shore whose hard-earned lucre invariably takes wings unto itself with unholy haste, leaving him "the morning after" to sadly philosophize on the uncertainties of riches. Alas! that happiness should be so brief and the striving after it endure so long.

True to the traditions of our craft we, after having got rid of our tormentors, proceeded to look upon the wine when it was red, with the result that our spirits were soon in that state of hilarious exaltation which some linguistic barbarian once, in a moment of concern over the growing effeminacy of our speech, christened "a jag." In this happy frame of mind we wandered around aimlessly through the narrow streets and tortuous alleys which crisscrossed the native quarter, enjoying the passing show with the zest of men unsophisticated in the ways of dryland humanity, and keyed up to a pitch of appreciativeness which clothed even the commonplace with the mystic mantle of strangeness. Here was a bazaar stocked with curios and rich wares wrought in patterns such as only the esoterically trained minds of India can devise. Over there was a family group in full view of the passerby devoutly prostrating themselves before their household gods with all the ceremonious abasement of the Romans worshiping their lares and penates. A little further on stood a holy fakir, motionless as a statue; one withered, atrophied arm extended rigidly above his head, the other lashed to his side with a withe; his empty eyesockets seemingly watching a little stool in front of him on which had been placed a wooden dish for the reception of contributions. Just beyond him, on a slight eminence, could be seen the graven image of a fearful-looking beast resembling a wattled megatherium, the tutelary deity, as we afterward found out, of an eleemosynary society of which the old fakir was an agent. Everywhere our eyes turned they beheld sights which to our occidental and slightly fuddled senses appeared invested with that impress of Oriental mysticism which the hoary civilization of India has stamped on nearly everything in that wonderful country.

In the course of our rambles and bibulous divagations we presently came to a little open square, in the center of which, on a low dais, squatted a life-size wooden idol as ugly as Billiken in a brown study.

"Bli me," shouted "Cockney," eyeing the monstrosity critically, "hif that there bloody hidol don't look hexactly like hour bloomin' hold skipper. Hall it needs his a mustache hand 'peasoup-channel' whiskers hand it 'ud be the dead himage hof Captain Hatkinson."

Suiting the action to the word "Cockney" went over to a small pile of rubber and fished out a piece of charcoal with which he began to decorate the face of the idol with a mustache and "peasoup-channel" whiskers. And when he had finished, the likeness of the squatting figure to Captain Atkinson in mien and facial expression was so striking as to be almost uncanny.

Suddenly we were startled by a series of fierce, blood-curdling yells. Glancing around we saw from every alley and street surrounding the square scores of coolies rushing toward us, each brandishing a bamboo stick, and all yelling at the top of their voices. I had heard before of the way in which mobs of East Indian coolies beat up drunken sailors with bamboos, and of their wonderful dexterity with single-sticks, but this was my first experience with that particular form of "cane-rush." However, there was no time for speculation, for the enemy was closing in on us with the glint of battle in his eyes.

"Stick close together, boys," cried "Yankee" Tom, who had been in similar melees before, "an' when youse see a chance go for one of 'em an' git his bamboo. If youse scatter they'll beat youse to death one by one."

Even as he spoke the vanguard of the mob began their attack. Whack! whack! the bamboos came down on our unprotected bodies with a force that raised a welt for every blow. In and out the black imps

(Continued on Page 10.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

TO ENSLAVE SEAMEN.

The "International Shipowners' Federation" is an organization composed of shipowners whose object is to destroy the seamen's unions of the world, and take away from the seafarers the benefits they have secured through organization during the past twenty years, and to force upon them the "Shipping Federation" discharge book, which would reduce them to the position of abject slaves. This unholy alliance is the outcome of a convention of shipowners, held behind closed doors in London, England, in 1908, called the "Shipping Federation (Limited), of Great Britain."

At first sight it seems inconceivable that any civilized government in the twentieth century would allow an attempt of this kind to be made. But the facts speak for themselves. During the present year the Lake Carriers' Association, a combination of the largest shipowners on our Great Lakes, has locked out the seamen, including engineers, firemen, sailors, cooks and stewards. Representative officials of five States have made an attempt to bring about arbitration. The seamen were perfectly willing, but the Lake Carriers' Association absolutely refused, determined to use their wealth, influence and power to place the seamen in a condition of more abject slavery than was ever imposed upon the Negro slaves of ante-bellum days. The Federal Government has taken no action, and it is now a fight to a finish between the seamen and the shipowners. To the uninitiated the foregoing statement regarding the concerted attempt of the shipowners to bring about slavery may appear overdrawn. In reality it is but a very imperfect idea of the cruelty and degradation sought to be imposed on the seamen of the world. Much has been written of the cruel and inhuman conditions from which the seamen have suffered. Some of these, too horrible to put in print, were common enough previous to their organization, such as it is, and now the attempt is being made by the organized shipowners to bring back those old conditions and worse, and, with an ingenuity devilish in conception, to rob them of the money to pay for the shackles they propose to place on the seamen.

The whip of the Negro overseer never was, nor could be, made into such an implement of torture as the shipowners' discharge book, held in the hands of the master, while the slaves (seamen) tremble and cringe every moment of their lives, lest the master, for any reason or no reason but the master's whim, retain his book and thereby deprive him of his livelihood.

Can you imagine, fellow-workers, an organization of the employers of the world, with a system such as the organized shipowners are trying to impose upon the seamen? No possibility of securing employment unless enrolled as one of the slaves of the system and having in your possession their discharge book and certificate (the property of the employers' association) and any employer having the right and power at any time to discharge you and retain your discharge book and certificate. Or if he does not wish to punish you to the extent of depriving you altogether of your livelihood he can degrade you in position by marking your book inferior. The worst feature of all is this: You may have succeeded for five, ten or twenty years in retaining your book, and then some employer may withhold it. All the faithful work of years thus goes for nothing.

Try and realize what this system would mean in the case of female employes. If this does not rouse the fighting instinct in the breast of every free man or woman the world over, then Liberty is but a name. Fellow workers, the fight is on! Which shall it be, Freedom and Progress, or Slavery and Retrogression?

HENRY P. GRIFFIN,
Fourth Vice-President, I. S. U. A.
New York, Oct. 22, 1909.

HIGH TOWER ON WARSHIP.

Of all weird devices in naval warfare, the tower seen the other day by New Yorkers on the battleship Ohio in place of a forward mast was the most astonishing. Those who spied the steel structure abaft or northeast of Staten Island, rising 110 feet above water, fancied that a part of Coney Island's amusement outfit had got afloat, or maybe Uncle Sam meant to enlarge his revenue by collecting pennies on an official sideshow during the summer maneuvers off New England. That the structure was a permanent and useful if non-ornamental part of the battleship could hardly be believed by conservative observers. A marine artist said that the tower was a death blow to patriotism, for how could a nation be proud of gallant ships which looked like derricks afloat?

The Navy sharps maintain that the tower is a mast, being a modification of the latter to give a better look-in at the enemy and to insure greater safety for the fire control system. It is made of steel tubes one or two inches in diameter, interwoven and steel-jacketed at the crossings with one-inch steel hoops at intervals on the outside and extra bracings of bronze stringers. There is a firm foundation on the deck. Such is the construction of the tower that if the upper half of it were torn away by shot and shell the rest would remain standing. Reached by steel ladders on the inside, the top platform, 11 by 15 feet, is outfitted with telephones, speaking tubes, compasses and range finders, and has room for fourteen men and the ordnance officer, whose particular post it is to be in time of battle. There is a searchlight on the platform, and three more searchlights are placed at various points below. A signal yard is under the platform. The Ohio is following the example of the Idaho and the Mississippi in trying out the tower. When the battleship rolls in rough weather it is said the occupants of the tower feel like a cat whirled by its tail around a boy's head.—New York Tribune.

INFORMATION WANTED.

Anton Jacobsen, a native of Stavanger, Norway, is inquired for by his brother, John Jacobsen. Address, Atlantic Coast Seamen's Union, Mobile, Ala.

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World's Workers.

The annual report of the Victorian (Australia) Employers' Federation considers that a great impetus to unionism has been given by the Federal Arbitration Court's decisions.

At the annual meeting of the Waterside Workers' Federation, held in Melbourne, Australia, recently, it was reported that members along the Queensland coast were nearly double in number to those of last year.

At the Teachers' Union Congress, held at Perth, West Australia, recently, it was unanimously resolved that a living wage of £90 for females and £110 for male unclassified teachers, in charge of schools, should be paid.

Consideration of the Seamen's Compensation bill was before the Australian Senate recently. The maximum compensation in event of death was increased to £500, and the maximum weekly payment in the event of disablement was raised from £1 to 30s.

The Furniture Trades Board's award of Sydney, Australia, places Chinese workers on the same footing as Australians. The chairman of the board says that if placed on an equal footing, the Australian workman has nothing to fear from his Chinese competitor.

The latest in labor-displacing inventions is that of a German woman who has invented an arrangement of mirrors on the stage which will throw a lot of ballet girls out of employment. One ballet girl will look to the audience as if she were twenty or thirty of her kind.

The first co-operative slaughterhouse in Denmark was founded in 1887 in Jutland; in 1897 there were 91 such, with a membership of 43,000; in 1900, 26 slaughter-houses and 60,000 members; in 1905, 32 houses and 70,000 members; and in 1908, 33 houses and 101,485 members.

The professional footballers of England have formed themselves into a Players' Union, and have become affiliated with the Federation of Trades Unions. This action has incensed the Football Union, which stands in the light of an employer, and serious trouble between it and the players has arisen.

Among the toilers whose pitiful existence is illustrated at Earl's Court are a girl chainmaker, earning a maximum of 4/6 per week—for this she has to make two hundred pounds of chain; match makers who are paid 2¼d. per gross; clay pipe makers who receive 10d. to 1/- per gross; women making blouses at 3½d. apiece; others turning out heavy motor coats for 2/0½ each.

In reply to a question in the New South Wales Assembly recently, Premier Wade admitted that it was a fact that certain employers who had been fined for wilful breaches of the awards under the Industrial Disputes Act had appealed to have a reduction of their fines, and that it was true that in one case where a fine of £150 had been inflicted it had on application, been reduced to £75.

A strike at the Portland Cement works in New South Wales was settled recently, and work resumed on a guarantee being given by the company to bank sufficient funds to a trust account to meet the increased demand by the men. Whatever award the wages board may make is to be paid from that fund. Over and above that amount the company will make up, and if under the amount, the balance will be refunded to the company.

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Wilford Lawton Easterbrook is inquired for by his mother. Any one knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Ore.

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INFORMATION WANTED.

Samuel England, age 48 years, communicate with Seamen's Institute, 242 Steuart street, San Francisco.

James Sample, last heard of on ship Santa Rita in April, 1909, is inquired for by Seamen's Institute, 242 Steuart street.

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San Pedro Letter List.

Andersen, -1055.	Lofman, K.
Andersen, Peter F.	Lehtonen, John
Alander, K.	Lund, H. K.
Abbors, Arne	Lano, Emil
Albertsen, Johannes	Lerch, Paul
Andersen, Einar	Maguire, Thomas
Andersson, Axel	McKenzie, James
Amnel, Albert	Murie, Martin
Buchtman, F.	Mellin, Edward
Bentsen, Axel	Mygind, W. F.
Brose, R.	Mesak, Edward
Behrens, E. A.	Neuling, Albert
Boylan, Chris. J.	Nielsen, Svend
Bietila, Th. -1338	Nordman, John D.
Bower, Gosta	Osses, A.
Brogard, Nils	Olsen, Th.
Conistedt, Ernst	Olsen, O. -537
Carlsson, C.	Odman, Gus
Christiansen, Harold	Otto, John
Christiansen, G.-1054	Oseses, W. A.
Dahlberg, J. H.	Petersen, S. R.
Eckhardt, W.	Peterson, K. E., -903
Engberg, Oscar	Petersen, H. -1064
Ek, Thure	Peterson, Lauritz
Erickson, John	Pedersen, Gert C.
Fay, Joe	Pedersen, Alfred
Fredericksen, Harry	Pederson, Reinhold
Fisher, -556	Peterson, Hans
Folvik, Carl	Rudland, Jakob
Fleming, John	Reed, L. C.
Fasig, Don	Rasmussen, E.
Gabrielsen, K. -601	Scott, E. G. (pkg.)
Gask, A.	Schwitzer, H.
Gorgesen, Emil	San, B. -2113
Glausen, Harry	Scarabosia, M.
Guenther, Richard	Semberg, J.
Heggum, Louis	Sorensen, A.
Hermanson, K. -1554	Steen, J. C.
Hansen, Theodor	Solie, Ingvald
Hilke, Carl	Svenssen, Nikolaus
Hesse, Erick	Sindahl, J.
Haggenmuller, H.	Syversen, Ole
Hansen, Peter K.	Stalsten, Karl
Haarklau, I.	Sandstrom, J. -1347
Hansen, Carl	Strahle, Charles
Heinanen, C. (pkg.)	Southerland, A.
Johansen, C. -1191	Svendsen, C. -1050
Johanson, J. -880	Swanson, Charles
Jorgensen, E.	Tommis, Frank
Kuhne, W.	Tufvesson, J.
Koch, Carl	Trepetket, Frank
Keinanen, Emil	Touanne, Walter
Klappe, J.	Veyvoda, Frank
Kristiansen, Eigil	Quinn, W.
Kraushatz, F.	Wahrenheit, Otto
Karl, Matti	Wychgel, J.
Krohn, J. A.	Wahlstedt, R. -778
Larson, L.	Westerlund, T. F.
Louis, Mickel	



INFORMATION WANTED.

The salvage claim originating through the SS. Curacao and SS. Australian has been adjusted. All money due the crew who were aboard the vessel at the time the Australian was assisted will be found in the manager's office, 112 Market street. Parties applying for such money will first apply to the head of their respective department for identification. The names of the men are as follows: F. Mason, A. Mondini, R. Nelson, J. Jonasen, J. Lorenz, C. Swenson, H. Nelson, F. Rebases, C. Chidley.

Wm. McLaughlin, Julius Franz, K. Grunert, J. Koglund, W. Wickstrom and C. Christensen, who were members of the crew of the schooner Minnie E. Caine at the time of her wreck, are inquired for. Address, Coast Seamen's Journal.

Pacific Coast Marine.

The schooner Lily, which ran ashore at the mouth of the Coquille River recently, is still hard aground and expectations that she will be saved are lessening, although efforts are still under way to float her.

The whaler Olga, the schooners Louise and New York, the tugs Defense and Wilhelm and an unidentified four-masted schooner were wrecked in a heavy gale at Nome, Alaska, on October 26. No loss of life is reported.

Charles P. Doe, general manager of the North Pacific Steamship Company, says the Santa Clara, which he recently purchased, will be placed in the regular service between Portland and San Francisco if plans now under way can be perfected.

It is reported that the Matson Navigation Company will shortly purchase the well-known barkentines Irmgard and S. G. Wilder. Negotiations for their purchase are said to be under way between F. A. Schaefer & Co. and the Matson concern.

The following changes of masters were recorded at the San Francisco Custom-house on October 26: Schooner Sophie E., A. C. Horn, vice Conrad Chellar; steamer Sea Fox, Tonnes Tonnesson, vice D. C. Thomsen; steamer Santa Maria, L. Curtis master.

Officers of the steam-schooner J. Marhoffer, at Portland on October 29, report that the lumber adrift off the Oregon coast came from the steam-schooner Saginaw, which lost her deckload while bound from Gray's Harbor to San Francisco. The Marhoffer met and spoke the Saginaw en route.

The steamship Chicago Maru, the third regular liner of the Osaka Shoshen Kaisha, was launched at Kawasaki drydocks, Kobe, on October 28. The steamer will be outfitted at once and will be ready for her run to Tacoma in February, when better than a monthly service will be initiated.

Work was begun on October 27 on the Lake Washington ship canal, which will connect the fresh and salt water harbors of Seattle. The canal was first advocated nearly fifty years ago by General George B. McClellan, who pointed out the value of the lake as a haven for naval vessels.

Captain James Tatton, one of the best-known seafaring men on the Pacific Coast, died recently at his home in Astoria of heart trouble. He was a native of Maine, having been born there in 1848, and when a boy went to sea with his father on the Atlantic and continued until he came to Astoria in 1877.

The Alaska Packers ship Star of Scotland, Captain Rassmussen, last of the salmon fleet to reach home, arrived at San Francisco on October 26, sixteen days from Loring. She brought 99,025 cases of salmon, the largest single cargo brought down this season. Last season's record cargo was that of the ship Manga Reva, 104,000 cases.

The lighthouse tender America returned to Astoria on October 29 from a three months' cruise that included the farthermost stations of the Government in the Arctic circle. Captain Gregory reports that while at times he experienced severe weather the cruise was one that was entirely successful and without accident or especial incident.

The prettiest marine spectacle seen in some time was observed in San Francisco Bay on October 28, when the American four-masted ship Hawaiian Isles, Captain Mallett, sailed in under full canvas, with her three skysails set, and rounded to an anchorage in magnificent style. The Hawaiian Isles was 128 days out from Philadelphia.

Officers of the German steamship Erna are authority for the report that Jebsen & Ostrander contemplate adding four steamships to their Puget Sound-South American line next year, providing the Mexican Government will subsidize them. The steamships Erna and Ella, now comprising the line, receive a yearly subsidy of $5000 each from Mexico.

The following changes of masters were recorded at the San Francisco Custom-house on October 23: Steamer Mexican, J. S. Greene vice M. Tapley; steamer President, H. C. Thomas vice N. E. Cowring; steamer E. P. Ripley, John Nelson vice John A. Hackey. The schooners H. C. Wright, V. B. Nelsen master, and Melrose, Neil Murchson master, were enrolled.

Captain Reimers of the German steamship Radames has been fined $1000 and costs in the Federal Court at Tacoma for allowing an alien to land without notifying the Immigration officers. Captain Reimers did not notify the authorities for two days after the escape from his vessel of an Italian to whom the Immigration officers here had refused entrance because of an eye disease.

The schooner George E. Billings, now at San Francisco, is credited with one of the smartest passages ever made between Australian ports and the Hawaiian Islands. In command of Captain Birkholm the Billings made the run from Newcastle to San Francisco in sixty-two days. She put out of the Australian port with a stiff breeze blowing and passed the Hawaiian Islands in thirty-seven days.

United States Commissioner Krull filed his report at San Francisco on October 25 in the admiralty suit of the Simpson Lumber Company growing out of the collision between the Sonoma and the schooner Advent, owned by the libelant, on the night of July 6, 1907. The Commissioner awarded the libelant $17,235.20 for damages and loss of use of the schooner for seventy days. The report will be passed on by Judge De Haven.

The steamers Luseric and Orteric, under course of construction on the Clyde for the Andrew Weir Company, are for service on the Coast. They will have all modern fittings and will carry first-class as well as steerage passengers, the exigencies of Pacific development making this an advisable policy. It is expected that they will leave for the Pacific early next year, and will probably bring cargo from United Kingdom ports.

A contract was signed at San Francisco on October 29 by the Associated Oil Company with Moore & Scott, of Oakland, for the construction of a seagoing steel oil tank steamer, to be used for carrying fuel oil. The new vessel will be 200 feet long, 37 feet beam and 13½ feet depth of hold. The machinery will consist of the best designed compound engines, with Scotch marine boilers, and the latest, up-to-date winches, capstans and steam steering gear.

According to advices from Europe, the British ship Edenmore has been wrecked in the Orkneys. The Edenmore, which is well known on the Pacific Coast, was originally the Edenballymore. She was bound from Hamburg for Sydney with a general cargo when she ran ashore during a heavy gale on the Rone, Stronsay. During the same storm the Beachy was lost near Helensburgh, having dragged her anchor and gone ashore. She had been but a few hours away from the yards of her builders.

The well-known American ship Henry Failing began her last voyage around Cape Horn the other day, when she left Tacoma for New York, where she is to be converted into a barge. The Failing was built in 1882 at Bath, Me., but for many years has been operated from Pacific Coast ports. The departure of the Failing is the third of the well-known coasters to leave for the Atlantic recently on their last voyages under canvas. The ships J. B. Thomas and Sea King are well on their way around to be dismantled.

The Norwegian steamship Henrick Ibsen, twenty-five days from Yokohama for Astoria, arrived at the latter port on October 24. She was overdue five days and some alarm had been felt for her safety. It was feared that she had been broken down, and as she was known to have taken the northern course, she would be out of range of the other vessels at this time of the year. Her master, Captain Stanwitz, states that the long passage was entirely due to continued strong easterly gales of hurricane force and heavy seas.

The following changes of masters were recorded at the San Francisco Custom-house on October 25: Schooner Lillian, Charles Soderholm vice Henry Garland; steamer Pike County, C. A. Bartholomew vice John Busch. The following vessels were enrolled: Schooner Polaris, O. Lenholm master; ship William H. Smith, L. Gordon master; schooner David Evans, E. Seel master; schooner A. B. Johnson, C. Johnson master; schooner Melrose, N. Murchison master; steamer Centralia, Charles Ericson master; schooner George E. B. Things, F. S. Birkholm master.

During the winter the United States Survey boat Explorer, Captain Dibrell, will undertake some extensive work along the California coast. The Explorer's work is of great interest to navigators and her findings and accomplishments will be of much benefit to shipmasters. One of the most important features of the Explorer's work will be a search for a bank, previously unknown, reported by the United States cruiser St. Louis as existing off Point Arguello. The Explorer will make an extensive survey of Colorado reef and will also make an examination of Alert bank, off Point Sur. The survey work will extend from Fort Ross to Point Conception at various points. A search will be made for the rock reported some time ago off Port Harford. The soundings between Point Arguello and Buchon will be extended out to the 100-fathom curve.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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(Continued on Page 10.)

Coast Seamen's Journal

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, NOVEMBER 3, 1909.

GOMPERS SENTENCE AFFIRMED.

As the JOURNAL goes to press we learn that the sentence of imprisonment passed upon Samuel Gompers, John Mitchell and Frank Morrison, in the Buck injunction case, has been affirmed by the United States Court of Appeals, at Washington, D. C. This brings the issue of Government by Injunction one step nearer final determination. We understand that the defendants still have the right of appeal to the United States Supreme Court. Should the latter uphold the decision of the two lower courts, as now seems assured, Gompers, Mitchell and Morrison will be imprisoned for one year, nine months and six months respectively.

When the sentence of Justice Wright was first announced, about two years ago, the JOURNAL expressed the belief that the result, although a hardship upon the immediate victims, would prove beneficial to the labor movement and the country at large. Nothing has happened in the interim to change that opinion. We are more strongly than ever convinced that only by the infliction of the extreme penalty of the law can the issue be forced upon the attention of the country in such a manner as to elicit a verdict for or against the principles involved. It is one thing to assert publicly that the rights of free press and free speech are being suppressed; it is quite another thing to demonstrate that suppression by the spectacle of men in prison for daring to exercise these rights. The champion of liberty is oftentimes more eloquent by his silence than by his speech. A lawyer may assure his client that he (the client) "can not be imprisoned," and he may be able to quote any amount of good law on the point. But should the client happen to be in prison when he receives the assurance of his counsel, he is apt to entertain doubts as to the sufficiency of the law to protect his rights.

During the last National campaign an attempt was made to secure the support of the people upon a proposition to alter the law, or rather to secure a reaffirmation of existing law, in the matter of injunctions in industrial disputes. This effort failed, very largely, we believe, because the people believed that the rights of free press, free speech and peaceable assemblage are safe under existing conditions. In the judgment of the people at that time, there existed no danger to the liberty of any man in the exercise of the rights named. The actual imprisonment of Gompers, Mitchell and Morrison is likely to act as the one thing needful to prove to the people that personal liberty is endangered by the exercise of these rights, and that despite the appearance of sufficiency in the law, men "can be, and are, imprisoned" for attempting to exercise these rights.

We can not doubt that the question, thus brought to a clear and conclusive test, will be settled favorably to the maintenance of the principles involved. The courts, from the lowest to the highest, are after all but bodies of delegated authority. The people remain the supreme authority. The latter may supersede the judgment of the highest court in the land by a verdict of their own, rendered through the Legislative branch and in the form of law which shall in so many words affirm their own rights. The decision of the Court of Appeals brings nearer the time when the people themselves may, and indeed must, act for themselves. That the final judgment will be favorable to the preservation of popular institutions, institutions essential to the maintenance of free society, we have no doubt. Superficially regarded, the imprisonment of Gompers, Mitchell and Morrison may appear to mark a retrogressive tendency. In reality we believe that incident will prove to be a milestone on the path of progress.

SHIPOWNERS ORGANIZE.

London, October 25.—The big shipowners' union will resist unreasonable attacks by trade-unions and similar bodies formed in London under the title of the International Shipping Federation. Delegates of the shipowners' federations of Great Britain, Germany, Holland, Belgium, Denmark and Sweden met in London last week and formed a council representing the different countries. It is understood that the French and Norwegian federations will join and that it is intended ultimately to embrace the shipowners of the world.—Press Dispatch.

The shipowners are entitled to sympathy, if not encouragement, in their latest movement, and the same is hereby extended. What with increased competition, both on land and sea, and other troubles too numerous to mention, the shipowner's lot is not a happy one. However we may sympathize with the shipowner in his troubles, we can not but fear that he is going wrong end foremost in the task of improving matters. For instance, why should the shipowners organize for the purpose of fighting the seamen's unions? Surely the shipowner, even in his most abstracted moment, will not contend that the seamen are responsible for his troubles. Similarly, the shipowner can not contend, or even pretend, that were the seamen's unions completely destroyed tomorrow, his condition would be materially improved. Wages would be reduced, of course, and other conditions of the seaman's employment would be depreciated. But what would it amount to in the aggregate? For one thing, freights would come down in proportion to the "reduction in the cost of labor," with the result that the shipowner would be just as poor as he is to-day. The shipowner will admit this when he looks at the matter with a clear, practical business eye. When, however, the shipowner looks at things through the smoked glasses of anti-unionism, things look different. It then appears to the shipowner that the best way to help business is to start a big fight with the very people who are by nature his most natural allies! Great generals have won their victories by making allies of their natural enemies. Apparently the shipowner is another kind of general. He prefers to make enemies of his natural allies.

The news from London concerning the doings of the "big shipowners' union" is interesting, of course; but only mildly so. In fact, the news has been discounted by the events of many years. As long back as we can remember, there has been talk of a "shipowners' union" of world-wide scope, the object in each instance being the same. However plausibly the dispatches might read concerning the proposal to "resist the unreasonable attacks by trade-unions," there never has existed any doubt that the real purpose was to destroy the unions entirely. Whatever doubt may have existed upon this score has been obviated by the attitude of the shipowners' organizations wherever they have actually been established. The "British Shipping Federation Ltd." and the Lake Carriers' Association are instances in point. These bodies have pursued, and are still pursuing, relentless warfare upon the seamen's unions in their respective localities. The only result of these tactics is to reduce the caliber and efficiency of seamen, thus increasing rather than reducing the "labor cost" in the maritime business. Judging the future by the past, the only effect of the "big shipowners' union," assuming that it shall accomplish effect of any kind, will be to involve the shipowners in still further complications and losses.

We wish it were possible to hope that the shipowners might be guided by the light of experience and real self-interest in their latest venture. Under the inspiration of that hope we can see the shipowner and the seaman coequals and co-partners in the great maritime industry, joining hands for the common good, presenting a united front to the world, demanding and securing just compensation from the world for the service which they render. But what's the use of hoping, or rather dreaming of such a condition? The millennium is still a long way off; the shipowner is still a long way from the light of reason. For the present, and probably for a long time to come, the shipowner will continue to regard himself as the "whole thing" in shipping affairs. He will continue to treat his employes, the seamen, as though they were so many "head of stock," and to act in general upon the assumption that the more trouble he makes for every one else the more general prosperity he will enjoy. As we have already said, the "big shipowners' union" is entitled to sympathy, if not to encouragement!

The communication of Comrade Rosenberg, published on page 1 of this issue, affords much food for thought. Here we have a story, told in all its naked details, of the literal destruction of a great food product, and that in spite of the expressed will of the people of Oregon, who by a decisive vote have declared against the very methods now in use. The moral of Comrade Rosenberg's statement would seem to point to the helplessness of the people, even under the system of Initiative legislation, when confronted by the power of a great combination of capital. However, the case is not so desperate as it appears at first blush. That the Legislature of Oregon should have power to repeal the laws passed by the people under the Initia-

tive system is an absurdity so obvious that it need only be seen to be abolished. Comrade Rosenberg and the fishermen of Oregon have made a good fight for the protection of the Columbia River fisheries. Although much of the work accomplished has been undone by the courts and the Legislature, the struggle will doubtless be resumed. The people of Oregon will be heard from again, and probably to better purpose than before.

JAP QUESTION IRREPRESSIBLE.

A few days ago the city of Eureka, Cal., was startled by an explosion in a Japanese store, said to have been caused by the opponents of Asiatic labor in that locality. No one will undertake to condone, let alone justify, this method of excluding the Japs or other Asiatic classes. At the same time it is well to note the circumstances existing in Eureka and throughout Humboldt county. Over twenty years ago the people of that section forcibly expelled the Chinese, and since that time no Asiatic has set foot in the county. An attempt was recently made to reintroduce Chinese labor, but public opinion was so strongly against the scheme that it was abandoned by its promoters. Practically speaking, therefore, the Asiatic problem has been settled in Humboldt county by means of exclusion, which, whether with or without sanction of law, was absolutely complete and promised to be permanent. Recently, however, a firm of Japanese opened a store in Eureka, thus setting at defiance all the traditions of the locality. The feelings of the people, thus confronted by a breakdown of the long-standing barriers against Asiatics, may be better imagined than described. Probably the people of Eureka themselves disapprove the violent methads of showing resentment against the Japs, but it can not be denied that the resentment itself was, under the circumstances, both natural and justifiable.

The circumstance goes to illustrate the irrepressible nature of the Jap problem. The situation was very well described by William Kent, of San Francisco, in a recent address at Chicago, in which he said:

> The people of the Pacific Coast do not want any irreconcilable race superimposed or laid under their Western democracy. They showed this plainly enough in the Chinese Exclusion Act. But the average man out there would much rather have the Chinese than the Japanese. The latter are too aggressive and overbearing. Employers find them unreliable. And it has been observed that wherever numbers of Japanese gather the white people move away.
>
> We have had our lesson in the Hawaiian Islands. They let the Japanese in there. At present nobody knows just what is going to become of the Islands. The problem is pressing more and more. You can feel it everywhere along the Coast. There can be only one possible outcome. We have no confidence in the report that the Japanese Government will seek to restrain its citizens from America's shore and the rich pickings of the West.

We may deplore the action of misguided persons who resort to violence in their opposition to the Asiatic. We may punish these persons, and we may declare for the maintenance of "law and order" and for the fair and impartial treatment of all persons, of whatever race or color, within our borders. But we can not suppress the natural instinct of the white race to revolt against contact with the yellow or brown races. So long as the danger of such contact exists the danger of violence will also exist. We may cry out against the effects of such contact of repellent races, but so long as the cause itself exists, incidents such as the Eureka explosion will occur now and then to shock the sensibilities of those who live in the fools' paradise of "human brotherhood."

POWERS OF THE FEDERATION.

The convention of the American Federation of Labor, which meets at Toronto on the 8th inst., will be enlivened by a discussion as to the policy of revoking the charters of State and city central bodies for failure to expel seceding locals. This question arises over the dispute in the Electrical Workers' Union. That organization recently split, each faction setting up to be the "real and only" organization of the craft. The American Federation of Labor, at the Denver convention, decided in favor of the so-called "McNulty faction," and ordered the other faction to "get into line." The latter having failed to make peace, its locals in various parts of the country were ordered to be expelled from the State and city central bodies. The latter having in certain instances refused to obey the will of the Federation, their charters have been revoked. Hence the probability of a rumpus at the Toronto convention.

The Journal can see nothing to be done but to uphold the right of the Federation to enforce its decisions by the revocation of charters where nothing less avails. Lacking such power, the Federation would become a mere declaratory body, with no means of insuring respect for its declarations. It is regrettable that the need of exercising such power should arise, but such need arising, there is but one thing for the Federation to do. The grievance of the State and city central bodies is not so much against the exercise of power to revoke their charters for failure to expel seceding locals as against the lack of power or disposition on the part of the Federation to compel the Internationals to affiliate with the State and city central bodies through their respective locals. The attitude of the Federation toward the State and city central bodies is too much that of monitor and too little that of supporter for the good of all concerned.

United States Embassador O'Brien, while in San Francisco recently, en route to Japan, spoke of the Japanese immigration problem as follows:

> I think that with Japan anxious to keep all of her laborers at home to develop her own lands, and with plenty of work there for all of the natives, the Japanese immigration question in America ought to right itself. The Japanese immigration to-day does not equal the emigration. Whatever "war scare" may have existed is quite forgotten, and the relations between the Powers are thoroughly harmonious.

This, of course, is very comforting. All the same we had rather the Japanese immigration problem were "righted" in some other way than by Japan's anxiety to keep all of her laborers at home. The anxiety, or rather determination, of the United States to keep the Japs out of this country would be more consistent with the honor of the latter, besides being likely to prove a more lasting method of "righting" the whole matter.

COLUMBIA RIVER FISHERIES.

(Continued from Page 1.)

most directly interested in salmon protection keep up courage and lead in the fight. Carlyle has well said: "Our progress is made up of a succession of falls." Perchance, nay, surely, the many thousands of readers of the Labor Press, when they read this shameful chapter in the history of our State, will resolve to defend in the future more actively the Initiative and Referendum, now threatened and often betrayed by its guardians. Nay, surely, will the demand grow that an Initiative law be presented next year prohibiting the Legislature from repealing or altering Initiative laws. And surely will the names of the men who voted to repeal the law that received a popular majority of 26,000 be relegated to the political manure-heap as traitors to direct popular government.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Nov. 1, 1909.

Regular weekly meeting was called to order at 7:30 p. m., Chas. Taucer presiding. Secretary reported shipping medium. The following were elected delegates to the New York convention of the International Seamen's Union of America: E. A. Erickson, A. Furuseth and Harry Ohlsen. Nominations were made for officers for the ensuing term.

E. ELLISON, Secretary pro tem.
44-46 East St., Phone Kearny 2228.

Vancouver, B. C., Oct. 25, 1909.
Situation fair.
JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, Oct. 25, 1909.
Shipping medium; prospects fair.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Oct. 25, 1909.
Shipping and prospects medium.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Oct. 25, 1909.
Shipping and prospects medium.
WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Oct. 25, 1909.
Shipping good; prospects uncertain.
WM. GOHL, Agent.
P. O. Box 62. Tel. 225.

Portland, Or., Agency, Oct. 25, 1909.
Shipping medium; prospects uncertain.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Oct. 24, 1909.
Shipping and prospects fair.
JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Oct. 25, 1909.
Shipping fair; prospects uncertain.
H. OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, Oct. 18, 1909.
Shipping and prospects poor.
CHAS. SORENSEN, Agent.
Cor. Queen and Nuuanu Sts. P. O. Box 314.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Oct. 28, 1909.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow. Balloting on delegate to the International Seamen's convention was proceeded with.

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Oct. 21, 1909.
Shipping slow.
LEONARD NORKGAUER, Agent.
Phone Sun Main 2233. P. O. Box 1335.

San Pedro Agency, Oct. 18, 1909.
Shipping slow; prospects poor; plenty of men ashore.
ED. BARRY, Agent.
P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Oct. 25, 1909.
Shipping fair during week.
ALEX. McKECHNIE, Acting Secretary.
674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION

Headquarters, Boston, Mass., Oct. 26, 1909.
Shipping fair.
WM. H. FRAZIER, Secretary.
1½A Lewis St.

DIED.

Olaf Martinusen, No. 1778, a native of Norway, aged 24, lost from cod-fishing vessel in Alaska waters, season of 1908.

Christian Petersen, No. 990, a native of Norway, aged 29, died at San Francisco, Cal., on October 29, 1909.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

WRECK OF THE STONE.

The storm of October 12 and 13 gave the "Welfare" cornfield sailors a tryout. They were "weighed and found wanting." The little steamer George Stone, coal laden, from Ashtabula to Racine, piled up on the sandbar off Point Peele, Ontario, and drowned six men. The Cleveland Plain Dealer, of October 23, says:

Detroit, Oct. 23.—In the wreck of the steamer George Stone, of Cleveland, on Point Pelee, Ontario, to-day upper Lake Erie added a grewsome chapter to the history of marine disasters on the Great Lakes. Six lives were lost and twelve were saved, and the tail end of the recent gale is to-night lashing a hopelessly broken vessel that was not insured and belonged to M. A. Bradley of Cleveland.

The six victims lost their lives when Captain Paul Howell, Peter Dailey of Erie, who was a passenger, and six members of the crew were capsized in the surf attempting to go ashore for assistance. Two of the crew clung to the overturned boat four hours until they drifted ashore, six were drowned when the lifeboat capsized, and the remaining ten members of the crew were taken off the wreck about noon by the steamer F. M. Osborne of Cleveland and brought to Detroit late to-day.

One of the ten brought to Detroit, John Connors, was knocked into the Detroit River by a crowd of strikers on the docks and narrowly escaped drowning after his arrival here. The dead:

Captain Paul Howell, twenty-seven, of Erie, Pa.

Peter Dailey of Erie, Pa., a passenger and friend of the captain.

William Henry of South Chicago, Ill., second engineer.

Cook Lucas of Cleveland.

William Boyer of Cleveland, an oiler.

Watchman, name not learned.

Rescued from the lifeboat: J. W. Hindle of South Chicago, second-mate; John Connors of Detroit, wheelman. Rescued by steamer Osborne: James McGuirk, chief-engineer; Ervin Stanley, first-mate; James Cooney, Hudson Dibble, John Diedrich, John Bobolich, Julius Sadowsky, Walter Mikolajski, a fireman, name unknown, and Aaron De Jean, eighteen, 3016 Searsdale avenue, S. W., second-cook.

The wooden steamer George Stone, 270 feet long and 40 feet beam, built in 1893 and having a gross tonnage of 1,841, left Ashtabula, O., Monday at 3:30 p. m. with a load of coal for Racine, Wis.

Peter Dailey was a cousin of Councilman Richard Dailey of Erie and of John Dailey, who was lost on the tug Floss three miles off Cleveland last April.

After speaking at length of the terrible seas which broke over the stranded steamer, the Plain Dealer goes on to tell of the daring rescue of the survivors aboard the Stone, by the captain and eight men of the steamer Osborne:

It was just 9 o'clock when the lifeboat started for the shore and it was about 11 o'clock when the upbound steamer, F. M. Osborne of Cleveland, responded to the signal of distress.

The gale was still at its height and it required masterful seamanship to bring the rescuers near enough to the wreck to be of assistance. The Osborne, having no load, stood high out of the water, so that her bow was caught by the raging sou'wester and blown repeatedly from her course.

Captain Fred Dupuy, however, bore down on the lee side of the wreck, and holding the Osborne's nose into the wind, approached the wreck stem on. When the wind caught his bow and threatened to drive him off he dropped both the port and starboard anchors and then, with the engine going full speed ahead, the Osborne pushed her nose against the afterdeck of the Stone. A ladder was thrown down from the rescuing vessel and the ten members of the Stone's crew clambered aboard the Osborne. By that time all the upper works of the Stone had disappeared back to and including the deckhouse amidship.

Sounds pretty, eh? I do not wish to detract one jot from the glory of the Osborne's crew gained in this "thrilling rescue," but, if such a heavy sea was running as stated, the Osborne would have cut the Stone in two pieces when her nose was pushed against her. So let's tell the truth and say that the Stone went ashore because the "Hellfare" firemen could not keep steam on her. By the way, Jno. Connors, wheelsman, is reported to be "Chuck" Connors. I hope this is a mistake, but I am afraid it is not.

Besides the loss of the Stone in the storm of October 12 and 13, we are gravely informed by the Cleveland Plain Dealer, that the steamers Wm. E. Cory and Joshua Rhodes took shelter in Thunder Bay, Lake Superior, and the captains report this storm the worst in their experience. Poor memory, gentlemen! I guess the one that piled the Corey on Gull Island in 1905 had this one beaten some.

The Corey left Two Harbors on October 10 and passed the Soo on the 15th. Five days passing Lake Superior! The Captain Thomas Wilson, and the Rhodes were four days on the same trip. The Wm. R. Linn and barge Maida hid under Long Point, Lake Erie, all this time. Any of these vessels, with competent crews, could defy any weather that ever blew, but their masters are taking no chances with non-English-speaking crews and farm hands.

October 18: The Treon is ashore on Isle Royal. The Athabasca is ashore on Flower Pot Island. The Western Star and the J. H. Sheadle are ashore at Buffalo. The Stephen M. Clement is across the channel at Grosse Pt. Lightship, Lake St. Clair, and the Price McKinney is aground near her, both blocking the channel. The Harold B. Nye and the Amazon sailed from Buffalo for Cleveland on the 13th, and had not been heard from up to the 16th. Altogether I think we may agree with the Lake Carriers' Association in their statement that their "Hellfare" plan is a success, so far as mulcting the insurance companies is concerned.

W. H. JENKINS.

Conneaut, O.

WAKE UP, MATE!

What about the licensed mates! Do not they also owe something to organized labor? Just recall, mate, what ridiculously low wages you used to get some years ago.

Do you remember the time when first-mates on many steamers got less wages than wheelsmen and watchmen get to-day? Have you forgotten when many second-mates got about the same pay as a deckhand now receives? It's not so long ago. The vessel-owners used to do things to you, also.

You need not take our word for it. If your own memory is short, just look up some of the newspaper files of a few years ago. Read the wage scale set by the Lake Carriers' Association in former years: "Mates on steamers $50.00 to $75.00 per month; second-mates $35.00 to $50.00 per month." That's what they used to hand you.

Your wages, like all others, went up only after organization took place among the men on the Lakes. Unionism did it. Wages of one kind, in the same occupation, rise or fall with wages of all other kinds in that occupation. It is to your interest, therefore, that unionism should continue to flourish and grow on the Great Lakes.

Just bear this in mind, mate, it's worth your while to think it over.

"OPEN SHOP" EXPLAINED.

There can be no doubt that Mr. William Livingstone, the President of the Lake Carriers' Association, understands fully just what that association of employers wants. He knows why they are now fighting organized labor. If anybody does, he knows exactly what conditions would be satisfactory to those employers.

Let us see what he has to say about it. In his annual report to the Lake Carriers' Association, in January of this year, 1909, Mr. Livingstone referred at length to something he called "Open Shop" principle, and used the following language:

"Indeed, it was to make this more assured that the Cleveland Vessel Owners' Association was formed in the early eighties. After that association was absorbed in the Lake Carriers' Association in 1891, shipping offices were established in various ports. Most satisfactory efforts were made in various ways to improve the quarters and every living and other condition of men on board ship."

What was there so satisfactory in the efforts of the Lake Carriers' Association in those "good old times?" One might be led to think, from Mr. Livingstone's statement, that the Lake Carriers' Association was a kind of a philanthropic, benevolent organization having in mind only improvements in "every living and other condition of the men on board ship." Now, what was it that the Association really did under the so-called "Open Shop" system in those days?

Let us, too, dig up some recent history. It was in 1891, according to Mr. Livingstone, that the Lake Carriers began what he describes as such "satisfactory efforts" to improve the condition of the seamen. Allowing a few years leeway, so that the Lake Carriers could have time to make a good job of it, what do we find? Take the year 1894 as an example. What was the wage scale these same Lake Carriers forced upon the seamen then? Here it is (See Detroit Free Press, March, 1894):

Wheelsmen	$25 to $30 per month
Firemen and Oilers	25 to 30 per month
Watchmen & Lookouts	20 to 30 per month
Cooks on Steamers	35 to 50 per month
Deckhands	12 to 15 per month
Second Cooks	10 to 15 per month

This was the wage scale set by the Lake Carriers at their meeting, March 14, 1894. Such was the result of the satisfactory efforts made by that association of shipowners. The men on board ship had to stand for it, they had no union then. The Lake Carriers' Association had everything its own way. "Open Shop" principle, as it was called by the Lake Carriers, non-unionism, as we know it to have been, governed the Lakes at that time. The above wage scale was the result.

It was only after the seamen organized, after they got together and formed the unions, that wages became somewhat reasonable.

The sailors, firemen and cooks now on strike have not forgotten all this. The lesson has been well learned. And because of this the seamen will not surrender their

rights to remain good, active, loyal trade unionists; they will not give up the struggle; they will not turn traitors to each other. So the strike will continue.

Did we hear some one say, "Oh, well; that 1894 scale of the Lake Carriers was only for one reason"? Was it, though? Let's take another look at the marine news column. What was doing the next year?

In the columns of the daily press of April 10, 1895, will be found the information that on that day the executive committee of the Lake Carriers' Association had held a meeting, and had decided that the 1895 scale was to be the same as the 1894 wage scale.

The Lake Carriers' Association continued its satisfactory efforts, you see. Year after year it was the same old story. No change came until the seamen organized and formed the unions.

There is at least one principle the seamen will not sacrifice under any circumstances, the right of free assembly—the right to cooperate for their own good—the right to themselves protect their own "living and other conditions" on board ship. That is really the only way in which those conditions will or can be protected at all.

BIG SHIPS IN COLLISION.

The steamer Christopher, bound down with ore, ran aground at Bar Point on October 13. The tug Trotter worked on her several hours, but was unable to release her. The steamer Douglas Houghton and her barge came together in Lake St. Clair on the same day and the boats turned back and went to the Ecorse yard of the Great Lakes Engineering Works for repairs. They are bound up without cargo.

The steamer Josiah G. Munro was in collision with one of the ships of the Smith Transportation Company at Buffalo and is damaged.

SHIPYARD FOR ASHTABULA.

The election at Ashtabula on October 14 for the issuing of $390,000 of bonds for the harbor improvements necessary to the bringing of the new shipyard and drydock of the Great Lakes Engineering Works to that port resulted in a great victory favoring the bond issue. A heavy vote was cast. There were 2,916 votes cast for the bond issue, and but 44 against, and there were 14 blanks. This insures the coming of the shipyards to Ashtabula, as all contracts by the shipyard company and railroads have already been signed.

ENGINEER'S LICENSE REVOKED.

Andrew Dahl, first assistant engineer on the steamer Harry W. Oliver of the Wilson fleet, has had his license revoked by the Marquette Steamhip Inspectors, on the charge of negligence and unskilfulness. Dahl permitted the water to become low in the port boiler and it was "burned," while the steamer was at Cooper Harbor, Lake Superior, recently.

The steamer Sinaloa, while making the mouth of St. Mary's River recently in the fog, struck a rock, puncturing a number four tank on the port side. She proceeded to Duluth, where repairs will be made.

SIGNED THE CONTRACT.

A contract between the Ashtabula Chamber of Commerce and the Great Lakes Engineering Works of Detroit was signed recently by which the Great Lakes Company will bring the shipbuilding and drydock plant from St. Clair, Mich., to Ashtabula and install additions at a total cost of $1,000,000. The Great Lakes Company also gave bond for $500,000 to secure the city. Work on the shipyard starts at once.

BIG REPAIR JOB.

The wrecked steamer Senator, which was sunk in a collision with the steamer Norman B. Ream in August, was placed in drydock recently. R. Parry-Jones, for the underwriters, and Al Smith, representing the owners, held a survey on her. The steamer has between eighty and ninety damaged plates and a large number of broken frames.

The steamer Collingwood, sunk by the steamer Craig and raised by the wrecker Favorite, was recently docked at the Ecorse shipyard. It was not deemed advisable to take her elsewhere for repairs, owing to her badly damaged condition. Her tank top is broken, and the break in her side runs to the bilge. She will be in the drydock several weeks, and the cost of the repairs will be heavy.

A. G. Matson, chief engineer of the Great Lakes Engineering Works, says the company has enough new work on hand to keep a big force of men employed all winter. Among the new ships to be turned out by next spring by this company are three for the Pittsburg Steamship Company, three for the Northern Lakes Transportation Company, and one for Boland & Cornelius, of Buffalo.

NORWEGIAN WORKMEN'S HOMES.

An article in the Stavanger Aftenblad relative to the operation of the Dwelling Bank established by the Government of Norway, from which loans may be obtained at low rates by workingmen for building their own homes, furnishes the following information:

"The bank has already granted 197 loans, aggregating nearly $100,000, while there are 33 applications, guaranteed by the municipality, which have not yet been passed upon by the bank. The amount guaranteed by the municipality is about $107,000. After a first mortgage has been utilized to the full extent, loans are made, as a rule, on second mortgages. The operation of the Dwelling Bank has practically solved the question of houses for the laboring classes in Stavanger. Any extra expenditures by the municipality in the matter of opening streets, water, sewers, and light are more than offset by the sanitary and social advantages of the system. In order to further improve these houses in appearance and utility, the Aftenblad, after a conference with parties interested in this phase of the system, has offered premiums of 100 kroners ($26.80) for each of the handsomest and most practical drawings of houses suitable for two families and one family, not to cost, including sites, over $1,340 and $800, respectively."

Beginning on October 9 the submarine bell near Detour will ring continuously until the close of the season, under an arrangement made by President Livingstone of the Lake Carriers. Boats in several fleets now are equipped with this device, and they will receive the benefit of the operation of the bell, which has been moved 1,700 feet further out than at first. It now lies in forty-seven feet of water, with twenty-eight feet over the top of the tripod.

Demand the Hatters' label when buying a hat.

INFORMATION WANTED.

Frank Donnelly is inquired for by his mother, Mrs. Eva Donnelly, 1317 Clark St., Racine, Wis.

Wm. A. Nicholson, No. 13,156, Lake Seamen's Union, is inquired for by his sister, Miss Alice Nicholson, 356 Lake street, Oak Park, Ill.

Millard McLeod, No. 22582, Lake Seamen's Union, is inquired for by his mother, Mrs. D. A. McLeod, Box 475, Sterling, Kansas.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

Albert Appenyella, sometimes known as Albert Zellers, supposed to be a seaman and a dredgeman, is inquired for by his sister, Anna Goodmiller, 806 E. Wood St., Decatur, Ill.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

674 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.

TOLEDO, O.....54 Main Street
Phone Bell 1890.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.

SUPERIOR, Wis.....213 Banks Avenue
Telephone, Old Phone, 4428 L.

BAY CITY, Mich.....108 Fifth Avenue

OGDENSBURG, N. Y.....70 Isabella Street

KINGSTON, Ont., Canada.....(Box 96) King Street

ERIE, Pa.....305 French Street
Telephone Bell 682.

CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.

SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.

SANDUSKY, O.....510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

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Marquette, Mich.
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Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

THE PARROT FISH.

(Continued from Page 2.)

danced like fencing masters, hitting us from behind whenever they could, for they have a wholesome dread of the white man's fists and boots.

"Rush 'em an' let's get some bamboos," yelled "Yankee" Tom.

We "rushed 'em" and got the bamboos, knocking three or four of them senseless during the affray. This gave us a short breathing spell.

"We've got to make a break for the beach, bullies," Tom sang out. "Follow me."

Forming a sort of flying wedge we made a dash in the direction of the harbor. Striking out right and left as we ran pursued by the dancing, yelling mob we finally brought up on the wharf where we had been landed in the morning. By this time all hands were as sober as judges, and most of us were so sore from the beating we had received that we could hardly stand or raise an arm.

In the meantime the mate of our ship had despatched a boat for us. When she arrived we tumbled into her as quickly as our aching limbs would permit, a sadder but decidedly wiser crowd than the gay party on pleasure bent which only a few hours previously had landed at that very place. For over a week after coming onboard we put in most of our spare time rubbing one another with arnica and "cussin" the coolies.

One would naturally think that the salaaming heathens would have been satisfied with the beating they gave us, and let it go at that. But, no, the idol whom "Cockney" had so irreverently desecrated was a distant cousin of Siva, and the patron god of the Wanghirri, a powerful tribe of upper Burmah. Hence, another boycott was declared against our ship, this time without the alternative of a fine. Not a bag of rice could we get. Even if the cargo could have been brought alongside in lighters the shippers positively refused to trust us with the stowing of it.

Things went on in this manner for about two weeks. Our skipper tried everything he could think of to induce those coolies to go to work, but without success. Heaven only knows what the outcome would have been had it not so happened that the governor of Upper Burmah, Sir P——, was just then making his annual tour of the province, and was due to arrive in Akyab in a day or two.

When the governor at last arrived our skipper placed the matter of the boycott before him and asked him to intercede for us. This he did, and to such good purpose that, in consideration of two thousand rupees to be expended in appeasing the spirit of the defiled idol, the coolies returned to work onboard our ship and began loading the paddy.

During the negotiations with Captain Atkinson the governor and his party had expressed a desire to visit the Earl of —— and inspect her, as none of them had ever seen a four-masted ship before, nor one so large. A day was accordingly agreed upon when the party would come off and view the ship.

On the day of the visit we washed the decks down first thing in the morning, swabbed the paintwork, shined the brass, and decked the old girl out with all the bunting we could muster, after which all hands were sent forward to put on glad rags and stand by. At ten o'clock the gubernatorial party, consisting of five ladies and four gentlemen, came alongside in a government steam launch. The skipper, mates and twelve apprentices, all dressed in snowy white uniforms, received the distinguished guests at the gangway and conducted them aft to partake of refreshments. This highly necessary detail having been duly attended to the sightseeing proper began.

Now, it is a mystifying fact, but one with which most sailormen are well acquainted, that when ladies go sightseeing onboard of a ship nothing seems to excite their curiosity quite so much as the forecastle, that mysterious, unexplored, reeky bachelors' hall where that highly interesting personage, the common sailor, lives, moves and has his being. Therefore, when, after a while, the gentlemen of the party and the officers of the ship fell to discussing politics and other uninteresting topics, the ladies, convoyed by the youngest and smallest of the apprentices, came sauntering forward. Presently they had congregated in front of the forecastle door, and were peeping shyly within at the heterogeneous collection of chests, bags, oilskins, sea boots, tin pannikins, et hoc genus omne, which greeted their sight. "Cockney," with superb nerve, rose to the occasion like a little man. Advancing to the threshold with the mincing gait of a barnstorming thespian, and speaking with what he conceived to be a genteel drawl, he said:

"Lydies, this 'ere's what they calls the fou'c's'le. 'Ere's where we sylors lives, han heats, han sleeps. Has you can see it hisn't much hof a plyse, but sylors is used to 'awrdships. But, no matter 'ow many 'awrdships we suffers, hour 'earts is hever warm, han we halwyse happreciytes a visit like this from stryngers, hespecially lydies."

The ladies acknowledged the implied compliment with wellbred politeness, assuring "Cockney" of their distinguished consideration, etc., which so encouraged that worthy that he then and there appointed himself their cicerone, showing them around forward and explaining the functions of the windlass, the capstan, the catheads, the martingale, and other objects of interest to landsmen. One of the ladies, the governor's daughter, was a very pretty young woman, and to her "Cockney" paid unstinted attention. While she was standing with the others in front of the forecastle door we had noticed that she wore a three-stranded pearl necklace to which, in front, was attached a small pendant wrought from a single ruby. In fact, all the ladies in the party, in keeping with custom in India, were richly bejeweled; but, man-like, our eyes had feasted themselves chiefly on the charms of the youngest and prettiest one, to the more or less exclusion of the others.

Like all sublunary things, the visit of the gubernatorial party presently came to an end. The ladies were escorted down the accommodation ladder into the steam launch by the gentlemen. But something was evidently amiss, for, after having seated themselves in the launch, the whole party suddenly arose and came trooping up on deck again. Here, joined by the afterguard and apprentices, they commenced searching around the deck as if looking for some lost

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA
29 ERSKINE STREET, SYDNEY, N. S. W.

.rticle. Gradually the search took them orward, and then we learned that the gov-rnor's daughter had lost her ruby pendant. ust where it had been lost she could not ell, as she had not missed it until seated in he launch. We also learned that, although he value of the bauble was approximately £3,000, yet that was not the principal rea-on why so much anxiety was felt over its oss, but rather because it had been a treas-ıred heirloom in Sir P——'s family for gen-rations, having been presented to one of his ncestors by King Henry VIII.

For a full hour all hands roamed up and lown the decks, every conceivable place vhere the young lady had, or might have, been standing during the visit being care-ully scrutinized by scores of sharp eyes. At last the search was reluctantly aban-oned, the belief gaining ground with every ne that the pendant had in some manner ecome unfastened when its wearer was eing escorted down the accommodation adder, and had fallen into the water. And o, with many expressions of regret from ur side, the visitors finally betook them-elves onshore.

Three weeks afterward we sailed from kyab bound for Liverpool. Just before eaching the Equator we ran into a calm uring which one of the apprentices, seeing small, lone fish swimming around under ıe counter, went and got his fishing-line nd paid it out over the taffrail. The lone sh must have been hungry also, for he ook the bait without any ado, and was rthwith hauled up on deck. It was a par-ot-fish weighing nearly two pounds. Its eak was the exact size and shape of the eak of a full-grown parrot.

The youngster brought the fish forward the forecastle and, holding it by the tail, ang out in a shrill, piping voice:

"How much am I offered for this fine ecimen of a parrot-fish? No reasonable ffer refused."

Some spirited bidding ensued, for a par-ot-fish, when properly cured and mounted, rms a very interesting exhibit in a col-ction of marine curios. "Cockney" even-ıally landed the prize by contracting to ash the young gentleman's clothes for the mainder of the voyage.

"Hi wants the bloomin' thing to give to e sister what keeps a pub. in Wapping," e explained. "Hit'll draw custom to the use, though she's not in need hof money—ne hof hour family his—'avin' two 'ouses f 'er hown hin the city, han' a couple o' ts hout hin Tunbridge Wells. Hin fact, t wasn't poverty that myde me go to sea. i can hassure you, mytes."

"No," "Yankee" Tom ventured to re-ark, "you had plenty of that at home, I ckon."

"Cockney" gave him a withering look, ithout, however, deigning to reply to the atuitous aspersion on his veracity, for om was a bad man to have trouble with. ıstead he went out on deck and busied mself with the parrot-fish.

First he slit the belly of the fish open and tracted the entrails. Next he filled the vity with black, strong, oily shag tobacco. hen he sewed the slit up with silk thread, ıd finished by hanging the fish up under e mainstay to dry. In a few days, when e sun and wind had done their work, and e nicotine from the tobacco had thorough-permeated the flesh, it assumed a saffron-hued, mummified appearance, and was then pronounced cured by Cockney and stowed away in the bottom of the chest.

Nothing out of the ordinary happened for several months afterward. We crawled across the Indian Ocean, around the Cape, and up through the South Atlantic, at a pace which spelled a long passage for us and small profits for the owners. When at last we had crossed the Equator for the second time out from port, and got the first cool whiff of the Northeast Trades, a calamity befell us, the full measure of which can only be understood by those who have been through the ordeal. We ran short of tobacco.

For weeks after we smoked tea leaves, coffee grounds, tarry ropeyarns chopped up and mixed with ground lignum vitae, and most anything we could think of that would in the least allay the fearful craving of our nicotine-saturated systems for their favorite narcotic. The only one on board after a while who had any real tobacco to smoke was the old man. Two or three times a day he would come up on the poop smoking a cigar, the sight of which made us realize to the full how great was the suffering of poor, old Tantalus. At such times we would stay up in our watch below and hang around the break of the poop, patiently waiting for the moment when the skipper, tiring of smoking, would throw away his butt. And talk about the strenuous life! A football rush is a Y. M. C. A. frolic compared with the scramble we famished wretches made for that precious cigar-butt.

"To the victor belongs the spoils" may be all right as a general proposition, but the man who came out of one of those scrimmages the possessor of that coveted butt had another guess coming to him if he thought that he could get away with that old chestnut to the limit. To be sure, he was allowed to retain the butt. He was allowed to carve it up and fill his pipe with it. He was allowed to light the pipe and to inhale the smoke, but here his monopoly ceased. By this time the rest of us had formed a ring around him, and it was now his duty when exhaling the smoke to blow it into our open mouths, each one of us getting a puff in turn while the butt lasted.

One Sunday morning when "Cockney" was at the wheel "Yankee" Tom called us all together in the forecastle and said:

"Let's git that parrot-fish in 'Cockney's' chest an' take the tobacco out of it, an' stuff it with oakum instead. I'll sew it up again so nice that he'll never know it's been opened. There's three-quarters of a poun' of tobacco in that fish, an' it's a sin an' a shame to leave it there when we're all just dyin' for a smoke."

The proposition was hailed with general acclamation. There was only one difficulty in the way of carrying it out, "Cockney's" chest was locked. Ordinarily it is against the ethics of the forecastle for a man to keep his chest locked, as it implies a distrust of his shipmates which they are usually quick to resent. But when there is a tobacco famine on board, infractions of this rule are by common consent winked at, as it is generally recognized that when a man is tobacco-starved no place is too sacred for him to search in the hope of finding a scrap of the precious weed.

But "Yankee" Tom had apparently done some thinking on the scheme before broaching it to us.

"Here, Hansen," he said, "try your hand at that chest."

Hansen, a mechanical genius who had been a locksmith before coming to sea, brought forth a suspicious-looking wire and picked the lock on "Cockney's" chest with as much ease as if he had done nothing else all his life but pick locks. Out came the parrot-fish. "Yankee" Tom deftly cut the stitches, took out the wad of tobacco, and inserted in its place a wad of oakum. Then he sewed the slit up again and replaced the fish in the chest, which Hansen locked. The whole thing was done in less than ten minutes.

"Yankee" Tom, Hansen and I were appointed a committee of three to divide the tobacco in nineteen equal parts, the number of men in the forecastle minus "Cockney." Tom started to open the wad when something hard dropped out of it on to the table. It was the ruby pendant which Governor P——'s daughter had lost when visiting us in Akyab!

"Well, I'll be damned!" gasped Tom when his astonishment had subsided sufficiently to permit him to speak, and we one and all echoed the exclamation with the mind-blankness of men whose wits have for the moment been knocked galley west.

But the excitement soon petered out. It generally does among men so little troubled with "nerves" as are sailors. What to do with the thing, now that it had been found, became of more absorbing interest. It was presently settled that the committee of three should take the pendant aft and hand it over to the skipper.

Captain Atkinson listened with open-mouthed wonder to our story, at the conclusion of which he, too, exclaimed: "Well, I'll be damned!" Before we left he enjoined us to keep "Cockney" in ignorance of the fact that he had been found out, and presented us with a box of cigars for distribution among the boys forward.

In about two weeks more we arrived in Liverpool. There "Cockney" was arrested as he stepped on the dock with the parrot-fish tucked under his arm. After a short trial, in which we were called as witnesses, he was convicted of the theft of the pendant and sentenced to five years at hard labor.

Some months later the president of the Board of Trade received a letter from Governor P—— thanking the crew of the Earl of ——— for the return of his daughter's ruby pendant, and enclosing a check for £1,000, which in due course of time was apportioned among us after the manner of salvage money.

EL TUERTO.

LABOR IN FORMOSA.

In consequence of the activity which prevails in construction work in Taihoku, the capital, and in Tamsui, and through the island of Formosa, especially in the southwestern part, in government irrigation works, building of sugar mills, cane tramways, agricultural enterprises, and engineering projects, the wages of skilled and unskilled labor have been steadily increasing, the cost of living increasing proportionately, so that wages in 1908 were higher than at any time since the Japanese occupation. The average rate of wages paid in Taihoku in 17 towns was 88 cents gold per day.

News from Abroad.

It is announced that the removal of the remains of the late Pope Leo XIII from St. Peter's to the Lateran Basilica will take place on March 2 next, the centenary of his birth.

General Weyler, former Spanish Minister of War, has been appointed Captain-General of Catalonia. Former Minister Suarez Inclan has been appointed Civil Governor of Barcelona.

William Kennedy and a Chinese banker were found guilty at Manila on October 25 of conspiracy to smuggle opium into the Philippines and were sentenced each to one year's imprisonment.

A score of miners were killed by an explosion in the Rhymney Iron Company's colliery in Glamorganshire, Wales, on October 29. Manager Brown and two companions, who attempted a rescue, perished.

The British House of Lords has passed the third reading of the Irish Land bill in greatly amended form. Premier Asquith has announced in the House of Commons that he will move to reject all the amendments.

Captain Englehardy, a pupil of Orville Wright, made a flight lasting forty-four minutes and thirty seconds at Potsdam on October 29. This is the longest flight, unaccompanied, that has been made by a German aviator.

The leading newspapers of Sweden have opened offices throughout the Kingdom to raise funds for the purpose of preventing emigration. It is felt that Sweden no longer can afford to lose its lifeblood in the shape of young workers.

Herbert J. Gladstone, it is said, will be the first Governor-General of United South Africa. Gladstone has not been considered a great success as Secretary for Home Affairs and there have been many hints of his removal to another sphere.

E. Schavanius, departmental chief in the Danish Foreign Office, has been given the portfolio of Foreign Minister in the new Cabinet formed by the Radical leader, M. Zahle. The present is the first Radical Ministry that Denmark has had.

Prince Ito, a famous Japanese statesman, was assassinated by a Korean while landing from a train at Harbin, Manchuria, on October 25. Revenge for the policy of subjugation adopted by Ito in Korea is said to be the motive of the assassination.

The 18,000-ton turbine battleship Mirabeau was launched at L'Orient, France, on October 28. The Mirabeau is one of six battleships ordered, the construction of which was given by the Minister of Marine in 1906. The battleship has a speed of nineteen knots and is of 22,000 horsepower.

Lieutenant Tibaldos and three hundred men of the Grecian Navy mutinied at Salamis on October 29 on account of a dispute over naval regulations. A brief exchange of shots took place between the torpedoboats under command of Tibaldos and the land batteries. Little damage was done.

The Belgian Minister of Colonies on October 28 announced in the Chamber of Deputies the Government's project for reform in the Congo Independent State. The colony will be opened to free trade in three successive stages, from July, 1910, to July, 1912. The State reserves five areas of 500,000 hectares (1,500,000 acres) each.

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INFORMATION WANTED.

Anyone knowing the whereabouts of seaman Ernst Dau, please notify the German Consul at San Francisco.

James Thoburn was at the Seamen's Institute about 1902. Letter awaiting him at 242 Steuart street San Francisco.

Arthur John Martin. Was in San Francisco last March. Any news of him sent to Seamen's Institute will be appreciated.



Many apprentice seamen, when going aboard for the first time, are afraid that the top is overcrowded, but always when they get up there and the "builder's hole" they find plenty of room, likewise, many apprentice seamen and enlisted men fear there is no room at the top for them in the navy, that the higher positions are so filled up that they cannot hope to gain one. This is wrong. There are plenty of high positions waiting for ambitious men in the navy, if they will but properly qualify themselves. Every new ship that goes into commission increases these opportunities. If you wish to climb to a higher berth, an institution that has helped hundreds of men to better themselves will help **YOU** to secure a higher rating in the simplest, surest, and quickest way in the world. You need not leave your ship, nor use but a small part of your spare time off duty. It costs you nothing to investigate; simply mark and mail the coupon below. Will you answer Opportunity's knock, or does she have to break in your door with an axe? Send in the coupon **NOW.**

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INFORMATION WANTED.

The five sailors who left the schooner A. J. West at Honolulu, on March 30, 1908, are requested to communicate with the Secretary of the Sailors' Union of the Pacific. The libel against the A. J. West has been adversely decided by the Federal Court at Honolulu.

Henry Laurent, who has been sailing between San Francisco and Honolulu, is inquired for by his mother. Anyone knowing his present whereabouts will please communicate with the Coast Seamen's Journal.

John Johnson, a native of Norway, born September 15, 1858, at Blegeleidet Bamle; last heard from in 1904 living at 230 Third street, San Francisco. Any one able to give any information kindly communicate with his nephew, M. Olsen, 165 Third street, San Francisco, Cal.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, A. B.
Akesson, C. A.
Andersen, Lars
Andersen, Carl P.
Aposholokos, P. G.
Apps, P.
Atkinsen, S.
Back, M.
Berentsen, Rolf.
Berentsen, Alex.
Blomquist, B. W.
Bohman, Eric
Boad, ——
Brown, Jim
Brakke, Hans
Buck, F.
Buth, Sigfried
Carmell, Geo. B.
Carlson, Thure
Christiansen, Andrew
Chapman, F. G.
Christoffersen, Emil
Christie, W.
Chotard, Emil
Conee, A.
Draw, J.
Eichel, Chas.
Elliot, W. V.
Elsted, John
Eliasen, C.
Elboidt, Alfred
Elwood, Alfred
Engstrom, Chas.
Ernst, Geo.
Erickssen, A. R.
Fasig, Tom
Fredriksen, B. D.
Glasheen, John
Gonyette, Joseph
Grohn, John
Grise, J. H.
Gustafson, K. O.
Hansen, K. Johan
Hansen, Harold O.
Hansen, T. S.
Harris, E.
Hansen, John
Hansen, Ernest
Hellwood, ——
Hedlund, Arvid
Hermansen, L.
Herbert, Chas.
Holden, W.
Ingalls, Lewis
Jacklin, C.
Jacobson, T.
Jacobson, Carl
Jersch, W.
J. W.
Johanson, C. J. -1566
Johanson, K. -1592
Johanson, Chas.
Johanson, Hans
Johnson, Alf. -1700
Johnson, Eric
Jorgensen, Julius A.
Kalning, Jacob
Kahlhetser, F.
Kaald, Johan
Kisher, K.
Klingenberg, J.
Knutson, E. A.
Kohler, Albert
Krentz, Karl
Kristofferson, Alfred
Kristiansen, Louis
Kristiansen, Nils
Kristofferson, Emil
Kuhl, Hans
Larsen, Chr.
Larsen, Hans
Latz, K.
Lauritsen, Hans
Lind, H. E.
Lof, Oscar
Malmberg, A. C.
Mayers, P. M.
Masterson, D.
Mattson, E. -1856
Mathison, Nils
McDonald, James
McFadden, W.
McGuire, O. S.
Mitchell, S.
Mietman, John
Mikkelson, Kr.
Morrison, J.
Molver, Olof
Monsson, S.
Mortimer, Ernest
Ness, Carl
Nelson, Peter
Nicholsen, O. T.
Optiger, Geo.
Olsen, E. K.
Olason, Axel
Olsen, B. -597
Olsen, Hans P.
Olsen, Anton
Olsen, Ragwold
Overland, T. -912
Pederssen, Olaf
Pedersen, Chr.
Pel, J. Van
Penny, W.
Petterson, Meyer
Peterson, Peter
Petersen, E. P. -668
Penningrud, L.
Price, Bruce
Rasmussen, And.
Rasmussen, Harold
Rasmussen, Ackton
Ruman, Karl
Riehbrack, Paul
Rides, Arthur
Robertson, D. A.
Rugland, Ole
Sandstrom, Th.
Saaleness, T. J.
Sandstrom, O. S.
Scherlan, R.
Seidel, G.
Skarin, R.
Sorensen, Hans
Sally, Ed.
Steen, Ivar -1999
Sundley, E.
Swanson, Emil
Swanson, B.
Thomas, W.
Thonesen, Tonger
Thompson, T. G.
Zebr, G.
Winnie, Clifton
Worm, Albert
Woolridge, C. C.

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INFORMATION WANTED.

Andreas L. Jansson is requested to call upon, or communicate with, Attorney F. R. Wall with reference to his suit for damage.

Robert Fordyce Bowers, age 33 years, height over 5 feet, stout build; correspondence awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

John M. Murphy, dark hair, blue eyes, height 5 feet 8, smooth face. Last heard of at Oakland. Any information, communicate Seamen's Institute, 242 Steuart street, San Francisco.

Harry W. Morse, of Watertown, Mass., about 5 ft. 8, light hair, blue eyes, wore glasses. Enquiry from Lillian J. Morse. Letter awaiting him at Seamen's Institute, Steuart street, San Francisco.

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INFORMATION WANTED.

Henry D. Steele, No. 2166, of the Sailors' Union of the Pacific, is inquired for. Address, Coast Seamen's Journal.

Alfred Douglas Brakel, a native of Russia, also known as Fred Hansen, left the Russian cruiser Lena; last heard of about three years ago, is inquired for by his mother. Address, "Coast Seamen's Journal."

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Domestic and Naval.

The British schooner Florence R. Hewson, from Mobile for Demerara, before reported waterlogged, has been towed to the Port of Matanzas in a disabled condition. No crew was on board.

A. A. Booth has been elected chairman of the Cunard Steamship Company, Ltd., to succeed the late Sir William Watson. Mr. Booth has been succeeded in the deputy chairmanship by Thomas Royden.

The Navy Department has notified John F. Burke, of South Boston, that his bid of $11,037.75 for the Enterprise, which was used by the State of Massachusetts as a schoolship for some years, has been accepted.

Much damage is reported to have been done to small shipping along the South Jersey coast by the storm that swept the coast on October 14. High seas rolled in along the beach and many small vessels were driven to shelter.

With the unique record of having doubled Cape Horn 46 times between Atlantic and Pacific ports, Captain George Goodwin relinquished the command of the American ship Dirigo when that vessel arrived at Honolulu, and he has returned to his home in Maine.

The British steamer Hestia went ashore at Old Proprietor Ledge, Grand Manan Island, Me., on October 25 and thirty-six members of her crew are thought to have been drowned. Six men who clung to the rigging were rescued by lifesavers after thirty-eight hours' exposure.

The administration of the Immigration laws, especially at New York, is affected by the decision from the Controller of the Treasury that the European steamship companies are responsible for the hospital treatment of aliens who are sick when they arrive in the United States.

The tug Major W. Allen and a derrick barge went ashore recently on Cold Spring Bar, near Atlantic City. Both vessels will probably be a total loss. The crew were rescued by the Two-mile Beach and Cold Spring life savers.

Sir Thomas Lipton arrived at New York recently to press his claims for a race for the American Cup. At the Yacht Club many enthusiasts expressed a hope that the Englishman and his American rivals would be able to find a common ground for a challenge, but officials declare that Sir Thomas would have to challenge under the old rules.

The British schooner Pleroma, from the West Indies for Savannah, with cocoanuts, arrived at Key West for Savannah recently with masts hanging by rigging, anchors and chains gone, and leaking. She brought the master and crew of the British schooner Florence R. Henson, from Mobile for Demerara, which vessel was waterlogged 45 miles southeast of Key West.

Director General Albert Ballin, of the Hamburg-American line, denies that the Kosmos Steamship Company is subsidized by the German Government, as was reported from Valparaiso. The line, he said, is doing a business purely on its own resources. The allegation that the Kosmos line is assisted financially by Germany was made the basis of requests for similar help by competing lines owned in Chile.

Home News.

A movement has been inaugurated to erect a monument to the late President Cleveland at Princeton, N. J.

Judge H. H. Lurton of Tennessee, is prominently mentioned as successor to the late Justice Peckham on the United States Supreme Court.

Robert S. Lovett was elected President of the Southern Pacific Railroad Company at New York on October 28, to succeed the late E. H. Harriman.

The Standard Oil Company of Indiana was fined $65,000 in the District Court at Austin, Texas, on October 26, for violation of the Texas Anti-Trust law.

Fifty supposed lepers out of the first hundred examined by physicians at the Island of Molokai, T. H., have been declared non-leprous and will probably be freed.

The American Ice Company, one of the largest ice concerns in the country, which is said to control half of the ice trade in New York City and vicinity, went on trial on October 18 on charges of illegal monopoly.

The Tennessee Grand Lodge of the Independent Order of Odd Fellows has adopted a resolution denying membership in the order to dealers in near beer and also to men who conduct so-called "soft drink" stands.

All the surveyed Hawaiian Government lands suitable for homesteading are to be thrown on the market in one big lot in a short time, according to a statement made by the executive head of the Territorial Government.

The Portola Festival, in commemoration of the discovery of San Francisco Bay, was held in that city October 19-23. It is estimated that over 1,000,000 persons visited San Francisco during the five days' festivities.

The Mexican Government has started a fight at Eagle Pass, Texas, for the extradition of Calixto Guerra, an alleged revolutionist, charged with murder, arson and robbery in connection with the uprising at Las Vegas a year ago.

The judicial determination of New York City's debt limit—the Court of Appeals having recently found that the city had more than $50,000,000 borrowing capacity—has resulted in action by the Board of Estimate in favor of further subway extension.

The total attendance at the Alaska-Yukon-Pacific Exposition from the time the gates opened on June 1 until the close at midnight on October 16 was 3,740,551. Of this number 2,765,683 were paid admissions and 974,868 were free. It is estimated that the fair earned a profit of $200,000, which will be returned to the stockholders.

Latest estimates of the season's gold output for the Nome (Alaska) district place the production at $4,120,000. This is the largest ever secured from dredging operations on the Solomon River. Owing to the unusually dry season during the last summer sluicing was prevented in all camps on Seward Peninsula.

Under a ruling received at LaCrosse, Wis., from R. S. Coleman, chief examiner of the Census Bureau at Washington, 100 Syrian voters in LaCrosse will lose their citizenship, while hundreds of others all over the Northwest will be affected. The ruling is that Syrians, being of Asiatic origin, are not "white persons" within the meaning of the law.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abbors, Arne
Aga, Johan
Akerson, Chas. A.
Alander, O. J.
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Amundsen, Albert
Amundsen, Harold
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Andersen, Chr.
Andersen, -1108
Andersen, -1514
Andersen, Sven
Andersen, -1541

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Bakke, Ed.
Beausang, E.
Beckman, Rudolph
Beckwith, Geo.
Benson, B.
Berentsen, -1755
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Blindheim, O. C.
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Blumel, Max

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Diez, Th. H.
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Fogland, Arthur
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Frandsen, Niels

Gabrielsen, Elling
Geiger, Joe
Gibbs, Harry D.
Gras, Chas.
Green, W.
Gronman, H. R.

Hallstrom, J. E.
Halvorsen, Chas.
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Hamilton, E. L.
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Jensen, C. E.
Jensen, J. C.
Jensen, N. O.
Jensen, Ingwald M.
Jensen, -1791
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Jenson, T. C.
Jansson, Andreas L.
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Kaho, H.
Kalman, L.
Kane, G.
Karlsen, Konrad
Karlson, -1324
Karlsson, Gust.
Karthauser, Otto
Kautbold, Ed.
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Kerch, Geo. C.
Klatt, Herman

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Larsen, Peter
Larsen, -1290
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Brekke, H.
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Jonassen, Johan
Jordfald, Theo.
Josephson, E. W.

Klebingat, Fr.
Kluge, Frank
Knutsen, Halfdan
Koff, M.
Kohne, Ernst
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Kopats, Oscar
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Link, Alex.
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Lehto, Alex.
Leibold, Fritz
Leithoff, Carl
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Lieberg, Gustaf
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Mattler, Franz
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Mehent, Joe

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Nesbitt, J.
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Pedersen, S. Reinhold
Pedersen, N. B.
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Pedersen, -1006
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Pedersen, Olaf A.
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Raahange, J. F.
Randle, Dave
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Rasmuson, A.
Reese, W. H. C.
Reichelt, H. A.
Robinet, G.

Saarin, J.
Sampson, Carl
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Sandell, -2222
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Saunders, Chas.
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Schmidlen, John
Schmidt, Fritz
Schmitt, Geo.
Schneckloth, Ed.
Schulz, G.
Schultze, Axel
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Wells, Geo. A.
Welsen, J.
Werner, Paul
Westhofer, H.
Wetzel, Curt
Weyer, Paul
Weyman, Emil
Wiberg, E. A.

Ziffer, Chas.

Melart, Rolf
Mengert, Fred
Menz, Paul
Michelson, -1690
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Mikkelsen, A. S.
Miller, Jas.
Moe, John M.
Monroe, Geo. E.
Morken, Kristian
Muller, Werner
Muller, Wm.
Munze, Dick

Nielsen, -1030
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Niemi, Fr.
Nilsen, C. J.
Nilson, Henning
Nobereit, Gus
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Norris, N. A.

Olson, John
Olson, Ole
Olsson, Alf.
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Osol, Th. R.
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Peterson, -1318
Peterson, Johan
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Pettersen, O. T.
Petterson, Oscar
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Pettersson, -709
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Phillips, Aug.
Pitkanen, J. W.
Pratt, Mr.

Rochov, Steven
Rokov, Steffan
Rommel, Andrew
Rosenvald, Isak
Roussel, Fernand
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Ryits, A.

Smith, John V.
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Soland, Hans
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Sonnenberg, Herman
Sorensen, -1664
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Sovik, H.
Sprague, C. B.
Stein, John
Strand, Olav
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Svanson, Hugo
Svendsen, -1050
Svendsen, A. F. S.
Svendsen, Anker
Svendsen, Otto A.
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Swanson, Carl
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Swensson, L. G.
Syvertsen, Hans

Tiller, E.
Todal, Maartin
Tofte, H.
Tollefsen; Aug.
Torkelsen, Marinus
Trenton, Louis
Turan, R.

Vetland, John
Vickers, John
Vogel, Martin

Wickstrom, Chas.
Wideberg, Oscar
Wiekman, P.
Wihtol, Ernest
Wikstrom, Wm.
Wilke, Wm.
Wilson, Fred
Wingsten, Hj.
Winsens, P. G.
Winters, Ch.
Wolter, John
Wunsdorf, Aug.

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Andersson, Vicktor
Cornelius, L.
Dahlman, Axel
Hansen, Chas.
Holmstrom, Carl A.
Jensen, -1944
Johnson, Edv. -1980

Johannessen, -1863
Kolstad, Anton
Morken, Kristian
Ruhlmann, Louis
Ruthberg, E.
Wilberg, John
Zimmerman, F.

INFORMATION WANTED.

Johan Pommer, a native of Russia, aged about 38, supposed to be somewhere in a Pacific Coast State, is inquired for by Alex Pommer, Sailors' Union of the Pacific, 44-45 East street, San Francisco.

Frank Posstethwaite, who left Monteagle at Vancouver, B. C., May 26, 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco. Any information gratefully received.

Portland, Or., Letter List.

Anderson, Eskil
Andersson, J. S.
Berntsen, Julius
Cox, H. E.
Farm, J. B.
Fostwedt, Carl
Hultberg, Ernst
Jensen, M.
Jacobsen, Hans
Johnson, C. A.
Kearns, Edwin
Kjorsvik, Johan
Kent, Jack
Klebingat, Fred
Lorin, Cristian
Lynd, Chas.
Moren, E. H.
Olson, Olaf
Olson, Otto
Scott, Ed.
Sundholm, Freppa
Schmidt, Franz
Schneider, William I.
Sanchez, Frank

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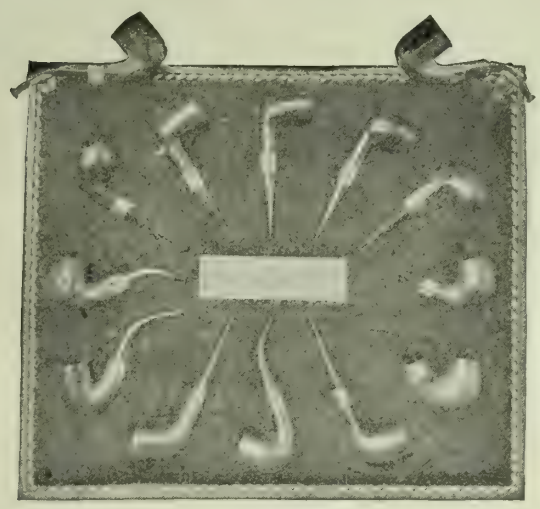
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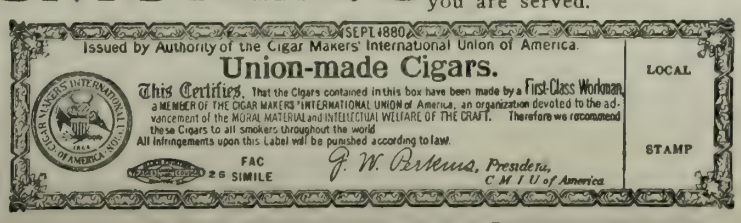
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Labor News.

Conductors and trainmen of the Pennsylvania and Reading railroad system will make a request for a general increase in pay and improvement of conditions before the end of this year.

By the decision of the Illinois Supreme Court on October 26 the City of Chicago stands to lose approximately $700,000 in judgments for damages wrought in the A. R. U. strike of 1894.

With his throat cut and a dozen wounds in the back, the body of Melville Keene, business agent of the Carpenters' Union, was found near Erie, Pa., on October 23. The police have no clew to the murderers.

The Executive Council of the American Federation of Labor has voted to give financial support to the members of the Hair Spinners' Union, of Baltimore, who are involved in a controversy with their employers.

The fourteenth annual convention of the International Seamen's Union of America will meet at New York on November 29. Delegates will be present from the Atlantic and Pacific Coasts, the Great Lakes and the Gulf.

The United States Geological Survey is preparing to establish a Government school of instruction in mine rescue work at the University of Washington, the cost of instruction to be defrayed by Washington coal operators.

Plans to obtain legislation to establish a Depatment of Labor, with a Secretary co-equal with the Secretaries of other Departments, were the foremost topic before the Executive Council of the American Federation of Labor at Washington, D. C., on October 21.

Nearly 1300 employes of E. V. Connett & Co.'s two hat factories at Orange and Newark, N. J., who had been on strike since January, went back to work on October 19. Within a few days several other hat factories will be ready to sign an agreement with the Union.

Nearly 500 young women employed in a cigar factory at New Brunswick, N. J., left their work on October 23 when their demand for an increase in the piece-work rate was refused. A number of girls refused to join the strikers and were attacked when they attempted to enter the factory.

A committee consisting of John C. Elder, Washington, D. C., chairman; Congressman John L. Burnet of Alabama and Charles P. Neil of Chicago took testimony behind closed doors at St. Paul, Minn., to ascertain whether a condition of peonage exists among the laborers in the lumber camps of Northern Minnesota.

As a result of differences in regard to wages, a strike is imminent in the Southern Pacific machine shops at Sparks, Nevada. The railroad officials contend that the controversy is a result of sympathy with the striking Pocatello machinists. The Sparks machinists claim, however, that the controversy is purely local.

The United Textile Association of America, to facilitate the conduct of strikes in the cotton, silk and kindred industries has authorized the appointment of an emergency committee of five members with all the authority in dealing with labor disputes that in the past has been conferred only upon its executive council of seventeen members.

With the Wits.

Logical.—She.—"Whoever started the habit of calling a boat 'she'?"

He.—"Probably the first man who tried to steer one."—Century.

Well Named.—Wantanno—"Why do you call that boy of yours 'Flannel'?"

Dunno.—"Because he naturally shrinks from washing."—London Tit-Bits.

If It Could Be Done That Way.—Ethel (finding the sermon tedious and thinking it high time for the collection)—"Oh, mother, do pay the man and let's go home."—Punch.

Case For a Desperate Remedy.—The Proud Mother—"This boy do grow more like 'is father every day."

The Neighbor—"Do 'e, pore dear? And 'ave you tried everything?"—Sketch.

Found a New Excuse.—"John, you've got to quit keeping such late hours!"

"I don't keep 'em, Marie; they just slip away from me before I know it."—Exchange.

In 'Appy Hingland.—"Whatever are you doing, darling, with that nasty dust pan and brush?"

"Freddy told me to bring it in and sweep up Mrs. Smith's H's as she drops them."—London Opinion.

Quite So.—Mrs. Brooklyn—The idea of an educated man like Mr. Curious looking for a gas leak with a lighted candle. It is the last thing I would ever think of doing.

Mr. Brooklyn—The coroner says it was the last thing that Curious thought of doing.—Exchange.

Caught With the Goods.—"Hogan's cow bruk into the strawberry patch this morning, sorr, an' it's hivvy damages ye sh'uld git from him."

"It's no use, Patrick. He'll be sure to swear it was somebody else's cow."

"The divil a bit, sorr; he can't. Oi shut the baste in there fur ividence."—Judge.

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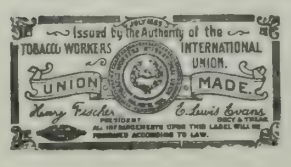
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VOL. XXIII, No. 8. SAN FRANCISCO, WEDNESDAY, NOVEMBER 10, 1909. Whole No. 2042.

TRADE-UNIONS IN HISTORY.

TO MANY the trade-union is a modern institution. In reality it is only a modern form of industrial organization suited to our times and needs which, in principle and in fact, has existed in some form wherever civilization has struggled up from barbarism. The trade-union is the struggle of the workers, to voice their needs, to obtain justice.

That organizations of workingmen embodying the principles of unionism existed when Rome and Greece were world powers is known only to the comparatively few who have made a careful study of ancient social and industrial records. This study is difficult because comparatively little is known of the movements of the ancient workers. They were regarded as of little importance by those who arrogated to themselves the task of deciding what should constitute history. It is only slowly beginning to dawn upon our modern historians that in the history of trade-union organization and struggle is to be found the most important and valuable indications as to the real currents of thought and feeling which will shape our destiny as a nation, perhaps it will even mold the civilization of the world.

From the glimpses of the evidence on hand it is apparent that a yawning abyss existed between the rich and the poor at the height of Roman civilization. There was no middle class. The chasm that divided these two classes was so wide that a leap from one class to the other was considered impracticable. The great middle class occupying the gap that separated the lord from the slave came during the development of our later civilization.

The extreme lowliness of the laboring class in about the seventh and eighth century, B. C., can easily be conjectured, when we consider the fact that all the children of an aristocratic household except the first-born son of the legal wife were unrecognized by the law. All except this heir—the eldest son—were held in abject slavery and performed all the labor, whether with brain or brawn, and practically without compensation. There may have been brothers and sisters, but they had no claim whatever upon any of the wealth, which consisted mainly of lands.

It was during that very long night of slavery that the laboring people received the stamp of reproach and contempt which to some extent even lingers to-day in the idea that labor is degrading. During the uprisings against the masters that set in after the slaves began to organize into labor societies, quite a number of them developed into men and women of extraordinary genius and ability, and yet the stigma of slavery was not allowed to be obliterated. The curse was implacable.

These slaves sometimes becaume freedmen and could develop genius, become teachers, philosophers and business men. Some had even risen to positions of great wealth; some became the greatest sculptors and painters the world has ever known, and yet the taint of "labor" was upon them.

One of the most celebrated sculptors, Phidias, who with his skillful hands made the beautiful statues of Athena and the wonderful and colossal statue of the Olympian Zeus, was a descendant of slaves. Another, Parrhasius, one of the finest painters—who transmitted the art of delineations to the Italian schools—was a freedman. The marvels of genius among the Greeks were innumerable, but they were all held in contempt by even such thinkers as Demosthenes, Lycurgus, Plato and Cicero, who never avoided the opportunity of casting slurs and insults upon the act of labor.

The foundations of trade-unions was due to these geniuses. As slaves, bereft of everything material, they still possessed minds with which they considered and discussed their lowly condition, and placing strength and intelligence foremost they worked themselves out of bondage and became freedmen. As freedmen they began to organize into trade-unions and protective societies. These geniuses were wise enough to foresee that the only way of ridding themselves of their grievances was by organization. Workingmen could get neither justice nor equality from their masters and hence decided to paddle their own canoes.

From the evidence found by the historians and archaeologists it has been shown that the laws of Rome and Greece gave the workingman the special right to organize. We can only surmise how long and arduous the struggle by which they attained this recognition and what a climb it must have been from slavery to the status of free workingmen. One of the laws which protected organization was the celebrated Law of the Twelve Tables (which is now known to be a translation of the law of Solon), which even specified the manner in which the workingmen should organize. This law ordained that the various trade-unions should be conducted in strict obedience to the laws of the state.

Still, to their freedom to organize there was a string attached. So long as the trade unions restricted themselves to pleasure, religion, and frugality only, they were not molested, and allowed to exist; but when they ventured upon the field of politics, which, like war, was considered a noble calling, they became the objects of hate and repression.

One fact is very apparent, however, that the greater the organization of the working class for mutual protection, the higher the standard of enlightenment in the communities in which they lived. Historians like Mommsen, Granier, de Coulanges, and others have shown that the era covered by the ancient trade-unions is that known as the "Golden Age." Not only was it the era of military, but pre-eminently of social, and, in Greece, of intellectual prosperity. In Rome this golden age lasted from the days of Pompilius—about 690 B. C.—until the year 58 B. C., when Caesar issued an injunction against the labor organizations. In Greece it lasted from the days of Solon—about 592 B. C.—down to the conquest of the country by the Romans.

Thus the economic prosperity of both Greece and Rome covered those centuries which were favored with the privilege of free organization.

The trades covered by these labor unions were various and prodigious. Agricultural labor—which produced and distributed the foods among the people—the manufacture of arms and martial equipments for the armies, the provisioning of the armies, the manufacture and repair of household furniture, image making, and last, but not least, the construction of colossal architectural structures, were some of the work of these labor unions during this golden age. The building of the temple of Jerusalem by Solomon, where, under the direction of Hiram, the contractor, 3,200 foremen and 40,600 artisans were employed, and the Parthenon, by Pericles, were two of the edifices bearing the stamp of union labor.

And what credit did these ancient laborers receive for building such enduring and exquisite monuments of art? None. The valuable service they rendered the state and society was only for the pleasure of one-third of the population—those favored by the gods. They, who performed these wondrous feats of brain and brawn, were regarded as not even possessing souls. The law recognized them as having no more claims to citizenship and suffrage than dogs. In the assemblies of the Athenians they had no voice. They were never citizens, could cast no vote, and could not even hope, except in cases of such genius as Phidias, or Ictinus, or Callicrates, to be decently spoken to. Even the latter as geniuses, were obliged to obtain a special decree from the rulers in order to detach themselves from this scathing odium of caste.

They built the magnificent temples wherein they could not even enter to worship the images they made. Wherever they turned their gaze, majestic edifices loomed up. The magnificent temple of Megaron, built of marble and standing solemnly like a mysterious winged creature; the temples and structures built under the leadership of their own Ictinus, Xenocles, and Metagenes, were closed to them. Led by such masters who are eligible candidates for the "Hall of Fame" in architectural art, these laboring people strenuously toiled to fashion the home of the Mystagogoi, those favored priests of a pagan religion, who repulsed them with bitter scorn as being unfit to enter Heaven; because they could offer no proof that for three generations at least, they had not disgraced themselves by the social blight of labor.

These were the thanks received by the ancient working people for building those enduring monuments of art. But they did not allow such action to pass unheeded. They strenuously objected to such treatment.

They understood the dignity and value of labor. They knew that the creative hand had a constructive brain behind it and that the monopoly of intellectual worth did not belong alone to those who styled themselves philosophers, writers and thinkers, nor did they believe it just that special privileges and most of the joy of living and the comforts of life, should be assumed as a right by those who happened by accident to find themselves born to certain high stations in life.

We get only a dim vision of the struggle of the workers in the days when Greece and Rome were world powers, but even in the little that can be traced we perceive the underlying principles which distinguish our modern trade-unions. That the ancient workmen made any progress is a tribute to their ability and determination and their feeling that justice would have given them a far higher place in society. It is interesting to study the traces of ancient organization and contrast it with our present day struggle. The modern conditions are somewhat different, but the struggle is still a severe one and justice has by no means been secured for all.—Samuel A. Bloch, in American Federationist.

FERRER'S MURDER.

The following preamble and resolutions in connection with the killing of Professor Francisco Ferrer were adopted by the Executive Council of the American Federation of Labor at its session in Washington, October 20:

Whereas, The execution of Professor Ferrer, by the soldiery of the Spanish King, has aroused the strongest indignation of all just, liberty-loving and broad-minded men of the civilized world. Regardless of any personal differences among such men, there is no doubt of the unanimous feeling of sorrow and apprehension and protest aroused by this event.

Whereas, It appears that Professor Ferrer was taken before no civil tribunal, but the trial, if trial it may be called, was secret. It was a court-martial. No witnesses were examined. The people do not know how the written depositions against him were obtained. His counsel was placed under arrest when he asked the opportunity of producing witnesses and pleaded that the accusers should be brought forward in person.

Whereas, It is well known that Professor Ferrer was a scholarly man, an educator, a philanthropist, who had the sympathy of all liberal minded men in his country. Why? Because of his great work in introducing general education, greater than any other in Spain. To that work Professor Ferrer devoted his time and his talents. Through his numerous primary and grammar schools, the children were systematically taught liberal and anti-monarchical views and therein lay his only crime. By his execution the state has abolished the reconstruction work he had begun through the hundred schools he had established throughout the kingdom as branches of his "Escuela Moderna" in Barcelona. When he was arrested, so were his teachers in the Barcelona school—even some of the pupils, girls from nine to fourteen years old.

So great was even the sympathy of the people with Professor Ferrer that it was found unsafe to trust ordinary soldiers for the execution, and therefore those who were assigned the grewsome task of shooting him had to be detailed from the special reserve of the King. Dying, his last words were: "Long live the Escuela Moderna." Therefore, be it

Resolved, By the Executive Council of the American Federation of Labor in regular session assembled, that we, on our own personal behalf as well as in the name of America's workers and the whole people, express our intense indignation and horror, and our strongest protest, against the murder of Francisco Ferrer by the direction of the Spanish Government.

Resolved, That the cause of free speech and free press and free education has found in Ferrer another martyr, the more regrettable in an age when civilization boasts of having replaced the tortures and brutality of mediaevalism by toleration and freedom and enlightenment.

Resolved, That we believe that Professor Ferrer will take rank with all those who have done the greatest services for humanity—a noble company of martyrs and a cause in which a man might well give his life did tyranny require it. Like Jefferson, Washington, and Lincoln, of our own country, he labored and taught and suffered that the people might have wisdom and be worthy of freedom. Though Ferrer suffered the ultimate penalty of a shameful death at the hands of those who rule in the doctrine of the "Divine right of kings," yet we believe that the sacrifice was not in vain. His martyrdom has given the cause of liberty a great impetus, not only in Spain and in European monarchical countries, but everywhere that human aspiration for freedom yet seeks attainment.

Resolved, That we take this occasion of the military murder of a man whose real offending was speaking, writing, and teaching, that humanity might become more wise, more free, and more liberty loving, to remind the people of our own country that the liberty of the citizen is only secure when trial by jury and in open court for any alleged offense involving criminal punishment is guaranteed.

PREVENTION OF TUBERCULOSIS.

Nine fraternal and benefit organizations with a membership of nearly 3,000,000, and three international labor unions with a membership of over 100,000 have joined the ranks of the fighters against consumption within the last year, according to a statement issued to-day by the National Association for the Study and Prevention of Tuberculosis.

A year ago only one fraternal organization, the Royal League, and one labor union, the International Typographical Union, maintained institutions for the treatment of their tuberculous members. Since January 1, 1909, the following fraternal and benefit organizations have taken up the consideration of tuberculosis, and in most instances have decided to erect institutions: Brotherhood of American Yeomen, Order of Eagles, Improved Order of Red Men, Modern Woodmen of America, Knights of Pythias, Royal Arcanum, Workmen's Circle, Knights of Columbus, and Foresters of America. The international labor unions which have joined the fight against tuberculosis are the International Photo-Engravers' Union of North America, the International Printing Pressmen and Assistants' Union, and the International Boot and Shoe Workers' Union.

The Modern Woodmen and the Knights of Pythias have already opened sanatoria for their members who have tuberculosis at Colorado Springs and East Las Vegas, N. M. The Workmen's Circle is about to erect a similar institution at Liberty, N. Y. The Royal League has maintained a sanatorium at Black Mountain, N. C., for three years. The other fraternal organizations mentioned have either appointed commissions to consider the advisability of erecting tuberculosis sanatoria, or are contemplating such action.

The first sanatorium to be erected for the benefit of the laboring men was built by the International Typographical Union in connection with its home at Colorado Springs. The International Printing Pressmen and Assistants' Union have recently decided to erect a similar sanatorium, and steps are now being taken to open such an institution. The International Photo-Engravers' Union, while not conducting a sanatorium of its own, pays for the treatment of its tuberculous members in institutions in various parts of the country. The International Boot and Shoe Workers' Union are recommending to their members that they ally themselves with the various organizations united in the fight against tuberculosis.

All of these fraternal organizations and labor unions are also carrying on campaigns of education among their members. In this way over 3,000,000 men and women are receiving instruction through lectures, through official papers and by literature expressly prepared showing the dangers and methods of prevention of tuberculosis.

It is a campaign of prevention which will bring to these various fraternal and benefit organizations millions of dollars in the saving of lives and the cutting down of payments for sickness and death resulting from tuberculosis. The recent National Fraternal Congress estimated that 50 per cent of the death losses from tuberculosis could be saved by the various fraternal organizations of the country.

The National Association for the Study and Prevention of Tuberculosis has rendered all assistance possible to these various movements among the labor men and fraternal organizations, and stands ready to co-operate as far as possible with any society of this character.—Labor Leader, Baltimore, Md.

SHIPPING OF BRAZIL.

The Brazilian Congress, at the session which closed December 31, 1908, renewed the contract of the Government with the Lloyd Brazileiro, the company which has enjoyed a subsidy arrangement with Brazil for the past three years. The renewal is to run for six years. In connection with it the Brazilian company agrees to revise and lower its coasting-trade freights and to extend its service in a number of lines. At present the company affords the sole service between many parts of Brazil.

The chief point of interest in connection with the renewal of this contract is in the fact that it will enable the company to go ahead with its plans for the service it has maintained between Brazilian ports and New York. The company has maintained a monthly service starting from Rio de Janeiro to and from New York. In January and February, 1909, however, two new ships, built in England for the Rio de Janeiro-New York trade, will inaugurate their respective services. These ships are new, well equipped steamers, capable of making 14 knots and of giving high-class service. But under Brazilian law they will continue to stop at Brazilian ports all along the coast. They will afford a great improvement in the service between New York and other Brazilian ports, and in general are to be counted as very notable additions to the New York-Brazilian trade. The ships have about 6,000 gross tonnage, and are said to be very handsome vessels. The contract between the Brazilian Government and the company gives practical ownership of these vessels to the Brazilian Government. Already the company, in connection with the Government, has two attractive and good-sized ships in the service between Rio de Janeiro and Manaos on the Amazon, a trip, by the way, almost as long as that from Rio de Janeiro to New York. The ships for the Rio de Janeiro-New York trip are the largest and latest of the company's vessels.

The island of Barbados in the West Indies is one of the oldest English sugar producing colonies, cane having been introduced there nearly 300 years ago, and been cultivated constantly ever since.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

SHORT TRANSATLANTIC ROUTE.

Consul James S. Benedict sends from St. John's the following account of the progress being made in the plans for establishing a short steamship route from Europe to Canada via Newfoundland:

The "fog free zone line," as it is called, and to which reference has been made in both the American and English newspapers, has progressed somewhat during the past year. The originator and chief promoter of the project was at St. John's last fall and again this season. Work was satisfactorily carried on in the fall. A great deal more is expected to be accomplished this season.

The object is to provide the shortest possible route between Europe, the British Isles and the Continent of America, and this line will involve a much shorter sea passage than any existing route. It is proposed to run a line of fast steamers from some port in England to a port on Green Bay, Newfoundland. From there an eighty-five-mile railway will be built to some port in Bay of Islands, on the west coast, and from thence fast steamers will cross to some point in Canada. This will make the journey from Great Britain to Canada and the United States 24 or 36 hours shorter than by any other route, and save nearly half the sea voyage.

The project is based on the fact that there is a zone stretching eastward from Green Bay, in a direct line toward Great Britain, almost entirely fog free and wind free. The approach to Green Bay is north of the Grand Banks and south of the dense fog which envelops the Straits of Belle Isle during the summer months. There is also little fog in the Gulf of St. Lawrence, where the proposed line is expected to go.

The Newfoundland Government has given its approval and support to the scheme, and on completion of the railway the contractors are to receive a maximum land grant of 125,000 acres and also a mail contract for twenty-five years with an annual subsidy of $75,000. The contract with the Government provides for a weekly service. This line will do much for the development of Newfoundland, and will also offer great attractions to sportsmen, as there are many bear, caribou and other game in that region.

Eventually it is expected that the Straits of Belle Isle will be tunneled and a railway built through Labrador to connect with the Canadian system of railways. The whole scheme is in its infancy as yet.

JAPAN-KOREA COLONIZATION.

United States Ambassador Thomas J. O'Brien, of Tokyo, forwards a translation of the articles of association of the Oriental Colonization Joint Stock Company, of Japan and Korea. The object of the company is colonization in Korea for the purpose of developing the natural resources of that country. The company is to receive an annual subsidy of $150,000 gold per year from the Japanese Government, except when the dividends exceeds 8 per cent.

Demand the union label on all purchases.

FEATS OF NAVIGATION.

If we may rely upon the accuracy of the old histories of navigation, it is perfectly true that the world has really done nothing so very wonderful in the matter of inventing devices for the increase of speed on the water. We have apparently accomplished much more remarkable things along this line on railways.

The public is familiar with the fact that modern ocean liners that can make twenty-five knots an hour are considered genuine flyers, as indeed they are. There are still extant records showing that the average speed of the old Roman merchant ships was not so slow, considering the lines on which they were built and the primitive ideas of navigation obtaining then. Pliny mentions the fact that the swiftest ships of his time made 8½ knots an hour, while many of them could make 8 knots. The slowest ones were equal to 6 or 7 knots, he says. The swiftest ship then went at just about one-third the speed of the Mauretania.

On the memorable trip of the Claremont to Albany with her inventor aboard on August 21, 1807, she took exactly 32 hours to cover the distance of 145¾ miles, her average speed being about 4½ miles an hour —not such a remarkable feat as compared with the old Roman merchant ships, which made their 8½ knots every hour.

Taking everything into consideration, the speed attained at the time of Pliny is truly noteworthy. It will be seen that they were not far behind the tramp freighter of the present day, which averages something like 215 statute miles in twenty-four hours. Turn, then, to the time of the swift American clipper ship, and it will be found that steam has not accomplished anything phenomenal in the matter of increasing speed of vessels.

On the historic eighty-three-day run of the American clipper Comet, from Golden Gate to New York, in the fifties, she logged an average of 210 miles a day. The Sovereign of the Seas on one voyage made 362 miles in twenty-four hours. The Flying Cloud made the run from San Francisco to New York in ninety days, one day logging 374 miles. Hark back again to the Roman merchant galleys described by Pliny and it will be seen that these records were not so remarkable as we are prone to regard them. These galleys, with their three banks of oars, could have been driven from New York to the Golden Gate in eighty-one days, leaving the swift Comet two days in their wake.

Considering that these merchant galleys plied the seas nearly 1900 years ago, it seems, then, that we have not so much to brag about in the matter of sailing the seas. —New York Times.

INFORMATION WANTED.

Anton Jacobsen, a native of Stavanger, Norway, is inquired for by his brother, John Jacobsen. Address, Atlantic Coast Seamen's Union, Mobile, Ala.

For fair products of all kinds consult the JOURNAL's ad columns!

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Union, 1½ Lewis St., Boston, Mass.
Marine Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.
Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.
Inland Seamen's Union, Whitehall, New York.
Harbor Boatmen's Union, 85 West St., New York, N. Y.
Lake Seamen's Union, 143 West Madison St., Chicago, Ill.
Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.
Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.
Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.
Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.
Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.
Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.
United Fishermen of Pacific, Box 42, Seattle, Wash.
Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London E., England.
Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.
Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques v puerto, Barcelona Mayor, 44, 2, I (Barceloneta) Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

Home News.

A gift of $1,000,000 by John D Rockefeller to fight the "hookworm disease" was announced at the office of the Standard Oil Company at New York on October 28.

Reliable reports from Brownsville, Texas, state that several well-developtd cases of beri-beri prevail among Chinese prisoners held at that place by the Government.

Caplo Di Fornaro, caricaturist and journalist, was found guilty of malicious libel by a jury before Judge Malone in the Court of General Sessions at New York on October 29.

Rufus W. Peckham, Associate Justice of the United States Supreme Court, died at Albany, N. Y., on October 24, aged 71 years. Deceased was appointed by President Cleveland in 1896.

Andrew Carnegie's offer of 450 acres of mountain land at Cresson, on the top of the Alleghanies, for a State sanatorium for the treatment of tuberculosis was accepted on October 29 by the State.

The Canadian Government will send an expedition early next spring to the North Pole in command of the veteran Arctic explorer, Captain Joseph E. Bernier, according to an announcement made by Sir Wilfrid Laurier.

Indictments were formally filed at Guthrie, Okla., on October 23, charging three of the largest cotton purchasing, ginning and oil mill concerns of Oklahoma with alleged violations of the Federal and State Anti-Trust laws.

A Postal deficiency of $17,489,770, an increase of $569,491 over last year, was announced in the annual report of Merritt O. Chance, auditor of the Postoffice Department, which was made public on November 3.

Francis J. Heney, the famous graft prosecutor, was defeated for District Attorney of San Francisco at the election on November 2 by Charles M. Fickert. The vote stood: Heney, 25,992; Fickert, 36,197; Fickert's majority, 10,205.

Of the ten banks in California operated by Japanese eight have been closed within a short time by order of Bank Superintendent Anderson upon the ground that they have violated the fundamental principles of banking, and have loaned out money without security and mostly to irresponsible borrowers.

The annual report of the Pullman Company for the year ending July 31 shows gross earnings of $33,801,155. Net earnings were $10,948,201, or 10.94 per cent on the capital stock. Surplus for the year after payment of 8 per cent on the company's shares was $2,949,000, raising the total surplus to $9,995,000.

Arthur P. Heinze, who was convicted last June of advising a witness in the United Copper Company investigation to evade the service of a Grand Jury subpoena, was sentenced in the United States Circuit Court at New York on October 26 to pay a fine of $250 and be imprisoned ten days in the New York City Prison.

For the quarter ending September 30 the total earnings of the United States Steel Trust were $38,246,907. The net earnings for the quarter were $30,855,019. The surplus for the present quarter, after deducting interest on bonds, appropriations to sinking funds and dividends on the preferred and common stock, shows a total of $12,155,113.

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MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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SAN PEDRO, CAL.

Wilford Lawton Easterbrook is inquired for by his mother. Any one knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Ore.

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All shoes without the UNION STAMP are always Non-Union.

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Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INFORMATION WANTED.

Samuel England, age 48 years, communicate with Seamen's Institute, 242 Steuart street, San Francisco.

James Sample, last heard of on ship Santa Rita in April, 1909, is inquired for by Seamen's Institute, 242 Steuart street.

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS

San Pedro Letter List.

Andersen, -1055.	Lofman, K.
Andersen, Peter F.	Lehtonen, John
Alander, K.	Lund, H. K.
Abbors, Arno	Lano, Emil
Albertsen, Johannes	Lerch, Paul
Andersen, Einar	Maguire, Thomas
Andersson, Axel	McKenzie, James
Aunel, Albert	Murie, Martin
Buchtman, F.	Mellin, Edward
Bentsen, Axel	Mygind, W. F.
Brose, R.	Mesak, Edward
Bennens, E. A.	Neuling, Albert
Boylan, Chris. J.	Nielsen, Svend
Bielka, Th. -1338	Nordman, John D.
Bower, Gosta	Osses, A.
Brogard, Nils	Olsen, Th.
Comstedt, Ernst	Olsen, O. -537
Carlsson, C.	Odman, Gus
Christiansen, Harold	Otto, John
Christiansen, G.-1054	Oseses, W. A.
Dahlberg, J. H.	Petersen, S. R.
Eckhardt, W.	Peterson, K. E., -903
Engberg, Oscar	Petersen, H. -1064
Ek, Taure	Peterson, Lauritz
Erickson, John	Pedersen, Gert C.
Fast, Joe	Pedersen, Alfred
Frederickssen, Harry	Pederson, Reinhold
Fisher, -556	Peterson, Hans
Folvik, Carl	Rudland, Jakob
Fleming, John	Reed, L. C.
Fasig, Don	Rasmussen, E.
Gabrielsen, K. -601	Scott, E. G. (pkg.)
Gask, A.	Schwitzer, H.
Gorgesen, Emil	San, B. -2113
Clausen, Harry	Scarabosia, M.
Guenther, Richard	Semberg, J.
Heggem, Louis	Sorensen, A.
Hermanson, K. -1554	Steen, J. C.
Hansen, Theodor	Solie, Ingvald
Hilke, Carl	Svenssen, Nikolaus
Hesse, Erick	Sindahl, J.
Haggenmuller, H.	Syversen, Ole
Hansen, Peter K.	Stalsten, Karl
Haarklau, I.	Sundstrom, J. -1347
Hansen, Carl	Strahle, Charles
Heinanen, C. (pkg.)	Southerland, A.
Johansen, C. -1191	Sverdsen, C. -1050
Johanson, J. -880	Swanson, Charles
Jorgensen, E.	Tommis, Frank
Kunne, W.	Tufvesson, J.
Koch, Carl	Trepetket, Frank
Keinanen, Emil	Touanne, Walter
Kristiansen, Eigil	Quinn, W.
Kraushaetz, F.	Wahrenheit, Otto
Karl, Matti	Wychgel, J.
Krohn, J. A.	Wahlstedt, R. -778
Larson, L.	Westerlund, T. F.
Louis, Mickel	
Klappe, J.	Veyvoda, Frank



INFORMATION WANTED.

The salvage claim originating through the SS. Curacao and SS. Australian has been adjusted. All money due the crew who were aboard the vessel at the time the Australian was assisted will be found in the manager's office, 112 Market street. Parties applying for such money will first apply to the head of their respective department for identification. The names of the men are as follows: F. Mason, A. Mondini, R. Nelson, J. Jonasen, J. Lorenz, C. Swenson, H. Nelson, F. Rebases, C. Chidley.

Wm. McLaughlin, Julius Franz, K. Grunert, J. Koglund, W. Wickstrom and C. Christensen, who were members of the crew of the schooner Minnie E. Caine at the time of her wreck, are inquired for. Address, Coast Seamen's Journal.

Pacific Coast Marine.

The California and Oregon Coast Steamship Company is preparing to build a new steamer to be added to its fleet plying between Portland, Eureka and Coos Bay.

The Port of Portland Commission is planning to lease its drydock to the Oregon Drydock Company, thus taking the port commission entirely out of the drydock business.

The steamer Olympian arrived at Seattle on November 5 from Valdez, Alaska, with fifteen Japanese seal poachers captured by revenue cutters in Behring Sea, and who will be deported to Japan.

Captain Emil Francke, who was held responsible for the wreck of the Great Northern liner Dakota in the Bay of Tokio, has been appointed marine superintendent of the Pacific Coast Steamship Company.

The following changes of masters were recorded at the San Francisco Custom-house on November 1: Steamer Signal, Clifton Curtis, vice J. D. Jacobs; schooner Georgia Woods, August Biederman, vice Frank Christiansen.

The Canadian Pacific Railroad on November 1 announced reduced passenger and freight rates to meet the cuts made by other steamship lines plying to Skagway, Alaska, effective with the sailing of the Princess May on November 8.

D. C. Thomsen was recorded at the San Francisco Custom-house on November 3 as master of the steamer Sea Fox, vice Tonnes Tonnesson. The schooners S. F. Alexander, Niles Johnson, master, and Ada McCune, James Anderson, master, were enrolled.

The Dominion Government on November 2 signed a contract with the Grand Trunk Pacific Railway Company for a steamship service between Prince Rupert and Queen Charlotte Islands and Northern British Columbia ports at the rate of $200 per trip.

Japanese seine fishermen who number hundreds in Nanaimo harbor, have been prohibited from catching herring by that method. A Government order has been issued closing Nanaimo harbor to the Japanese, though they will still be allowed to fish in near-by waters.

The following changes of masters were recorded at the San Francisco Custom-house on November 4; Steamer Defiance, Tonnes Tonnesson vice John G. Tripp; schooner Eveline, Niels C. Jenson vice N. S. Rasmussen; steamer Empress, R. W. Woodward vice Andrew Lauritzen.

The steamer Santa Clara, recently purchased by the North Pacific Steamship Company, has been placed regularly in commission on the Portland-San Francisco run, leaving San Francisco on her first trip on November 6. The Santa Clara will make no ports of call en route.

The following changes of masters were recorded at the San Francisco Custom-house on November 5: Schooner Andrew Jackson, L. Dyersdorff vice John Werner; steamer Princess, Andrew Lauritzen vice D. J. Wollam; schooner Hermine Blum, H. Hansen vice A. Wilson.

According to information given out at Portland on November 2, a new line of steamers will be put in operation in December between Antwerp and Portland, with San Pedro and San Francisco as ports of call. The steamers will bring general cargoes from Europe and return with wheat, lumber and other commodities offered for shipment to Europe.

The following changes of masters were recorded at the San Francisco Custom-house on November 2; Schooner Rough and Ready, C. A. M. Linder vice E. M. Ebberson; schooner Emily F. Richard, Henry Hansen vice Ambrose Daley; steamer Continental, Fred Carstensen vice William H. Rugg. The schooner Piute, A. E. Small master, was enrolled.

The British ship Denbigh Castle is being dealt with on the overdue market at from 8 to 10 per cent. The vessel was put on the overdue list for a considerable time earlier in the year on her passage from Cardiff to Mollendo. In June last she put out from Cardiff for provisions and left for Mollendo on July 5, since when no news has been received of her. She carried a crew of over thirty hands.

It was announced at Tacoma on October 30 by the Alaska Pacific Steamship Company that under an agreement with Schubach & Hamilton the latter's chartered steamer Mackinaw will enter the service of the former company between Tacoma and San Francisco. The company's business to San Francisco has become very heavy. The steamship Jeanie, recently added to the run, has been unable to handle the overflow of the regular liners.

Inaugurating a regular line of steamships between Northern Pacific Coast ports and New York and Philadelphia, the well-known steamer San Mateo has left the Puget Sound for the Atlantic Coast. The new service is projected by the firm of Bates & Chesebrough, of San Francisco. The San Mateo will be followed by the steamer J. L. Luckenback, now en route from New York to San Francisco. Other steamers will follow as trade develops.

The Viking ship which was used in the picturesque celebration of Norway Day at the World's Fair will sail to Norway by way of the Suez Canal, carrying her owner, Finn H. Frolich, the well-known sculptor; Captain Ole Brude, who some years ago crossed the Atlantic in an eighteen-foot lifeboat, and a crew of four Norwegian seamen. The vessel will start from Seattle early next spring, going first to San Francisco, thence to Honolulu, Japan and through the Indian Ocean and the Mediterranean.

According to the latest compilation, the 1909 salmon pack is the second largest on record, totaling 4,805,000 cases, which is within 250,000 cases of the record pack of 1901, which amounted to 5,040,961 cases. The 1909 Alaska pack approximated 2,405,000 cases, while the sockeye salmon pack on Puget Sound and in British Columbia is 1,600,000 cases. The pink salmon pack in British Columbia and on Puget Sound, with the pack of all kinds on the Columbia River and late fish in other districts, is estimated at 800,000 cases.

The marine insurance losses so far this year have been on a heavy scale. Several steamers, including some of very large size and value, have been wrecked. In a number of instances the cargoes have been lost or seriously damaged. The result is that underwriters have had, and are having, heavy claims before them. The stiffening of rates is taken as ominous, as going to show that underwriters have to defend themselves against the increased outgoings. It is generally anticipated that the companies' reports and accounts which will be issued in the early part of next year, will record bad results from the current year's working.

The first instance on record in the district where stowaways have been permitted to land occurred at Port Townsend on October 27 when a special immigration board of investigation discharged Joseph Herrold and George Kune, who stowed away aboard the barkentine Georgina. Heretofore stowing away prevailed as prima facie evidence of indigency, but in the cases of Herrold and Kune both succeeded in convincing the board that they were competent and experienced sailors, and as such were not likely to become public charges. The decision furnishes a precedent which will undoubtedly be the policy pursued by the authorities handling similar cases in the future.

Details of the recent severe gales that have caused heavy damage to shipping in the North were brought to Port Townsend on October 29 by the brigantine Geneva, twenty-one days out from Nome. The vessel fought thirteen days to gain a passage through Behring Sea to the Pacific and with a favorable change of wind covered the last of the voyage from Unimak Pass to Cape Flattery in eight days. One sailor, believed to be insane, was landed in irons. During a critical moment the man attacked Captain Scott and succeeded in destroying the main compass before he was overpowered. The Geneva landed twenty-five passengers, a portion of the 150 indigent miners being returned to Seattle from Nome with Government and private aid.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

Affiliated with
AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer,
1½A Lewis St., Boston, Mass.

AFFILIATED UNIONS.
ATLANTIC DISTRICT.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters:
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Branches:
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BALTIMORE, Md., 502 East Pratt St.
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Headquarters:
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Branch:
BALTIMORE, Md., 502 East Pratt St.

HARBOR BOATMEN'S UNION OF NEW YORK AND VICINITY.

Headquarters:
NEW YORK, 85 West St.

INLAND SEAMEN'S UNION.

Headquarters:
WHITEHALL, N. Y.

LAKE DISTRICT.

LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 674 West Madison St.

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CLEVELAND, Ohio, 1244 Main Ave., N. W.
OGDENSBURG, N. Y., 40 Ford St.
TOLEDO, Ohio, 54 Main St.
NORTH TONAWANDA, N. Y., 152 Main St.

Agencies:
DETROIT, Mich., 7 Woodbridge St., East.
SUPERIOR, Wis., 213 Banks Ave.
BAY CITY, Mich., 108 Fifth Ave.
KINGSTON, Ont., Canada (Box 96), King St.
ERIE, Pa., 305 French St.
CONNEAUT HARBOR, O., 992 Day St.
SOUTH CHICAGO, Ill., 113 92nd St.
SANDUSKY, O., 510 Meigs St.

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, Ohio, 1185 W. Eleventh St., N. W.
CHICAGO, Ill., 63 East Kinzie St.
DETROIT, Mich., 7 Woodbridge St.
MILWAUKEE, Wis., 157 Reed St.
ASHTABULA, Ohio, 85 Bridge St.
CONNEAUT, Ohio, 995 Day St.
TOLEDO, Ohio, Cherry and Summit Sts.
WEST SUPERIOR, Wis., 401 Tower Ave.
SOUTH CHICAGO, Ill., 83 Ninety-second St.
OGDENSBURG, N. Y., 8 Judson St.
BAY CITY, Mich., 208 Fraser St.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St. Tel. Seneca 823 R.

Branches:
DETROIT, Mich., 33 Jefferson St.
TOLEDO, Ohio, 1702 Summit St.
NORTH TONAWANDA, N. Y., 154 Main St.
OGDENSBURG, N. Y., 94 Hamilton St.
BAY CITY, Mich., 919 Water St.
ASHTABULA HARBOR, Ohio, 74 Bridge St.
CLEVELAND, Ohio, 929 Superior Ave.
CHICAGO, Ill., 242 South Water St.
MILWAUKEE, Wis., 317 Virginia St.

Sub-Agency:
CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

Coast Seamen's Journal

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BY THE

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Established in 1887

WALTER MACARTHUR.....Editor
PAUL SCHARRENBERG.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

UNION LABEL TRADES UNION COUNCIL SAN FRANCISCO

WEDNESDAY, NOVEMBER 10, 1909.

SAN FRANCISCO ELECTION.

The custom of shaking hands after election day, congratulating the winners and pledging them support, is a good one. Especially in the case of the losers in the campaign, these amenities are considered as graceful and proper, if not obligatory. This custom is not only good but also pleasant and easy of performance. Of course, the custom in question grows out of the customary character of political campaigns, i. e., as contests of opinion and personality. The outcome of such a contest establishes merely the prevalence of one opinion over another, or the popularity of one individual over another. The JOURNAL regrets that it is unable to follow the customary course—the pleasant and easy course—with respect to the election held in San Francisco on the 2d inst.

The political campaign in that city was not of the customary character. In fundamental respects that campaign was a struggle between good and bad, between right and wrong, between honesty and dishonesty, between law and lawlessness, in the most primitive sense in which these terms are commonly understood. Questions of opinion and personality had no proper place in the campaign, and were injected into it for the sole purpose of befogging the main and only issue. The JOURNAL is today as much opposed to corruption in public life as before the election. It can not therefore congratulate the men who stood for corruption, notwithstanding a majority of the voters have approved that stand. To do so would be to make the fundamental principles of human action a mere matter of numbers, to determine the question of right or wrong by popular vote, to say that that which is wrong to-day may be made right tomorrow by a reversal of opinion at the polls.

The defeat of Francis J. Heney is the defeat of the principle that "no man is above the law." By their votes the people of San Francisco have announced that the corrupt, bribe-giving public-service corporation magnate may consider himself above and beyond the law, providing he be willing to spend the amount of money necessary to carry an election against the officials intrusted with the enforcement of the law. Not all who voted against Heney are dishonest or even in sympathy with dishonesty. The vote cast against Heney may be divided between the grafters and "higher-ups" and their following of personal sympathizers and dependents, the near grafters (those who prefer to condone graft rather than condemn it at the expense of "hurting business"), and the "average citizens," who, while personally honest and, generally speaking, in favor of prosecuting the grafters, voted against the continuance of the prosecution through sheer weakness and discouragement. With the support of the latter element, Heney would probably have been elected. Assuming this probability, the result points the moral that the successful prosecution of the grafters in high places is not so much a question of honesty or dishonesty in a community as of the powers of endurance of the "average citizen." The election in San Francisco indicates that the capacity of the "average citizen" for continuity of purpose is limited to three years.

There are not wanting numerous explanations of the defeat of Heney and the issue he stood for. These explanations savor of that species of philosophy which has been described as the "precept of our practices." In other words, each set of philosophers explains the outcome of the election upon grounds which, curiously enough, justify its own particular practice or policy during the campaign. According to these explanations, Heney was defeated by reason of defects in the Election laws, by reason of his methods, by reason of his motives, by reason of his associates, by reason of his success in one direction, by reason of his failure in another direction, etc., etc. Probably it is unreasonable to expect that those who opposed Heney, either actively or passively, shall now offer any explanation reflecting upon their own disinterestedness or honesty of purpose. The fact remains, however, that only by such explanation can the outcome be explained. Heney was defeated by reason of the fact that those voters who, for one reason or another, favored a discontinuance of the graft prosecution outnumbered by some 10,000 those who favored the continuance of that proceeding without respect to any consideration other than the vindication of the law as an instrument for the protection of public rights.

As to the other features of the election, the JOURNAL regrets that it can not hail the result as a "victory for labor." Considering the character of the nominees on the Union Labor ticket, the influences most conspicuous and most influential in supporting that ticket, the character of the campaign for that ticket—when we consider everything connected with the Union Labor party's participation in the campaign—we are unable to find in the outcome anything of good promise to labor or the general wellbeing. With a few honorable exceptions, the ticket of the Union Labor party was made up of representatives of the corporations, the saloons and ordinary political interests. It is notorious that the corporations and the liquor trade united in support of the Union Labor ticket and that these interests expended an almost incredible amount of money in its behalf. The returns show quite clearly that these interests, rather than the interests represented by labor and the citizenship at large, are chiefly responsible for the victory (?). Of course, we hope for the best and wish that we might indulge the expectation of good from the incoming administration. We are forced to admit that common sense is against such expectation. Should events prove us wrong; should the Union Labor administration render good service to the city and its people, one noteworthy fact will have been demonstrated, namely, that the way to victory for labor, to victory for the people generally, lies not in opposing those interests and influences which have long been regarded as public enemies, but in joining hands with them. Such a demonstration once made, the rest will be easy. Labor will win victories (?) everywhere by precisely the same means. The lion and the lamb will lie down together and the process of making bread from stones become a mere commonplace.

GOMPERS ON CONTEMPT.

The principal feature of the convention of the American Federation of Labor, at its opening session in Toronto on the 8th inst., was the presentation of the report of President Gompers. Chief among the numerous matters dealt with in that document is the statement concerning the status of the Buck Injunction case and the contempt proceedings growing out of that case. Interest in the Buck case is heightened by the recent decision of the Court of Appeals of the District of Columbia, affirming the sentence of imprisonment upon Gompers, Mitchell and Morrison. President Gompers' report upon this case is characterized by good temper and strict adherence to the principles involved in the Injunction case. These principles are clearly and concisely set forth in the following excerpt from the report:

> What are the offenses for which Mitchell, Morrison and I are sentenced to long months of imprisonment, and the ignominy of being classified as criminals? We have defended our constitutional rights as men and as citizens, despite the injunction of a court which sought to invade the rights of free speech and free press secured to the Anglo-Saxon people centuries ago by Magna Charta and clinched by the adoption of the first amendment to the Constitution of the United States.
>
> Even if we had been guilty of unlawful conspiracy and coercion and intimidation, which we were not—surely there should be some more adequate punishment than by a process of injunction. In fact, existing laws do provide greater punishments for these offenses, and we respectfully submit that, if we are guilty of them, we should be tried by the due process of law before a jury of our people, and if found guilty, punished as the law provides, rather than be subjected to the caprice of a judge who solely determines the sufficiency of the charge, the guilt of the defendant, and who imposes punishment as his whim may prove.

In these few words President Gompers epitomizes the whole case against Government by Injunction, the infringement upon the rights of free speech, free press and peaceable assemblage, the subversion of the right of trial by jury, and the substitution of a judge's whim in place of the provisions of law. Upon another point, namely, that of the obligation of obedience to the courts regardless of the nature of their decisions, President Gompers is equally explicit. Upon this point the report speaks as follows:

> I repeat and emphasize this fact, that the doctrine that the citizen must yield obedience to every order of the court, notwithstanding that order transcends inherent, natural human rights, guaranteed by the Constitution of our country, is vicious and repugnant to liberty and human freedom, and that it is the duty, the imperative duty, to protest.
>
> Out of this case I believe will come good. I know that the people of our country and the labor movement will be found united in patriotic protest against curtailment of the liberties for which our forefathers struggled in order that we might be free. . . .
>
> Take away the right and opportunity of the workers, the masses of the people, to associate for

themselves for their common protection against oppression, whether by king or industrial potentate, curb the powers of the workers, the people, for effective protest and a new era of blighted life will have been inaugurated. Against the possibility of such a condition of affairs America's workers must not only protest, but they must make that protest effective and complete.

In all times and under all forms of government, wherever slavery existed, the workers were the slave class.

And particularly under modern industrial conditions, with wealthy concentration, if from the workers is filched by government the right to associate peacefully and voluntarily, and in their association and organization to exercise the natural, normal functions of such organization to protect their rights and interests against greed, avarice and overbearing tyranny, then the first elements of slavery have been injected into our lives and futures.

It is frequently asserted that the best way to insure the repeal of bad laws is to enforce them. Similarly it might be contended that the best way to insure the abolition of Government by Injunction is to obey the injunction. In the very nature of the case, obedience to the injunction, as commonly issued in labor disputes, involves absolute silence on the subject. Silence, again, implies consent. We can see no hope of reform in the premises by a policy of silence. Labor must speak out against its wrongs, and in speaking it must violate the injunction imposed upon it.

The policy of the American Federation of Labor in this matter has so far been consistent and, we believe, successful. The whole question has been brought to focus. Doubtless the Toronto convention will take such steps as may be necessary to insure the final determination of the issue either in the courts of law or in the court of public conscience.

LABOR REPUDIATES VIOLENCE.

Concerning the recent attempt to dynamite a Japanese store in Eureka, Cal., the Labor News, of that city, emphatically protests against the suggestion, made in a certain quarter, that organized labor is responsible for the outrage. Our contemporary says:

The Labor News has always opposed violence and repeatedly pointed out how nothing but harm and injury can come to the cause of labor as a result of its perpetration against those who are opposed to labor's cause, even when these opponents resort to violence themselves. Sunday morning's crime deserves the most vigorous condemnation that organized labor and our friends can frame into words. Nothing but harm and injury can come from such an act.

This is realized by such an overwhelming majority of the members of organized labor that it is the vilest kind of an insult and outright slander to suggest that its members are responsible for the act in question.

Every one familiar with the general attitude of the labor movement knows that that movement is opposed to Asiatic labor. It is equally well known that the opposition of the labor movement does not assume the form of violence, but is confined to rational measures chiefly of a legislative character. Were the truth known, it would probably be found that in this case, as in most other instances of the kind, violence has its origin in the spirit of hoodlumism, if not in the machinations of those who, for their own ends, would discredit the motives and methods of the labor movement.

An important feature of the coming convention of the International Seamen's Union of America, to be held in New York beginning November 29, will be a great mass-meeting in Cooper Union. The meeting will be held on the evening of December 6. President Gompers, of the American Federation of Labor, will preside. Chief among the speakers will be Andrew Furuseth, President of the International Seamen's Union; Victor Olander, General Secretary of the Lake Seamen's Union, and Joseph Havelock Wilson, President of the National Sailors and Firemen's Union of Great Britain. The seamen in port, including those on board British and other foreign craft, will assemble at 14th street and North River and march to the Cooper Union headed by bands. Shipowners, ships' officers and the public are invited, and it is confidently expected that the gathering will be the greatest of its kind in the history of the country.

APPEAL FOR SWEDISH STRIKERS.

American Federation of Labor.

Washington, D. C., October 26, 1909.

To All Organized Labor:—

From time to time you have, of course, read the newspaper reports of the great struggle in which the wageworkers of Sweden have been and are now engaged. Sweden, like other civilized countries, has passed through an industrial crisis which has forced a great number of workers out of employment, leaving them, their wives and children, destitute. Advantage has been taken of this situation by the employing classes to try and force the workers to accept such conditions as would eventually lead to the dismemberment of the organized labor movement. The Swedish conflict could not be avoided. Eighty thousand workmen were locked out and the remainder threatened with a lockout to force the workers into an impossible position. The workers took the other alternative and declared for and went out on strike.

These matters have been officially brought to the attention of the Executive Council and a request made that all labor, its friends and sympathizers, should come to the financial assistance of the Swedish workmen, who are suffering and struggling.

Contributions should be sent direct to Herman Lindquist, "Landssekretariat," Stockholm, Sweden, or to the Swedish Strike Relief Committee, with headquarters in Chicago. The Financial Secretary of this Committee is John Dawn, 4041 North Sacramento avenue, Chicago, Ill.

While thus placing particularly before you the need of the striking wageworkers of Sweden, the Executive Council at the same time desires also that you should not be unmindful of the need of the Iron, Steel and Tin Workers of our own country, who have been for the past months engaged in a great struggle for the maintenance of their rights and interests.

The above is submitted to you, and through you to your organization, for whatever assistance you may be able to render.

By order of the Executive Council.

SAMUEL GOMPERS,
President American Federation of Labor.

Attest:

FRANK MORRISON,
Secretary American Federation of Labor.

The English Review of Reviews calls attention to the competition in building fast transatlantic ships. It states that "although the turbine and suction-gas systems have not reached perfection, British engineers are seriously experimenting with electric propulsion—the installation of powerful generators which will furnish the requisite rotatory action to the screws."

Demand the union label on all purchases.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Nov. 8, 1909.

Regular weekly meeting was called to order at 7:30 p. m., Ed. Andersen presiding. Secretary reported shipping medium.

NOTICE: Members who have been nominated for office and desire their names placed upon the ballot for the regular semi-annual election of officers, must notify the Secretary or any Branch Agent on or before November 27.

E. ELLISON, Secretary pro tem.
44-46 East St., Phone Kearny 2228.

Vancouver, B. C., Nov. 1, 1909.
Situation fair.
JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, Nov. 1, 1909.
Shipping medium; prospects fair.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Nov. 1, 1909.
Shipping fair; prospects uncertain.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Nov. 1, 1909.
No meeting; no quorum. Shipping and prospects good.
WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Nov. 1, 1909.
Shipping good; prospects uncertain.
WM. GOHL, Agent.
P. O. Box 62. Tel. 225.

Portland, Or., Agency, Nov. 1, 1909.
Shipping good.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Oct. 31, 1909.
Shipping slack; prospects fair.
JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Nov. 1, 1909.
Shipping medium; prospects uncertain.
H. OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, Oct. 25, 1909.
Situation unchanged.
CHAS. SORENSEN, Agent.
Cor. Queen and Nuuanu Sts. P. O. Box 314.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Nov. 4, 1909.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow. The third installment of the International assessment was ordered forwarded to the International Secretary. Balloting for delegate to the International convention and for officers for the ensuing term was proceeded with.

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Oct. 28, 1909.
No meeting. Shipping medium.
LEONARD NORKGAUER, Agent.
Phone Sun Main 2233. P. O. Box 1335.

San Pedro Agency, Oct. 25, 1909.
Shipping quiet; plenty of men ashore.
ED. BARRY, Agent.
P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Nov. 1, 1909.
Strike situation good.
ALEX. McKECHNIE, Acting Secretary.
674. West Madison St.

ATLANTIC COAST SEAMEN'S UNION

Headquarters, Boston, Mass., Nov. 2, 1909.
Shipping fair.
WM. H. FRAZIER, Secretary.
1½A Lewis St.

DIED.

Fred Johnson, No. 1911, a native of Denmark, aged 25, died at Port Townsend, Wash., on Nov. 4, 1909.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

OIL TO REDUCE WAVES.

The use of oil as an effective method of battling with heavy seas on the Great Lakes is being advocated by Captain G. A. Winterhalter, of the United States Hydrographic Office, who has just completed a tour of inspection among the offices in the principal Lake ports.

"Twenty-five years ago vessels commonly distributed over 10,000 pamphlets advising the use of oil in storms as is done on the ocean," said the captain. "Letters from many shipping interests have come in to us inquiring into the feasibility of this plan of coping with storms, and after investigation we have just issued circulars giving information as to its use.

"Our office during the course of its investi- used this means of combating high waves, but with the incoming of a new generation of seamen it seems to have fallen into gradual disuse, until to-day it is seldom resorted to at all. I know of no valid reason for the decline in its utilization.

Our office durng the course of its investigations inquired widely into the subject of the use of oil on the oceans and finds that it is a growing factor in the sea carrying trade. What is efficient in quelling turbulent seas on the oceans will surely be effective on the Great Lakes. I prophesy that within the next five years comparatively few of our lake carriers will put out from port in the stormy season without being provided with oil for this use.

"We are watching with greatest interest, too, the development of the wireless telegraph, and look to it as one of the coming factors in Lake commerce of the next decade. In the pilot chart of the Lakes issued by our office last July, no less than thirty stations equipped with wireless telegraphic instruments are marked, and several have been added since that time. Shippers are rapidly coming to a realization of its vast commercial use and the boats of many companies are being equipped."

"JOHN JOHNSON, 25."

John Johnson, a bad man from Bitter Creek, was recently arrested in Cleveland. The Cleveland Press of October 23 says:

John Johnson, 25, a sailor, is held at police headquarters charged with carrying a loaded revolver in his shoe. Johnson was arrested on Superior avenue by Patrolman Hennie. He had a peculiar limp. His right shoe did not fit. A loaded gun was found in the bottom of it."

"John Johnson, 25," was prepared to resist any attacks of strike sympathizers. If anyone jumped on Mr. Yohnson, he would sit down and take off his shoes, get his gun out and shoot, "py yiminy." This is the limit. We have seen little boys of tender age, also men from the "old people's home" and even cripples from the hospitals, but this is the first lunatic we have seen. They are now robbing asylums for strike-breakers. "John Johnson, 25," you are a joke!

Conneaut, O. W. H. JENKINS.

Wm. M. Shaw, Bay City (Mich.), agent of the Lake Seamen's Union, was elected President of the Bay City Trades Council on October 19.

BOYS SHANGHAIED.

Chicago, October 20.—Two destitute Buffalo lads who appealed to the police of the South Chicago police station to-day for aid told a tale of having been shanghaied by the crew of a Lake boat plying between Buffalo and Duluth and treatment on board of the ship that would only be believed of some pirate ship. The boys, both aged 17, gave their names as Joseph Stranberg and Henry Dopovin. They told Police Lieutenant Joseph Smith that members of the crew of the vessel lured them aboard the ship with tales of what a wonderfully fine time they would have.

When they found, as they say, that they had been deceived, they tried to return. The captain refused to let them off, they say. The ship started for Duluth and they were forced to go also. They were put to work on the decks at hard labor to which they were unused, and forced to keep at their tasks at the point of the lash, they say. Many times they were beaten because they became exhausted and could not do their work.

At Duluth the lads managed to escape. They fled south and reached Chicago yesterday, utterly exhausted and with no food, money or place to sleep. They will be sent back to Buffalo.

The foregoing dispatch appeared in the Erie Daily Times of October 20. I note that the name of the vessel upon which this outrage occurred is carefully omitted, but the brutality with which these boys were treated was something which even the subsidized press could not stomach.

This is the United States of America, year 1909. We boast of our civilization. The people of the North boast that the black man is free, that slavery does not exist under the Stars and Stripes. Yet two innocent white boys are shanghaied in the great City of Buffalo, put to slavery aboard one of the vessels belonging to the Lake Carriers' Association fleet, and forced to work under the lash, boys of tender age, children of white parents, presumably. What will be done about it? Nothing, unless the father or protector of those boys takes vengeance into his own hands, and if he does that he will be sent to prison as a dangerous criminal.

SCHILLER LAUNCHED.

With the weather conditions the worst on any similar occasion in the history of the Lorain yards of the American Shipbuilding Company, the big steel freighter William B. Schiller was launched on October 23. While the rain poured down in torrents, driven by a stiff northwest wind, the members of the launching party and several hundred spectators huddled together in an attempt to keep warm and dry, but failed. Hardly a person escaped the fury of the storm, which made the use of umbrellas impossible.

Notwithstanding these drawbacks, and promptly at the signal, Mrs. W. B. Schiller, wife of the President of the National Tube Company, for whom the steamer was named, cracked the champagne bottle against the prow, and the big vessel majestically slid from her berth on an even keel amidst the tooting of whistles of the numerous river craft.

The steamer Schiller is building for the Pittsburg Steamship Company, and is a duplicate of the W. E. Cory, launched recently. She will have a capacity of 12,000 tons, and has the following dimensions: Length, 600 feet over all; keel, 580 feet; beam, 58 feet; depth, 32 feet.

LIFE-SAVERS CRITICIZED.

The life-saving crew at Point Pelee is being severely criticized for its failure to make an effort to rescue the men who put out from the steamer George Stone in a lifeboat for the shore. Six of the eight men were drowned, and not a move was made by the Point Pelee life-savers to help them.

Surviving members of the George Stone's crew are bitter in their denunciation of the life-savers. Lieutenant B. H. Camden, head of the United States Life-Saving Service on the Great Lakes, is quoted as criticizing the men stationed at Point Pelee. Among other things, Lieutenant Camden is quoted by a Detroit correspondent as saying: "Common humanity should have made them make an effort to give some assistance to the distressed crew. The station at Point Pelee is maintained by the Canadian Government, and is one of the many such on the Lakes that are not up to the standard. The nearest United States life-saving station to Grubb's Reef, where the Stone was wrecked, is located at Marblehead Point, O., thirty miles from the scene of the wreck, and directly across the Lake. Yet I do not hesitate to say that the crew of that station would have turned out if they had been notified that their help was needed. The night was a bad one, and the high waves made the navigation of a small boat difficult; but our stations are equipped with power launches, and I am sure the crew at Marblehead Point would have responded. I can't understand the makeup of a crew that would hesitate about going to the aid of a ship in distress only five miles away."

INTERNATIONAL CONVENTION.

The Secretary-Treasurer of the International Seamen's Union of America has issued the call for the convention of representatives of all affiliated organizations of the International. The Lake Seamen's Union will send four delegates along with General Secretary Olander, to what will be the most important convention in the history of the International Seamen's Union of America.

The Lake District is bearing the brunt of the fight against the introduction of the notorious "Shipping Federation" system into free America; a system which all thinking seamen vow shall never be established here, a system which will degrade seamen and put the movement for the betterment of the seafaring class back a hundred years if allowed to gain control. Ways and means to continue the magnificent battle now in progress on the Lakes must be found, and this will be the most important work of the convention. Every delegate from the Lake District will go there with the proud knowledge that his comrades have sent him to the front and that they have unbounded confidence in his loyalty to them.

W. H. JENKINS.

Conneaut, O.

Demand the Hatters' label when buying a hat.

ADJUSTING BOUNDARY LINE.

An executive session of the International Waterways Commission was held at Buffalo on October 7.

The Commission received a report of the engineers now making a survey of the Niagara River between Buffalo and Niagara Falls. The survey is being made by Canadian and American engineers and will be used in adjusting the international boundary line.

No action was taken on the proposed construction of a dam across the river near the foot of Porter avenue to raise the water level of the lower Lakes. The dam will cost about $1,000,000, it is estimated, but no definite decision has been reached as to whether it will be built.

Those present were: American section, General O. H. Errnst, chairman, George Clinton, E. E. Haskell and Secretary W. Edward Wilson; Canadian section, George C. Gibbons, chairman; Louis Costs, D. J. Stewart and Thomas Coter.

NOTICE TO MARINERS.

Notice is given by the Canadian Department of Marine and Fisheries that all Canadian lights and fog alarms in Lake Superior will be kept in operation this autumn until December 10, with the exception of Caribou Island, which may not be kept in operation later than December 5, subject to weather conditions, or early closing of navigation. Mariners must not rely on finding any of these lights in operation later than the dates above specified for closing.

All Canadian lights and fog alarms in Lake Huron, Georgian Bay, Lake St. Clair, Lake Erie, Lake Ontario and connecting waters will be kept in operation until December 15, excepting Lonely Island, Western Islands and Red Rock lights, in Georgian Bay, which may be closed December 10 if navigation closes early.

NEW WELLAND CANAL.

A tentative route for the new Welland Canal, enlarged so that successful competition with the Erie barge canal can be had, has been agreed upon by the Government engineers. The new canal will run from Port Colbourne to Fifteen Mile Creek, just west of St. Catharines, emptying into Lake Ontario there, instead of at Port Dalhousie.

This canal will have seven locks, instead of the twenty-five which now make the canal expensive and slow. The new canal may be built in five years. It will be seven miles shorter than the present route.

A strong effort will be made at Ottawa to persuade the Government to pass legislation at the coming session to provide for the building of the canal, that work may be begun in the spring.

During the year 1908 the Metropolitan Museum of Art, New York, had accessions to the number of 5686 objects of art. Of these 1983 were gifts or bequests, and 3703 were purchases. Of the accessions by gift or bequest 39 were paintings and 11 sculptures; of the accessions by purchase, 14 were paintings and 32 sculptures.

IN MEMORIAM.

Comrade Michael McNamara died at Hermot Hospital, Erie, Pa., on October 16. His remains were sent to his home at Bridgeport, Connecticut. Comrade McNamara was known and loved by all members of our Union, he was a conscientious worker for the cause of seamen, and his death is the cause of great sorrow among his comrades. The members of the Lake Seamen's Union extend heartfelt sympathy to his mother and family.

Comrade Peter Peterson, lovingly called "Copenhagen," died at Erie on October 15. Comrade Peterson was well known on the Lower Lakes, and universally liked by his comrades. A good man, a good sailor and a gentleman.

DISCREDITING SALMON PROPHETS.

Salmon men of Puget Sound are trying to find out what Dr. David Starr Jordan actually said as to their industry a while ago. Several days before the "big run" he was quoted in Bellingham as remarking that the salmon industry was ruined and that traps were to blame.

Then came so many fish that the canneries couldn't pack them. As to Dr. Jordan's remarks at that time, there is no dispute. They were these: "I do not advocate abolishing any kind of gear, but regulation of all. The large run this year is not surprising. It was expected."

Since Dr. Jordan claims to be one of the highest fish authorities in the United States and is this country's member of the International Fisheries Commission, large importance is ascribed to his opinion. A good many salmon men think, however, that too much importance is attributed to him. Others commend him as a big medicine man in fish knowledge. Among the latter are gillnetters of Astoria who quote him in advocacy of abolition of Upper Columbia River fishing and of Lower Columbia traps. Whenever the Legislatures of two States debate salmon, Dr. Jordan's name is tossed around as if belonging on the one hand to a very great personage and on the other to a very insignificant one.

Dr. Jordan is also an authority on seal fishing in American waters of the Pacific. Although his ideas were adopted as the United States policy in dealing with this vexed matter, that policy has proved a failure.

Is it possible that Dr. Jordan is faring the same as most other men who have posed as prophets of salmon? Soon or late their pet ideas are exploded. Beyond protecting salmon by limiting the open seasons and the reach of gear and by hatching salmon eggs artificially, little proved knowledge exists, and even in those realms it is small. An expert in salmon can ill afford to say too much. Dr. Jordan evidently has said a great deal. —Portland Oregonian.

The town of Vallecas, in Spain, is almost entirely built of meerschaum. Vallecas has on its outskirts great quarries of a meerschaum too coarse for pipemaking, and a meerschaum-built town is the result—an ivory white town that shines in the Spanish sun.

INFORMATION WANTED.

Frank Donnelly is inquired for by his mother, Mrs. Eva Donnelly, 1317 Clark St., Racine, Wis.

Wm. A. Nicholson, No. 13,156, Lake Seamen's Union, is inquired for by his sister, Miss Alice Nicholson, 356 Lake street, Oak Park, Ill.

Millard McLeod, No. 22582, Lake Seamen's Union, is inquired for by his mother, Mrs. D. A. McLeod, Box 475, Sterling, Kansas.

Otto Moberg, No. 15092, Lake Seamen's Union, is inquired for by his sister. Address care of G. M. Gunsteens, 143 Seigle street, Chicago, Ill.

Mrs. D. Ingraham, N. Mentor, Ohio, inquires for her son, Daniel Ingraham, No. 7373, Lake Seamen's Union. Any one knowing his whereabouts please communicate with the above address.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

Albert Appenyella, sometimes known as Albert Zellers, supposed to be a seaman and a dredgeman, is inquired for by his sister, Anna Goodmiller, 806 E. Wood St., Decatur, Ill.

The total output of gold in Victoria, since the first discovery in 1851, to the end of last year, was 70,677,000 oz., valued at £281,321,433.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)
674 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.
CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.
TOLEDO, O.....54 Main Street
Phone Bell 1890.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.
SUPERIOR, Wis.....213 Banks Avenue
Telephone, Old Phone, 4428 L.
BAY CITY, Mich.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
KINGSTON, Ont., Canada.....(Box 96) King Street
ERIE, Pa.....305 French Street
Telephone Bell 682.
CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.
SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.
SANDUSKY, O.....510 Meigs Street

HOSPITALS AND RELIEF STATIONS.
UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

BRITISH NAVAL EXPERIMENTS.

About eighteen months ago the battleship Hero, which cost £450,000 twenty years before, was sacrificed partly to prove the efficiency of modern armor-plating against modern projectiles, and partly to test whether the fire-control platform, upon which the entire management of the up-to-date ship in action depends, would survive the first few minutes' firing. It is not difficult to understand that if once the voice pipes and electric telegraph and telephone communications between the control platform and the various gun positions are destroyed, the modern battleship is almost helpless.

After four bombardments, which did terrific damage, and left the water bestrewn with wreckage and dummy men, the Hero sank. She had proved that her armor-plating, with which she had been especially fitted, could not be pierced, but the experiment also revealed an important weakness. The Hero had been sunk by a shot—a high explosive shell—which had descended a few feet under the edge of the waterline armor, striking a vulnerable spot which had been considered only open to torpedo attack.

Some idea of the cost of these experiments may be gathered from the figures of the Belleisle tests, carried out about seven years before those of the Hero. After eight minutes' firing from the guns of the Majestic, the Belleisle was a total wreck, and sinking rapidly. Practically all the men—represented by dummies—had been "killed"; the woodwork of the ship was pulverized as if by dry rot; all the boats, except the wreckage of one, had absolutely disappeared; the funnel had also gone, and her two masts were tottering. The bill was:

From 12-inch guns, 15 projectiles....	£ 450
From 6-inch guns, 200 shells.....	1,000
From 12-pounder guns, 400 shells...	50
From 3-pounder guns, 750 shells....	40
	£1,540

Total shells, 1,365.

As the firing lasted only from six to eight minutes, the cost for shells and gun wear alone will be seen to work out at about £200 a minute.

The first vessel to be put to a test similar to those above described was the armor-clad coast-defense vessel Glatton, but she remained in service long after the experiment. With a view to testing the effect of a shot on her turret, she was used, as far back as 1872, as a target for a 600-pound projectile from one of the 25-tonners of the Hotspur.

The shot failed to penetrate the 12-inch armor, and the turret was afterwards found to revolve, and the guns to work as perfectly as ever. It is believed that some live sheep and rabbits were placed in the turret to undergo the ordeal which the gunners have to face in actual warfare, but they came out unscathed.—London Answers.

Statistics recently issued by the Immigration Department at Ottawa show a depressed condition of affairs. The total immigration into Canada for December, 1908, was only 4980 persons, 282 of these coming from the United States. The total immigration into Canada during the calendar year ending December 31, 1908, was 148,700, of whom 57,124 came from the United States.

Demand the union label on all purchases.

WHALERS OF NEW BEDFORD.

The ghostly hulks of the old whalers moored at the wharves of New Bedford are a melancholy reminder of the days when the whale fishery provided lucrative employment for thousands of hardy sailormen of New England. During the forepart of the nineteenth century the whaling fleets of the United States were bolder and more numerously manned than those of any other nation. Edmund Burke had on the eve of the Revolution drawn the attention of Parliament to the unmatched courage of the New Englander in the prosecution of this industry. Nantucket sent her ships from the anxious straining vision of the women folk at home—on platforms specially built on the roofs of the houses—to Newfoundland, the West Indies and even to the Cape Verde Islands and Brazil. In 1835 the Kadiak whaling ground off Alaska was discovered. The first whaling vessel from New Bedford was fitted out in 1755, and the Massachusetts seaport became the center of the whale fishery of the world. By 1846 there were 70,000 persons dependent on the industry for their livelihood, and the 735 vessels engaged were valued at more than $20,000,000.

There was much of "the true romance," along with a deal of hard work, in this business, from the time the lookout at the masthead first gave the warning. "There she blows!" until the trying out of the blubber, that it might be stored in casks and conveyed home to be boiled down for oil. The crew of thirty-five to sixty men knew that the amount of their pay depended largely upon the number of whales taken and the quantity of oil secured. So that between the schooners or little screw steamers, whose questing had led them to the same parts of the ocean, there was a tremendous rivalry. When the whale was struck and he started toward the sea bottom, perhaps a quarter of a mile of line attached to the harpoon went with him, and ere the monster gave over the fight and lay quiescent the water might be churned to bloody foam, and the boat was sometimes overturned.

In the minds of the old sailors of Provincetown, as they looked at the whalers through their battered spy-glasses on Friday, were lively memories of the days, now gone forevermore, when, unmindful of the perilous berg and the sea's uncharted desolation, they pursued the "sperm" and the "right" whale into his frozen recesses round the Pole.—Philadelphia Ledger.

SHETLAND HERRING FISHERIES.

The total catch during the past summer of herring in Shetland waters amounted to $1,800,600 as compared with $2,623,000, the value of the catch in 1907. Only a small part of these earnings remained in those islands, the greater part being earned and carried away by 947 English and Scotch fishing craft from 23 different ports; 662 were steamers as compared to 525 steamers out of 891 vessels in 1907 engaged in these fisheries. The poor fishermen of the islands are being driven out of business by companies who have enough wealth to operate the steamers.

There is talk of further improvements in Lerwick harbor to meet the growing requirements of the port, which has become the great center for herring fisheries.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.
SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 44-46 East St.
Branches:
VANCOUVER, B. C., 122 Alexander St., P. O. Box 1365.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 1312 Western Ave., P. O. Box 65.
PORT TOWNSEND, Wash., 114 Quincy St., P. O. Box 48.
ABERDEEN, Wash., P. O. Box 62.
PORTLAND, Or., 51 Union Ave.
EUREKA, Cal., 227 First St., P. O. Box 327.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.
Headquarters:
SAN FRANCISCO, Cal., 91 Steuart St.
Branch:
SEATTLE, Wash., 1408½ Western Ave., P. O.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.
Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branches:
SEATTLE, Wash., Colman Dock, Room 13, P. O. Box 1335.
SAN PEDRO, Cal., P. O. Box 54.

UNITED FISHERMEN OF THE PACIFIC.
Headquarters:
SEATTLE, Wash., P. O. Box 42.
Branches:
COLUMBIA RIVER FISHERMEN'S UNION.
ASTORIA, Ore., P. O. Box 138.
LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.
GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.
ALASKA FISHERMEN'S UNION.
SAN FRANCISCO, Cal., 93 Steuart St.
Agencies:
SEATTLE, Wash., Colman Dock, Room 10, P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.
Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA
29 ERSKINE STREET, SYDNEY, N. S. W.

INDUSTRIAL EDUCATION.

Citizenship reaches its highest perfection where the greatest concern is felt for and given to the quality of the citizens produced. To do this all that is desirable must be fostered and encouraged, while all that is undesirable in quality must be discouraged and eliminated. Whether the responsibility for this is assumed as a function of the State, or merely recognized as part of the social contract that cements and elevates society, it must always be a question of education.

If the education is correct, the citizen is correct; if it is not, he is a failure. So much depends upon it that the greatest care must be exercised in seeing that in the process of education nothing is done that would in any way debase the citizen or adulterate the quality of his citizenship, for if an error is made during the formation process, if a false step is taken in any direction that would prove injurious to the one taking the step, or work an injury upon someone else, it would be a very difficult matter, if not altogether an impossibility, to effect a remedy when once the error has been made.

In the last analysis the education of the citizen determines his character. Character building, therefore, becomes the first and greatest consideration in determining and prearranging the quality of citizenship. If he is educated correctly, no fears need be felt for his future either as a man or a citizen, so that everything depends upon how and when this is done.

As no two children are alike in constitution or temperament, education becomes an individual task. What might suit one might not suit another. A curriculum that would be adequate and desirable in one instance might be entirely out of place in many others, which gives rise to a great diversity of opinion as to the best means to be employed for the proper education of the rising generation.

Any plan that would propose a complete education by extraneous means is doomed to failure because of the vast difference that exists between individual children. Ability and inclination are important factors. Remembering this, parents and tutors must exercise great care and discrimination in working out the task of forming a citizen. After the schools have done all that is possible in a preliminary way, the real work begins to properly qualify and equip the coming citizen with all that is necessary to enable him to earn a living and shoulder the social responsibilities that come with mature manhood. There must be no short cut to this, or any royal road that would pretend to give this power without training and the hard work it entails. We prize most those things for which we work most or for which we sacrifice most.

When a boy has completed his school training and happens to be dependent upon his own exertions for a livelihood when he reaches maturity, he must now equip himself to enter life's struggle and in the field of productivity earn his bread. His success will be determined by the thoroughness with which he is equipped and the skill he has acquired in the mastery of his chosen work. It is of little consequence where his lot is cast—whether it is in factory, forge or foundry—results can only be obtained from practical application. Books can only help him in part; thoroughness and skill can only be gained by practice. All the books ever printed, all the teachers ever trained in pedagogy, and all the scientific apparatus ever invented are not sufficient in themselves to give him practical knowledge. That can only come by work. Work, thorough, practical and every day, just as it is met with in, let us say, machine shop practice. Nothing can take the place of this; no pretense, no high-sounding title of technicology attached to a diploma can give the skill and mastery which is gained by practical experience and shop practice.

Industrial schools and kindred establishments making claims of ability to instruct the rising generation in all the details necessary to fully equip a practical machinist so that he can hold his own and command the average pay of a journeyman in less time and with less practice than it is done in the machine shop are claiming more than can be accomplished. In theory their claims may work out most satisfactorily, but when it comes to a practical test they are of no greater value than any other dilettante's dream.

Because of its lack of thoroughness and the attempt to teach by rote, so to speak, the industrial school can not perform what it promises, and the more the matter is investigated the more conclusive will be the evidence to confirm this view. Not only does the industrial school fail to accomplish the good it set itself out to do, but it succeeds in doing something—unintentionally, no doubt—that is not only undesirable, but reprehensible and infamous in every way. It debases the citizen. It has been my sad experience to witness upon more than one occasion the deplorable spectacle of young lads taken from these establishments and induced to act as strike-breakers in times of industrial trouble.

The industrial school in these cases worked a great injury upon the men on strike, though not near as bad as the injury it did to the lads induced to take the strikers' places. To them the injury is well nigh irreparable. It leaves a stain upon their characters that years can not efface—a stain that will cling to them as long as they attempt to earn a living in the vocation they have chosen, and upon which, in the estimate of their shopmates, they have brought disgrace. No one outside the ranks of labor can appreciate or understand the bitterness of feeling that has been generated among workingmen through the short-sighted selfishness which has taken advantage of boyish enthusiasm and used it to strike-breaking ends. The industrial schools in these cases were used for the vilest purposes, and there can be no excuse or extenuation for those who were responsible or at whose instance it was permitted.

The workshop is the only place where an education can be gained that is practical and thorough, calculated to fill all the requirements that go to make up a full-fledged mechanic. The industrial school merely supplies a veneer of education which can never compete with the solid practicability of the education acquired in the factory. Its well-rounded thoroughness comes from observation; from intuition, from absorption and the all-round hard work that comes with every-day application. It can never be acquired elsewhere nor gained in any other way than in the hard school of factory experience. The factory workshop can be depended upon for practical results in the matter of supplying fully-equipped mechanics, which can never be expected from the industrial school as long as it is depended upon for it by itself alone.

Industrial education is one of the live, burning questions of the day. Schools are being rapidly established in many parts of the country and large sums of money raised through public and private sources to encourage, maintain and foster the same.

The trade-union movement is intensely interested because it strikes at the very foundation of that movement. It means the life of the apprenticeship system, as established by trades organizations if allowed to run wild, as is the case at the present time.

The machinist trade has been singled out by industrial schools, and every school established to date has attempted to teach our trade to boys during periods ranging from six months to two years.

Our organization, therefore, should be alive to the situation and the delegates to this convention take such action as will be an instruction to our international officers how to deal with the question in future. I shall appoint a committee to give the matter special consideration during the convention. —James O'Connell, President International Association of Machinists.

BRITISH LABOR TREATY.

Following are extracts from an article published in the London Times relative to an agreement between employers and laborers concerned in British shipbuilding:

A provisional agreement has been entered into between the Shipbuilding Employers' Federation and 26 trade-unions for the prevention of strikes by the settlement of disputes in conferences in which all employers and all the trade-unions shall be represented. This agreement is the most advanced step in the interests of industrial peace and economic industry in the history of labor. The federation and the unions recognize that it is in the interests of both sides that arrangements should be made whereby disputes may be fully discussed and settled without stoppages of work. No strike or lockout shall be declared until every means of conciliation shall have been exhausted in joint conferences.

When the joint conference, which embodies the authority of the Employers' Federation on one side and the whole of the 26 unions on the other, decides a question it is not likely that either side will disregard the verdict.

On the men's side the whole interest of the 26 unions will be opposed to a strike which would throw them all into idleness, while any employer who determines to reject the decision of this conference would find himself at war with the power of all the 26 unions in concert.

Neither side is to ask for a change in the scale of wages at shorter periods than six months. Even before a demand may be made for a change in wages there must be a conference on the subject between the employers and the unions.

The agreement is to continue in force for three years, and shall thereafter be subject to six months' notice on either side.

Sewage screenings are compressed into blocks and burned under the boilers of a Boston sewage pumping station.

News from Abroad.

Emperor William of Germany will open the Reichstag on November 30 with the speech from the throne.

Four naval officers, ringleaders in the recent revolt in the Grecian Navy, were captured near Thebes on November 3.

The arbitration treaty between Ecuador and the United States was approved by the Congress of Ecuador on November 2.

By a vote of 219 to 54 the House of Commons on November 5 refused to agree to the Lords' amendments to the Irish Land bill.

A dispatch from Tabriz confirms the report which originally emanated from Teheran that Ardabil, in Azerrbaijan Province, has been captured by tribesmen.

The funeral of Prince Ito took place at Tokio November 4. The popular demonstration of sympathy was the most widespread ever seen in Japan.

The British House of Commons on November 4 passed the third reading of the Finance bill by a vote of 379 to 149. The bill now goes to the House of Lords.

The Mexican Government, it was announced on October 28, will advance $1,000,000 to alleviate the sufferings caused by the corn famine among the poorer classes.

The possibility of an Anglo-German understanding appears to be under consideration in high German Government circles. Failure to reach such an understanding heretofore is attributed to the method adopted by Great Britain.

The Conservative party in the Dresden Diet has been shattered by the sweeping victories of the Socialists at the election on October 22. Out of thirty-four definite elections to the Diet sixteen of the chosen members are Socialists, while the Conservatives have fourteen and the National-Liberals four.

The Indefatigable, a larger and improved battleship cruiser of the Invincible class, was launched at Devonport, Eng., on October 28. The Indefatigable has a displacement of 19,000 tons, 45,000-horsepower and a planned speed of twenty-seven knots an hour. Her length is 570 feet. She was laid down in January.

New atrocities in the Congo Independent State have been revealed by an officer of a rubber company. He charges that between 1907 and 1909 a number of the company's agents tortured and killed many natives, posted armed sentries, chained and imprisoned the natives to force them to work and burned villages.

A battleship of the super-Dreadnaught class with a speed of over 21 knots and an armament including twelve 12-inch guns, two battleship cruisers of 18,650 tons with speed of 25 knots and armed with ten 12-inch guns, and a smaller cruiser, a dispatch boat and a few torpedo boat destroyers have been ordered to be added to the Japanese Navy in 1914.

A quantity of charred wreckage, including bits of the deckhouse, has been washed ashore near Port Alfred, on the southeast coast of Cape Colony. There are indications that the wreckage is from the British steamer Waratah, which, with some 300 passengers and a cargo of metal and wool, has never been heard from since she sailed from Port Natal on July 26 for London.

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INFORMATION WANTED.

Anyone knowing the whereabouts of seaman Ernst Dau, please notify the German Consul at San Francisco.

James Thoburn was at the Seamen's Institute about 1902. Letter awaiting him at 242 Steuart street, San Francisco.

Arthur John Martin. Was in San Francisco last March. Any news of him sent to Seamen's Institute will be appreciated.

Andreas L. Jansson is requested to call upon, or communicate with, Attorney F. R. Wall with reference to his suit for damage.

Robert Fordyce Bowers, age 33 years, height over 5 feet, stout build; correspondence awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

John M. Murphy, dark hair, blue eyes, height 5 feet 8, smooth face. Last heard of at Oakland. Any information, communicate Seamen's Institute, 242 Steuart street, San Francisco.

Harry W. Morse, of Watertown, Mass., about 5 ft. 8, light hair, blue eyes, wore glasses. Enquiry from Lillian J. Morse. Letter awaiting him at Seamen's Institute, Steuart street, San Francisco.

Relatives are inquiring for the following missing sailors: Alf. Carter of Wellesley Street, Auckland, New Zealand. John Cruickshank, late mate of Br. bark "Kilmeny," was in St. Mary's Hospital last August. Charles Seymour; made trip in transport S. S. "Sherman" in January, 1907. Was at Vancouver 1907. Address Seamen's Institute, 242 Steuart St., San Francisco.

W. Wilson, fireman, who joined the steamer Coma at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

Oswald Schnaubelt, a native of Schneidemuehl, Germany, born 1883, last heard of 1903, is inquired for by his mother. Address Mrs. M. Schnaubelt, Neu Beelitz, near Bromberg, Germany.

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INFORMATION WANTED.

The five sailors who left the schooner A. J. West at Honolulu, on March 30, 1908, are requested to communicate with the Secretary of the Sailors' Union of the Pacific. The libel against the A. J. West has been adversely decided by the Federal Court at Honolulu.

Henry Laurent, who has been sailing between San Francisco and Honolulu, is inquired for by his mother. Anyone knowing his present whereabouts will please communicate with the Coast Seamen's Journal.

John Johnson, a native of Norway, born September 15, 1858, at Blegeleidet Bamle; last heard from in 1904 living at 230 Third street, San Francisco. Any one able to give any information kindly communicate with his nephew, M. Olsen, 165 Third street, San Francisco, Cal.

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Andersen, A. B.	Krentz, Karl
Akesson, C. A.	Kristofferson, Alfred
Andersen, Lars	Kristiansen, Louis
Andersen, Carl P.	Kristiansen, Nils
Aposholokos, P. G.	Kristofferson, Emil
Apps, P.	Kuhl, Hans
Atkinsen, S.	Larsen, Chr.
Back, M.	Larsen, Hans
Berentsen, Rolf.	Latz, K.
Berentsen, Alex.	Lauritsen, Hans
Blomquist, B. W.	Lind, H. E.
Bohman, Eric	Lof, Oscar
Bond, ———	Malmberg, A. C.
Brown, Jim	Mayers, P. M.
Brakke, Hans	Masterson, D.
Buck, F.	Mattson, E. -1856
Buth, Sigfried	Mathison, Nils
Carmell, Geo. B.	McDonald, James
Carlson, Thure	McFadden, W.
Christiansen, Andrew	McGuire, O. S.
	Mitchell, S.
Chapman, F. G.	Mietman, John
Christoffersen, Emil	Mikkelson, Kr.
Christie, W.	Morrison, J.
Chotard, Emil	Molver, Olof
Conee, A.	Monsson, S.
Draw, J.	Mortimer, Ernest
Eichel, Chas.	Ness, Carl
Elliot, W. V.	Nelson, Peter
Elsted, John	Nicholsen, O. T.
Eliasen, C.	Optiger, Geo.
Elboidt, Alfred	Olsen, E. K.
Elwood, Alfred	Olason, Axel
Engstrom, Chas.	Olsen, B. -597
Ernst, Geo.	Olsen, Hans P.
Erickssen, A. R.	Olsen, Anton
Fasig, Don	Olsen, Ragwold
Fredriksen, B. D.	Overland, T. -912
Glasheen, John	Pederssen, Olaf
Gonvette, Joseph	Pedersen, Chr.
Grohn, John	Pel, J. Van
Grise, J. H.	Penny, W.
Gustafson, K. O.	Petterson, Meyer
Hansen, K. Johan	Peterson, Peter
Hansen, Harold O.	Petersen, E. P. -668
Hansen, T. S.	Penningrud, L.
Harris, E.	Price, Bruce
Hansen, John	Rasmussen, And.
Hansen, Ernest	Rasmussen, Harold
Hellwood, ———	Rasmussen, Ackton
Hedlund, Arvid	Ruman, Karl
Hermansen, L.	Riehbrack, Paul
Herbert, Chas.	Rides, Arthur
Holden, W.	Robertson, D. A.
Ingalls, Lewis	Rugland, Ole
Jacklin, C.	Sandstrom, Th.
Jacobson, T.	Saaleness, T. J.
Jacobson, Carl	Sandstrom, O. S.
Jersch, W.	Scherlan, R.
J. W.	Seidel, G.
Johanson, C. J. -1566	Skarin, R.
Johanson, K. -1592	Sorensen, Hans
Johanson, Chas.	Sally, Ed.
Johanson, Hans	Steen, Ivar -1999
Johnson, Alf. -1700	Sundley, E.
Johnson, Eric	Swanson, Emil
Jorgensen, Julius A.	Swanson, B.
Kalning, Jacob	Thomas, W.
Kahlhetser, F.	Thonesen, Tonger
Kaald, Johan	Thompson, T. G.
Kisher, K.	Zebr, G.
Klingenberg, J.	Winnie, Clifton
Knutson, E. A.	Worm, Albert
Kohler, Albert	Woolridge, C. C.

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INFORMATION WANTED.

Henry D. Steele, No. 2166, of the Sailors' Union of the Pacific, is inquired for. Address, Coast Seamen's Journal.

Alfred Douglas Brakel, a native of Russia, also known as Fred Hansen, left the Russian cruiser Lena; last heard of about three years ago, is inquired for by his mother. Address, "Coast Seamen's Journal."

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Domestic and Naval.

The Cunard liner Etruria, it was announced on October 22, has been sold by the company to a firm of ship brokers.

The British steamship Glenaen has been chartered as the pioneer vessel in a new service between Philadelphia and St. Raphael and Toulon, France.

The three-masted schooner Frank M. Low was launched at Camden, Me., on October 27. The vessel, which is intended for general coasting trade, cost $35,000. Her gross register is 542 tons.

The establishment within a short time of a regular monthly service between Boston and Australia by the Deutsch-Australia Steamship Company of Hamburg was announced on October 26.

The Cunard liner Lucania sailed from Liverpool on October 30 on her last voyage. Her port is Swansea, where she will be broken up. Recently she was sold to a firm of wreckers for $150,000.

Rear-Admiral Henry Erben, United States Navy, retired, died in New York on October 23, aged 77 years. He entered the Navy in 1848 and served through the Civil War with a brilliant record.

According to a dispatch from Paris, every possibility exists that the North German Lloyd Steamship Company will carry through the plan of making Calais, instead of Cherbourg, its port of call in France.

The two steam colliers being built by the New York Shipbuilding Company for the Coastwise Transportation Company will be delivered next February. Both ships are in frame, and the plating is progressing rapidly.

Captain John Pritchard, commodore of the Cunard line, who began his fifty-three years' service at sea in a 150-ton schooner and who ends it in command of the 39,000-ton steamship Mauretania, announced on November 3 upon sailing for Liverpool that he had resigned.

The new colliers being constructed by the New York Shipbuilding Company will be commanded, it is reported, by Captain Daniel Smith, of the five-masted schooner Van Allens Boughten, and Captain Elmer Crowley, formerly master of the five-masted schooner Samuel J. Goucher.

Upon the recommendation of the Secretary of the Navy silver life-saving medals were awarded by the Secretary of the Treasury on November 1 to Michael Maillia, chief boatswain's mate on the Pennsylvania and to Frederick McNeeley, second-class yeoman on the Mississippi for gallant conduct in rescuing shipmates from drowning.

The State Quarantine physician at Philadelphia has announced that on and after November 1 vessels coming from ports north of the St. Mary's River, Fla., will be exempt from inspection at the State Quarantine Station, at Marcus Hook, Pa., until further notice, unless sickness prevails on board.

Many transatlantic steamers have recently raced to New York with the view of landing cargoes of wine prior to the expiration of the reciprocity treaties. In fifteen days there have been imported, principally on French, Cunard, White Star, American, Red Star and Fabre line steamers, the unprecedented quantities of 35,000 cases of brandy and 500,000 cases of champagne.

World's Workers.

The number of fatal accidents to British seamen reported in September was 52, as compared with 82 in August, and 115 in September, 1908.

The number of British paupers relieved on one day in September in thirty-five urban districts corresponded to a rate of 221 per 10,000 of the estimated population.

The mean daily number employed at Tilbury Dock, London, Eng., was 1,153 in September, as compared with 1,179 in the previous month, and 1,224 in September, 1908.

In a dispatch to the British Foreign Office dated September 21, H. M. Consul-General at Budapest reports that, owing to the very high price of bread, a municipal bakery was started in that city in August.

Exclusive of seamen, the number of British workpeople reported as killed in the course of their employment during September was 219, an increase of 10 as compared with August, and of 6 as compared with a year ago.

According to returns made to the Belgian Labor Department, 2.8 per cent of the 47,514 members of trade-unions reporting were unemployed toward the latter part of August, as compared with 2.7 per cent in the previous month, and 5.9 per cent in August, 1908.

The estimated population of the twenty-nine London and ninety-five provincial districts in which Distress Committees received applications was 16,750,000; the number of applications received was 196,757, or 11.7 per 1,000 of the population, and included 4,852 from women.

One thousand and forty-one employers of Messrs. Lever Brothers, Sunlight Bay, England, of both sexes and all grades, were recently admitted to co-partnership with the firm by the distribution among them of partnership certificates of the nominal capital value of £113,650.

According to a message in the London Times an agitation among agricultural laborers in North Umbria has taken an unusuual form, the parish priests having put themselves at the head of the movement and called on the laborers to organize themselves in order to extort better conditions from their landowning employers.

During the nine months ended September the total number of British workpeople reported as killed in the course of their employment (exclusive of seamen) was 2,125, as compared with 2,176 in 1908. The total number of seamen killed during the same period was 685 in 1909, and 917 in 1908.

Returns received from certain selected British ports (at which 83 per cent of the total tonnage in the foreign trade is entered and cleared), show that during September 44,626 seamen, of whom 3,696 (or 8.3 per cent) were foreigners, were shipped on foreign-going vessels. As compared with September, 1908, there was a net increase of 528.

The total number of cases of poisoning and of anthrax reported to the British Home Office under the Factory and Workshops Act during September was 42, consisting of 38 cases of lead poisoning, 1 of arsenic poisoning, and 3 cases of anthrax. One death due to lead poisoning was reported during September. In addition to the above, 28 cases of lead poisoning (4 of which were fatal) were reported among house-painters and plumbers.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abbors, Arne
Aga, Johan
Akerson, Chas. A.
Alander, O. J.
Amundsen, Albert
Andersen, -1301
Andersen, Chr.
Andersen, -1108
Andersen, -1514
Andersen, Sven
Andersen, -1541
Anderson, A. C.
Baardsen, Ed. M.
Bakke, Ed.
Beausang, E.
Beckman, Rudolph
Beckwith, Geo.
Bensen, B.
Berentsen, -1755
Berlinz, Emil
Berntsson, M.
Birkelund, R.
Black, Victor
Blindheim, O. C.
Bliesath, Max
Blumel, Max
Cainan, Geo. T.
Carlgren, -644
Carlmark, Barthold
Carlson, Fred
Carlson, John
Carlson, Chas.
Carlson, Marcus A.
Carlson, -760
Carlsson, -861
Castel, G.
Ceelan, John
Chaler, B.
Dahl, John B.
De Young, A. R.
Diez, Th. H.
Dixon, John
Doose, Wm.
Eckley, O.
Eggers, J.
Ek, Thure
Elfstrom, Axel
Elison, -396
Ellingsen, Fred
Fallbom, J. A.
Faulkner, John E.
Fau, Knut
Fogland, Arthur
Folk, Harry
Fors, Alf.
Geiger, Joe
Georgensen, Arthur
Gibbs, Harry D.
Gilholm, Albin
Gors, F.
Grawert, Joe
Gronman, H. R.
Gronholm, Alf.
Grossl, -766
Hallstrom, J. E.
Halvorsen, Chas.
Halvorsen, H. E.
Halvorsen, Wm.
Hammargren, O.
Hamilton, B. L.
Hansen, -1134
Hansen, H. T.
Hansen, Enok
Hansen, Charles
Hansen, Arthur
Hansen, Hans
Hansen, Oluf
Hansen, Hans P.
Hansen, -1250
Hansen, -1060
Hanson, A. B.
Hansson, Oskar
Hansson, -1270
Harmening, Fritz
Ingeman, -132
Ingvalsen, Ing.
Jacobsen, Martin
Jacobsen, -1786
Jacobsson, -1304
Jakobsen, Anders
Jansen, Eilert
Jensen, -1944
Jensen, -2012
Jensen, C. E.
Jensen, J. C.
Jensen, N. O.
Jensen, Ingwald M.
Jensen, -1791
Jensen, -1944
Jensen, -1076
Jepson, A.
Jenson, T. C.
Jansson, Andreas L.
Johansen, Carl
Johansen-1191
Johansen, C. A.
Kaho, H.
Kalman, L.
Kane, G.
Karlsen, Konrad
Karlson, -1324
Karlsson, Gust.
Karthauser, Otto
Kaufhold, Ed.
Kavall, John
Keelan, J.
Kellgren, J. A.
Kenniston, Frank
Kermagoret, A.
Kerch, Geo. C.
Klatt, Herman
Lahr, Otto
Lang, Gust
Larsen, Peter
Larsen, -1290
Larsen, -1536
Larson, -1417
Larson, L.
Larsson, -1508
Larsson, Karl
Lass, -1406
Lind, Gus A.
Lindroth, Gust.
Lindvist, Carl A.
Anderson, John
Anderson, David
Anderson, Carl O.
Anderson, -779
Anderson, -1274
Anderson, Vicktor
Anderson, Sven
Andersson, Karl A.
Andersson, Emil
Andersson, Karl T.
Andersson-1552
Aronsen, Halfdan
Bohm, Emil
Borresen, Niels
Bower, G.
Boyesson, John
Brandt, Fred
Bray, John K.
Bray, Edward
Bregler, Fred
Brekke, H.
Brewer, Wm.
Brox, Harry
Buaas, Thomas
Bung, B.
Burke, J. J.
Chauche, J. A.
Christensen, Anton
Christensen, E. H.
Christensen, -1126
Christensen, Hans
Christensen, -587
Christensen, -850
Christensen-1332
Classen, Henry
Claus, C.
Comstedt, Ernst
Dorles, H.
Drausmann, Chas.
Duffy, John
Duncan, G. M.
Ellingsen, W.
Emanuelsen, C.
Ericksen, Gerhard
Eriksson, Konrad
Evensen, Johanes
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Frandsen, Niels
Frankovich, A.
Fredricksen, -529
Frederiksen, B.
Froberg, T. W.
Guenther, Rich.
Gulberson, A.
Gunther, Chr.
Gundersen, -785
Gundersen, Krist.
Gunderson, Ole
Gustafsson, G. B.
Gustafson, Ivar
Hartman, C.
Hassal, G.
Hegener, Reinhold
Heimann, Chr.
Helmer, F.
Heltwood, O. S.
Henriksen, Adolf G.
Henriksson, Alb.
Hesterberg, Max
Heyen, J.
Hingren, J.
Holmstrom, C. A.
Holt, Karl C.
Holst, Richard
Huchlassen, Thomas
Hubbenette, C.
Huisman, K.
Hultberg-1833
Hultman, Albin
Isaacson, Hans
Itvelt, F.
Johansen, Herman
Johansen, Edw.
Johanson, A. F.
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Johannesen, Arthur
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Johnson, Edw.
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Johnson, John E.
Johnson, A. L.
Johnson, -1509
Johnson, Hilmer
Johnson, John E.
Johnson, Fred
Jonassen, Johan
Jordfald, Theo.
Josephson, E. W.
Klebingat, Fr.
Kluge, Frank
Knutsen, Halfdan
Koff, M.
Kohne, Ernst
Kolter, L.
Kolbe, Albin
Kopats, Oscar
Koschmieder, F. W.
Krautschard, F.
Krestensen, C. E.
Kristensen, -1088
Kristiansen, L. A.
Kuehme, W.
Lindroos, Oscar
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Link, Alex.
Lohne, E.
Lundberg, John
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Leibold, Fritz
Leithoff, Carl
Lewald, Harry
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Luders, C.
Madsen, -952
Magg, Fred
Malmin, Tom
Mangels, Carl
Martinsen, I. A.
Mathiesen, L.
Mattsson, -1856
Mattsson, Edw.
Matthews, H. J.
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McKinley, Wm.
McMahon, J.
Mehent, Joe
Nagel, A.
Nelson, Herman
Nelson, C. M.
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Nester, Wilson C.
Nielsen, -950
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Olafsson, M.
Olsen, Olai
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Osen, Aksel
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Olsen, Ole Chr.
Olsen, C.
Olson, John
Pache, Paul
Pearson, J. T.
Pedersen, S. Reinhold
Pedersen, N. B.
Pedersen, S. R.
Pedersen, -1006
Pedersen, -1289
Pedersen, Olav
Pedersen, Oluf Chr.
Pedersen, Pedar M.
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Peratis, W.
Petersen, -1284
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Randle, Dave
Rasmussen, -497
Rasmussen, H. P.
Rasmussen, Erik
Reese, Wm. H.
Robinet, G.
Rogenes, Anfin
Sampson, Carl
Sandstrom, O. H.
Sandell, -2222
Santos, Joe
Sauer, Emil
Sauceda, Julian
Saunders, Chas.
Scarabosio, M.
Schevig, A. B.
Schlosser, Geo.
Schmehl, Jas. P.
Schmehl, Paul
Schmitt, -1793
Schmidt, Fritz
Schmitt, Geo.
Scholl, Karl
Schulz, G.
Schultze, Axel
Schwartz, Jos.
Schwencke, Karl
Seiron, Tom
Sexon, Chas.
Siem, C.
Sievers, Herman
Simonsen, Barney
Simpson, Joe
Teigland, Karl
Terwedow, Rich.
Thompson, A.
Thomsen, Grouland
Thomas, Jos. W.
Thorne, Gus
Thorsen-689
Thorn, Arvid
Udbye, Sigurd
Valentinsen, G.
Vega, F. A.
Vejvoda, Franz
Verdick, C.
Vetland, John
Wahl, J.
Wahl, Robert
Wakely, R. E.
Wallrath, K.
Watson, A. J.
Wells, Geo. A.
Welsen, J.
Weiure, J.
Westhofer, H.
Wetzel, Curt
Weyman, Emil
Wiberg, Erick
Wiberg, John
Ziffer, Chas.
Melart, Rolf
Mengert, Fred
Menz, Paul
Michelson, -1690
Mikkelsen, Axel M.
Mikkelsen, A. S.
Miller, Jas.
Moe, John M.
Monroe, Geo. E.
Morken, Kristian
Muller, Wm.
Munze, Dick
Nielsen, -909
Nielsen, -918
Niemi, Fr.
Nilsen, C. J.
Nilson, Henning
Nolan, Geo. S.
Norris, N. A.
Olson, Ole
Olsson, Alf.
Olsson, J. W.
Olsson, Karl
Olsson, Johan
Olsson, -705
Olsson, Axel
Osol, Th. R.
Ostlund, Edward
Peterson, -1318
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Peterson, G.
Peterson, Lars
Peterson, -1164
Pettersen, O. T.
Petterson, Oscar
Petterson, Anton
Pettersson, -709
Pettersson, 1287
Pettersson, Anton
Pettersson, -1208
Pettersson, Sigurd
Phillips, Aug.
Pitkanen, J. W.
Pratt, Mr.
Quistgaard, Carl
Rose, Wm. H.
Rommel, Andrew
Roussel, Fernand
Rustad, Hjalmar
Rustanius, -925
Ryits, A.
Sjoblom, K. A.
Skold, C. A.
Smith, Fred
Smith, -648
Smith, John V.
Soderlund, A.
Soland, Hans
Solberg, T.
Sonnenberg, Herman
Sorensen, -1664
Southerland, A.
Sovik, H.
Stangeland, P. E.
Strand, Emil
Strand, Chas.
Strom, -1678
Sutierez, Arthur
Sutterman, M.
Svendsen, Otto A.
Svendsen, Otto
Swanson, Fred. M.
Swanson, Carl
Swansson, Emil
Swensson, Martin
Swensson, L. G.
Till, Chas.
Tillman, Chas.
Tofte, H.
Tollefsen, Aug.
Torvig, Olaf
Trenton, Louis
Turan, R.
Vicreck, Henry
Vickers, John
Vogel, Martin
Vognild, Gerhard
Wickstrom, Chas.
Wideberg, Oscar
Wiekman, P.
Wiklund, Chas.
Wikstrom, Wm.
Wilke, Wm.
Winblad, M.
Winkel, Aug.
Winsens, P. G.
Winters, Ch.
Winters, Gus
Wold, S.
Wolter, John

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Andersson, Vicktor
Cornelius, L.
Dahlman, Axel
Hansen, Chas.
Holmstrom, Carl A.
Jensen, -1944
Johnson, Edv. -1980
Johannessen, -1863
Kolstad, Anton
Morken, Kristian
Ruhlmann, Louis
Wilberg, John
Zimmerman, F.

INFORMATION WANTED.

Johan Pommer, a native of Russia, aged about 38, supposed to be somewhere in a Pacific Coast State, is inquired for by Alex Pommer, Sailors' Union of the Pacific, 44-45 East street, San Francisco.

Frank Posstethwaite, who left Monteagle at Vancouver, B. C., May 26, 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco. Any information gratefully received.

Portland, Or., Letter List.

Anderson, Eskil
Andersson, J. S.
Berntsen, Julius
Cox, H. E.
Farm, J. B.
Fostwedt, Carl
Hultberg, Ernst
Jensen, M.
Jacobsen, Hans
Johnson, C. A.
Kearns, Edwin
Kjorsvik, Johan
Kent, Jack
Klebingat, Fred
Lorin, Cristian
Lynd, Chas.
Moren, E. H.
Olson, Olaf
Olson, Otto
Scott, Ed.
Sundholm, Freppa
Schmidt, Franz
Schneider, William I.
Sanchez, Frank

Tacoma, Wash., Letter List.

Anderson, A. B.
Buckland, W.
Buhmeister, John
Carlson, Martin
Carnaghan, William
Chapman, F. G.
Eliasen, E. -396
Hanson, Peter
Harris, J.
Jenson, Chas. -769
Johansson, -1396
Kamagoret, Anatole
Larsen, Holger
Lindroos, A. W.
Lowe, John A.
Mandrick, Max
Meyers, Chas.
Ness, John
Olsen, Sigvald
Peters, F.
Ratshet, August
Saunders, F.
Soderberg, Chas.
Stabell, Frank
Swanson, Ben
Turner, Alfred
Turner, Richard
Wells, Leo. L.

Aberdeen, Wash., Letter List.

Ahrens, W.
Anderson, E.
Alexander, K.
Arnold, E. B.
Anderson, P. T.
Anderson, Harry
Andersson, J. R.
Anderson, -1534
Abbors, A.
Anderson, Sven
Appelgreen, J.
Buchtman, F.
Billington, M.
Birkelund, R.
Busse, Ch.
Brandt, N.
Benson, Jon.
Boosban, Ch.
Carlson, K. J.
Christensen, H.
Christensen, C. E.
Duval, Benoit
Dorles, H.
Dowe, J.
Domhoff, J.
Drager, Otto
Eichel, Ch.
Eliassen, H. -599
Eliassen, G. -1427
Focketyn, F.
Furman, F.
Frank, F. -499
Goepper, Ch.
Godley, Geo.
Hansen, H. M.
Haniger, A. J.
Hammond, J. A.
Hammerquist, A. J.
Hope, Ole
Jacobsen, -1786
Johansson, 1700
Johannesson, J.
Jacobsen, Erland
Jensen, L.
Jalonen, J.
Johannesen, Carsten
Kristiansen, L.
Kavander, W.
Koskinen, W.
Long, L.
Lerch, Paul
Lewis, G. H.
Lundgreen, C.
Matsson, Karl
Morris, Oscar
Mulley, James
Maibom, H.
Metge, G.
Morden, J.
Michalsen, J.
Nielsen, V. -1000
Olen, Thom.
Orten, S.
Pierson, A.
Pederson, -896
Petersen, C.
Pedersen, James
Rantanen, -770
Rustanious, J.
Quistgard, C.
Swales, A. E.
Swansen, Carl
Syversen, H.
Tuvfeson, Knut
Taddiken, A.
Vongher, Ed.

Pt. Townsend Letter List.

Anderson, Sven
Behrens, E. -1549
Boyle, John
Chapman, F. S.
Hillig, Albert
Holtberg, John C.
Johansen, - 2021
Knucken, T.
Klebingal, Fred
Lundgren, Carl
McCallum, Charles
Nagel, Arthur
Peterson, Paul
Rosenfeld, L.
Stabell, Frank
Sundquist, Carl
Walser, Ernest

ALASKA FISHERMEN'S LETTER LIST.

San Francisco, Cal.

Letters at the Alaska Fishermen's office will be advertised for six months only and will be returned to the Post Office at the expiration of seven months from date of delivery.

Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

Andersen, August
Benson, John
Bowman, Bernard
Farrell, Henry D.
Green, John
Hageli, F.
Hagen, G. L.
Jensen, Chs.
Johnson, George P.
Johannesen, August
Nordin, A.
Olsen, Oscar
Pettersen, Isaac
Riise, Wm.
Swanson, Chas.
Tonnessen, Jorgen
Walstrom, John

Eureka, Cal., Letter List.

Anderson, H. A. -1449
Anderson, Olof
Anderson, S.
Armmi, Walter
Bartels, C. H.
Beary, Charles
Bentsen, Bent
Blunt, H.
Bostrom, C.
Brander, Frank -1443
Christensen, H. C.
Clemensen, C. H.
Conaughton, H.
Edlund, Gust
Geiger, Joseph
Grant, John
Gunther, Theo.
Gustafson, Edvart
Halvorsen, Ingval
Hollins, Frank
Isaacson, Gustav
Johnsen, J.
Karlsson, A. E.
Kittelsen, Chritian
Knudsen, Jacob E.
Lambar, Erminio
Lorensen, Orgt. C.
Michell, Agojtino
Mittemeijer, J. F.
Newman, J. S.
Niccolai, Sant
Nilsen, Ruder S.
Nylund, Sven
Olson, Bror
Oman, Vicktor
Olsen, C.
Oterdahl, Charles
Pateejanski, R.
Pedersen, P. G.
Penny, Matt.
Salminen, K. W.
Shulls, Christ
Sjellman, Jonas
Svensen, Olof
Stabell, Frank
Teigland, G.
Thoresen, G.
Thoresen, Petter
Walbreth, Carl
Wickstrom, Charles
Yanni, C.

INFORMATION WANTED.

Richard Guenther, from Hamburg, Germany, is inquired for by the German Consul at San Francisco, Cal.

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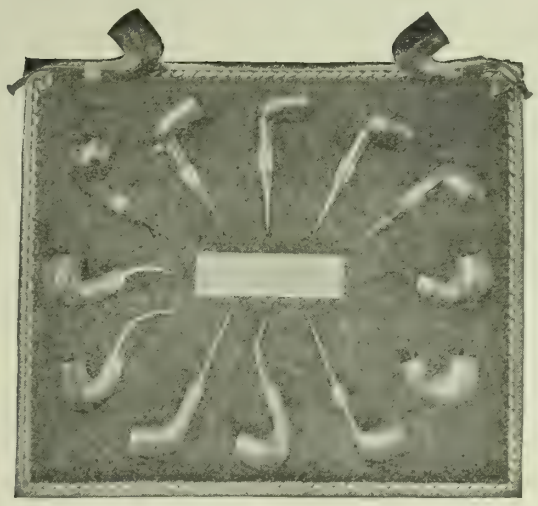
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INFORMATION WANTED.

Wilhelm Drews, born at Breitenfelde, Germany, who was first mate on the American schooner "Philippine" in 1906 at Aberdeen, is inquired

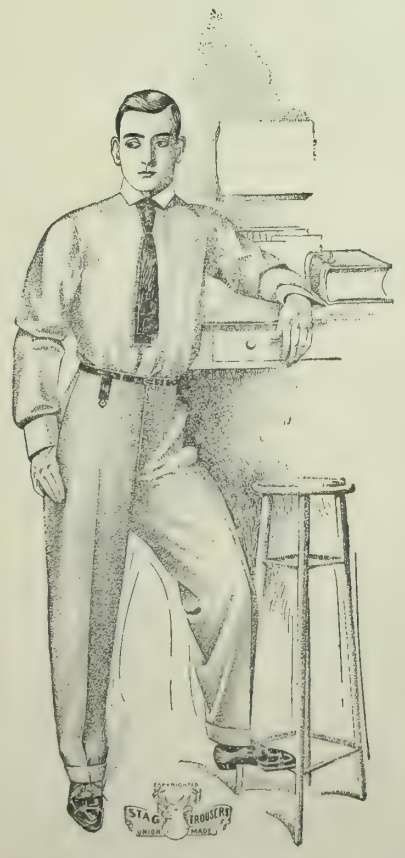
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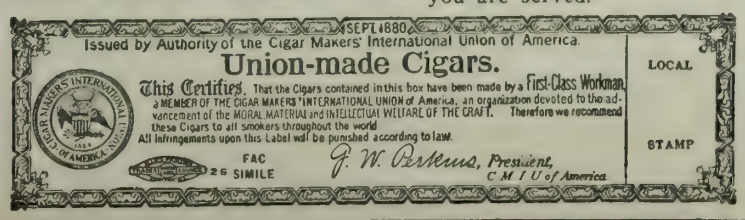
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Labor News.

The Executive Council of the American Federation of Labor has issued an appeal for financial aid on behalf of the Swedish strikers.

Five of the seven cotton mills at Lowell, Mass., went on a curtailment schedule on November 1, which will carry out the vote of the Arkwright Club that 224 hours of working time be cut off before next August.

Four men who attacked Harry T. Tistlebaum, a non-union bakery wagon driver, during a strike last spring, were convicted at Chicago on November 3 and sentenced to twenty-five years each in prison.

In the Police Court at Spokane, Wash., on November 3, Justice Mann sentenced to thirty-day terms in jail thirty-three of forty-eight "free speech" agitators, members of the "Industrial Workers of the World."

Warrants were issued at Spokane, Wash., on November 2 for James Wilson, editor of the Industrial Workers of the World paper, charging conspiracy to provoke violation of the law. Three other leaders of the lodge were arrested on the same charge.

Announcement is made by the Boot and Shoe Workers' Union that the controversy between that organization and the Douglas Shoe Company has been settled to their mutual satisfaction. All of the Douglas shoe factories are to operate under the union stamp arbitration contract.

A strike at the Ferris independent coal mines, near Butler, Pa., terminated abruptly on November 5, when twenty-five alleged ringleaders were discharged, evicted from the company houses and ordered from the district. The other men immediately returned to work.

Members of the Lead Miners' Union and the Central City Miners' Union held a mass meeting at Lead, S. D., on October 24, and decided that after November 25 they will not work with non-union men. Sixteen hundred of the 200 Homestake employes are now in the order, and in order to establish the "closed shop" an effort is being made to induce the others to join.

A sub-committee of the Executive Council of the American Federation of Labor, consisting of Vice-Presidents Mitchell and Valentine, and Treasurer Lennon, reported to the recent meeting of that body that they had held conferences with the representatives of the big brewery workers, the firemen and teamsters, but had not reached a settlement of the pending controversy.

In the United States District Court at Asheville, N. C., on November 5 Judge James E. Boyd fined Robert Christian, found guilty of peonage, $2500, which was promptly paid. Christian, together with W. L. Smith and W. A. Perry, railroad contractors, were indicted for detaining negro employes who sought to escape from the construction camps, and to have forcibly brought back some who had escaped.

The District Court of Appeals of Washington, D. C., on November 2, affirmed the decree of the Supreme Court of the District of Columbia adjudging President Samuel Gompers, Secretary Frank Morrison and Vice-President John Mitchell, of the American Federation of Labor, guilty of contempt of court in the Buck injunction case. The decision will be appealed to the Supreme Court of the United States.

With the Wits.

Happy Days.—Harold—I know that I'm not worthy of you, darling.

The Fair One—Remember that, Harold, and my married life is sure to be happy.—Exchange.

'Tis often asked, "What's in a name?"
We answer, without malice;
No sense, when May's spelled "Mae,"
And Alice becomes "Alyss."
Philadelphia Bulletin.

Neatly Put—Mrs. Younglove—John, are you aware that you haven't kissed me for a week?

Mr. Younglove—Y-yes, darling. I was just waiting to see how long it would take you to notice it.—Sketch.

The Sausage.
The sausage is
A link that twines
Between the friendship
Of two steins.
—Baltimore Sun.

Successful Operation.—Young Doctor (exultantly)—Well, I've been successful with my first patient.

Old Doctor—Of what did you relieve him?

Young Doctor—Two dollars.—Exchange.

Cheap Hospitality.—"When I know a friend is on the water wagon I don't urge him to have a drink."

"Neither do I; I invite him to a wine supper. Nothing like being lavish when they're not going to call you."—Pittsburg Post.

Easy.—"She got angry with me because I paid her a compliment."

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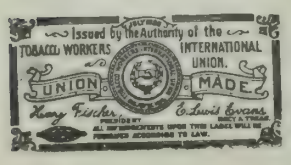
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CONTEMPT SENTENCE UPHELD.

FOLLOWING is the substance of the decision rendered by the Court of Appeals for the District of Columbia on November 2, in which the sentence of imprisonment passed by Justice Wright upon Gompers, Mitchell and Morrison of the American Federation of Labor for contempt in the Buck Injunction case is upheld:

It must be remembered that the injunction affected directly and indirectly several millions of the people of the United States. The decree did not run alone against these defendants, but against about two million members of the American Federation of Labor throughout the country. Hence, it is proper to consider the effect of the acts of the defendants upon this membership and the persons who had formerly been prevented by the boycott from patronizing the complainant.

While these acts, if they had affected only the conduct of the defendants, or if the injunction had been against them alone, might not have amounted to more than a comment or a criticism of the action of the court, yet, if the remarks, when published and uttered, were such as to inflame their followers into a feeling of resentment to the decree of the court and lead to disobedience of its commands, the defendants would be chargeable with contempt for producing this result.

Contempt may be committed by innuendo and insinuation. It may consist in maliciously saying or doing anything that will have a tendency to induce others to disregard the authority of the court.

While the publications and utterances before us may not, when literally interpreted, constitute a technical contempt, yet, if the manifest intent of the defendants was not only to disobey the order of the court themselves, but also inspirit their followers to do likewise, it may be regarded as a punishable contempt. We think it is this sort of an offense of which the defendants are here guilty.

The boycott waged by the American Federation of Labor against the business of complainant had become so acute and extensive that the terms "boycott," "unfair" and "we don't patronize" when used in connection with complainant's name, had acquired such a significance to the organization and its friends that the mere printing or uttering of the name in that connection was a signal to the membership and their friends not to deal with the complainant or persons having business relations with it.

The mere mention of complainant's name by these leaders in the columns of the Federationist or on the public platform, in connection with the expressions "boycott," "unfair," or "we don't patronize," might tend to influence many to disregard the decree of the court, and thus become as effective notice to their followers as it had formerly been when published in the "unfair" or "we don't patronize" list. We are convinced that the acts charged were committed by the defendants for the express purpose of nullifying the order of the court, in the belief that they were technically avoiding the charges of contempt. The acts of these defendants, taken as a whole, can produce in the mind of any reasonable person but one impression—a concerted, well-planned effort to encourage the membership of the American Federation of Labor and their friends to disobey the orders of the court, and to create among their followers and their sympathizers a lack of respect for the authority and dignity of the court.

That the Supreme Court of the District of Columbia has jurisdiction of contempt proceedings growing out of the disobedience of its lawful orders will be conceded. But it is contended that the court below exceeded its jurisdiction in entering the decree for the disobedience of which the defendants are held in contempt. On appeal, this court modified that decree. It is insisted that the defendants are held for disobedience of those parts of the order of injunction which were, on appeal, eliminated.

It is, therefore, urged that, inasmuch as the portions of the decree eliminated were held to be an invasion of the constitutional rights of free speech and a free press, under the First Amendment to the Constitution of the United States, the court was therefore without jurisdiction, and the portion of the decree thus eliminated was totally void and not binding upon those defendants.

On the other hand, it is insisted by counsel for complainant that the court below had jurisdiction to hear and determine the injunction case and enter a decree therein restraining the defendants from continuing the boycott; that, having jurisdiction to enter such a decree, the modification thereof on appeal involved merely the correction of error, and cannot affect the court's jurisdiction; and the decree became a final and binding judgment against the defendants, until reversed or modified on appeal.

On this point we find it unnecessary to express an opinion. As to the specific offenses herein considered, the petition charges a direct violation of those provisions of the original decree which were on appeal affirmed and approved by this court. We need not, therefore, consider the effect of the alleged disobedience by the defendants of such parts of the original restraining order as were subsequently eliminated by us; hence, for the purpose of this case, we may dismiss all further reference to the First Amendment to the Constitution of the United States.

We have a deep sense of the far-reaching importance of this case. Three distinguished citizens, leaders in a great cause for the improvement and uplift of their fellow men, with a larger following, probably, than was ever marshaled under single leadership in any philanthropic movement, are at the bar of justice to answer the charge of disobedience of an order of a court of the United States. We are not unmindful of the high position which the defendants have attained, but their intelligence forbids any inference or conclusion that the acts charged were committed by them in ignorance of their duty to the courts of their country; hence, that excuse cannot be advanced with convincing force.

The courts are the agencies appointed by the Constitution for dispensing justice, and for the orderly adjudication of controversies arising from conflicting interests. There, all must stand upon exact equality. The law knows no distinction. The rich and the poor, the intelligent and the ignorant, irrespective of race or color, are entitled to equal protection, and the scales of justice should be balanced without favor or prejudice. Government, in its most liberal form, is harsh; law is restrictive; but organized government must exist for the preservation of society. Hence, whether just or unjust, correct or incorrect, the mandates of its appointed agencies cannot be subjected to individual disrespect and disobedience.

The sole question before us is the guilt or innocence of the defendants. The high distinction which they have attained, the fairness or unfairness of the Buck Stove and Range Company and the larger organization to which it belongs, the National Manufacturers' Association, are not matters to be here considered. Neither are we, as a court of review, permitted to modify or extenuate the extreme penalty imposed. These matters, as we have suggested, may be presented properly to the officers vested with authority to commute or pardon.

Individual interests dwindle into insignificance when compared with the higher principle involved in this cause. The fundamental issue is whether the constitutional agencies of government shall be obeyed or defied. The mere fact that the defendants are the officers of organized labor in America lends importance to the cause and adds to the gravity of the situation, but it should not be permitted to influence the result. If an organization of citizens, however large, may disobey the mandates of the courts, the same reasoning would render them subject to individual defiance. The one has no greater rights in the eyes of the law than the other. Both are subject to the law, and neither are above it.

The inherent power of the court to preserve an orderly administration of its affairs, and to enforce its orders and decrees, has always been recognized. In many instances, as in the case at bar, punishment for contempt is the only means by which the court can enforce its lawful decrees. With a proper exercise of this power, the purpose of its creation and organization is made effective; without it, it would become an impotent and a useless adjunct of government.

If a citizen, though he may honestly believe that his rights have been invaded, may elect when, and to what extent, he will obey the mandates of the court and the requirements of the law as interpreted by the court, instead of pursuing the orderly course of appeal, not only the courts but government itself would become powerless, and society would soon be reduced to a state of anarchy.

The judgment is affirmed with costs, and it is so ordered.

In his dissenting opinion Chief Justice Shepard said, in part:

Convinced that the court was without authority to make the only order which the defendants, Gompers, Mitchell and Morrison, can be said to have disobeyed, I can have no other opinion than that the decree should be reversed.

As regards the conclusion that this proceeding must be regarded as criminal solely and in consequence that the evidence on which the conviction rests can not be considered because not presented in a bill of exceptions reserved on the hearing, I will content myself with saying that I am not clearly convinced that it must be so regarded. The complaint was made by the complainant on whose behalf the injunction had been granted and for its own redress. No fine was imposed on behalf of the United States. The relief sought in the original bill was not pecuniary. The punishment by

(Continued on Page 7.)

BROWN, "THE HORSE."

Brown, "the Horse," as he was familiarly known along the Atlantic Coast, was well named. It is doubtful if he knew just how strong he really was. I do not now mean the kind of strength which a man ordinarily expends in performing the tasks incidental to his daily work, but that dormant, "nervous" strength which some men seem able to summon to their assistance in moments when strong mental stress and excitement impel to quick action. I recall once, while we were lying to in a gale of wind under lower topsails, how a spare topmast got adrift and began ranging fore and aft in the lee scuppers, threatening momentarily to stave in the cabin, and how Brown, "the Horse," alone and unaided, grabbed hold of it, dragged it forward, and held it until we could secure it with temporary lashings. On another occasion two of us were attempting to roll a cask of salt beef weighing four hundred pounds from the dock on to the ship's rail by means of a plank. When we had it nearly up to the rail the plank broke, and the cask fell and got wedged in between the cap log of the dock and the ship's side. In this position its weight caused the ship to slowly sheer off from the dock and we expected every second to see it drop into the water. Just as it seemed as if nothing could save it from going, and while we were frantically exerting ourselves to keep it from slipping down further, Brown vaulted over the rail on to the dock, grasped the two chimes of the cask with his hands, and with one mighty tug yanked it clear and swung it up on the rail!

Not that Brown couldn't do some fine strongarm stunts 'most any old time. I once saw him pick up a hardshell clam from a crate in the Fulton Market in New York and, much to the astonishment of the market men, squeeze it with one hand till the shell cracked and the juice came trickling through his fingers. But, as I intimated before, it was while laboring under some special strain of mind that his strength seemed truly wonderful.

Brown, "the Horse," was a Cape Cod man of Puritan stock, though his tawny skin, coarse black hair, high cheekbones, and a certain impassiveness of temper, often made me think that there was a strain of the Indian running through his makeup. Although only five feet nine inches tall, and without an ounce of superfluous flesh anywhere, he was yet so compactly built that he weighed over two hundred pounds. Like all natural-born athletes he tapered from the shoulders down like a boy's top, and his muscles possessed the flexibility and freedom of action which is only enjoyed by perfectly healthy men. Stripped to a gantline he would have made an ideal model for Hercules, or Atlas supporting the world.

Just before the occurrence of the incidents with which this story is chiefly concerned, Brown and I were paid off from a schooner in Norfolk, Va. As shipping was rather slack we hired a room and took things kind of easy for a while. Finding that there wasn't anything much in our line in Norfolk we took the cars one morning for Lambert's Point. Things didn't look particularly brighter down there. Outside of a couple of English tramps taking on bunker coal, and three or four schooners loading for Eastern ports, there was only one vessel of any size, the Candia, a big Nova Scotia square-rigger anchored out in the stream. She was a heavy-looking brute with fidded royal masts, double topgallant yards, main skysail, and sported a monkey gaff on her mizzen. From infuiries we learned that she was bound to Callao, and had been loaded several days but had been unable so far to get a full crew because of her reputation as a "hot packet." The boarding-masters were scouring nearby ports as far as Baltimore for men, sending them onboard in twos and threes to be kept under guard in the forecastle till she got outside. At present, so we were told, she still lacked three or four of her full complement.

Seeing nothing to suit us we returned to Norfolk. As we stepped from the car someone slapped me on the back, exclaiming at the same time, "Hello, Bill!"

I looked around. It was "Buck Frenchy." Buck and I had been shipmates, so I said:

"Hello, 'Buck'! What are you doin' 'roun' here?"

"Oh, running for Furlong," he replied.

"Anything in it?" I asked.

"Damned little just now," he said with something like a sigh. "I've been running around for several days tryin' to get some men for that there Nova Scotia-man down at Lambert's Point, but I might as well have been lookin' for diamonds. I know it's no use askin' you fellers to go. It's hell, though! Just think of it! Sixty good American bucks for every man we can scare up for her, an' nary a man to be had anywhere," and "Buck" shook his head ruefully at the sad prospect which the thought conjured up in his mind.

After exchanging a few more pleasantries we parted, Brown and I going off to get some dinner.

Later in the evening while Brown and I were standing in front of the "White House" saloon we saw "Buck Frenchy" come walking up the street looking sort of worried. When he espied us his face brightened at once.

"Aha," he exclaimed, "youse're just the two guys I was lookin' for. Here," holding out two bits of numbered pasteboard, "is the last two tickets I've got, an' I want youse to buy 'em. It's for a raffle of a silver watch. We're tryin' to raise money to buy an artificial leg for an old sailor what had his leg cut off by a switch engine. Only fifty cents each, bullies. The drawin 'll be to-night, an' there's goin' to be a dance besides—nice yaller girls, a little booze an' some music, an' all that sorter thing. Come, what d'youse say, boys?"

Well, the thing, as presented by "Buck," looked good to us, so we handed over fifty cents each with the comfortable feeling of men who have just ponied up in the cause of sweet charity, and have driven a good bargain for themselves at the same time.

"Mind," said "Buck," "an' be here at eight sharp, an' I'll take youse down to the ball. Well, so long, fellers."

We were on hand at eight o'clock and were conducted by "Buck" down one of those numerous narrow alleys that traverse the section skirting the waterfront of Norfolk. When near the foot of it he stopped and said:

"Here's the place, boys! come on in."

We entered and found ourselves in a long, low-ceilinged room with a sanded floor. At the further end sat the band, an old darkey industriously tuning a squeaky fiddle. Around the room, seated on chairs, were three or four mulatto women with a couple of male attendants of straight Senegambian lineage.

"It's rather early yet for the fun to begin," explained "Buck." "Lots o' girls an' fellers here by an' by. Hey, Dinah," he shouted, turning to one of the women, "where's that beer? Let's have a whack at it before the crowd gets here an' drinks it all."

"We is keepin' het on ice in de kitchen, Mistah 'Buck,'" replied Dinah. "Dis way, gemmen," she said, leading the way toward a door in the rear of the room.

It was one of those warm, sultry nights which just naturally provoke a thirst, so when Dinah presently fished out half a dozen bottles of beer from the icebox we were quite willing to "smile."

"Here's lookin' at youse, boys," said "Buck," placing a bottle to his mouth; "drink hearty."

We did, guzzling down two bottles apiece before we stopped. Barely had I swallowed the last mouthful when I felt a curious, yielding sensation in my kneejoints, as if my underpinning was melting beneath me. Next it seemed to me that my brains were running down through my neck and into my stomach. Then I lost consciousness.

When I regained my senses the first faculty to assert itself was feeling. With the instinct of the sailor I sensed from a certain, peculiar, undulatory motion in space around me as it were that I was afloat. As my perceptions grew clearer I heard in an indistinct, muffled way the familiar sound of waves lapping against a ship's side. Once or twice I also heard a faint noise as of a sail slatting against the rigging. With some difficulty I opened my eyes. Yes, there was no mistake about it; I was lying in a bunk in the forecastle of some sailing ship. Oilskins, sou'westers, seaboots, old shoes, overalls, tin plates and pannikins, monkey jackets, straw beds, chests, canvas bags, a reeky, stinking, chimney-less oil lamp turned down low—all the usual fittings and accessories of poor Johnny Haultaut's quarters were there, the whole scattered around with the jumbled confusion of a hurrah's nest. Mechanically I counted the bunks. There were ten of them, all empty but mine. From the position of the door, the bunks, and the two little windows, I saw that I was in the port forecastle.

While making these observations I had, in a dazed sort of way, tried to account for my presence there. Slowly my scattered wits pulled themselves together. In a little while I remembered drinking that beer in the kitchen and joking with Dinah. Then all became clear to me; I had been drugged and shanghaied!

But where was I? What had become of Brown, "the Horse"? Where was the watch? Was this the Candia? As I was vainly trying to answer these questions the door opened, and a fellow looking like a "Baltic Yankee" or "Sou'wegian" of some sort stepped in and went over to the lamp to light his pipe.

"What ship is this, mate?" I asked.

"Dis har' bane de Candia," he replied, looking at me stolidly; "God dam' Bluenose. She bane no gude."

"Where are we? and what time is it?" I again asked.

"Ay tank it bane near two o'clock," he said. "De tug he just leggo de hawser, an' Ay yust coom in to get smoke before Ay

(Continued on Page 10.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

CONDITIONS IN THE STOKEHOLE.

The stokehole of many vessels, particularly in the tropical service, is a pocket edition of hell. Modern transportation has made so many demands as to speed that the problem of obtaining the maximum power for the minimum space, or what corresponds in central-station practice to the kilowatts per square foot rating, is a difficult one indeed. When one sees a boiler in a central station working efficiently at 200 per cent of rating and burning sixty to seventy-five pounds of bituminous coal per square foot of grate surface per hour, as is being done with a recent stoker installation, he naturally wonders at the lack of development of automatic marine boiler firing. The underfeed and gravity underfeed stokers are beautifully adapted to this class of service, for there are no moving grate bars or loose fuel to bè displaced.

The blowers and stoker can be run by small, compact, economical steam turbines, the exhaust steam from the turbines being returned to the feed-water heaters; and as this exhaust is free from oil this is quite an item. Furthermore, these turbo-blower outfits can be installed in places where a reciprocating engine would be inaccessible, for no overhead room for the removing of cylinder heads and pistons has to be provided. Furthermore, the blowers do not have to be so large since they run at a higher speed. All these points are worthy of consideration where space is such a factor as it is aboard ship and on a locomotive. The trouble due to the striking of firemen and their leaving at a foreign port is not nearly so serious an item, since a stoker installation would relieve the firemen of most of their present arduous duties. The saving in labor is another factor to be considered. The increased capacity of such an installation, the ability to use economically a cheaper and poorer grade of fuel, are considerations well worthy the attention of naval architects and marine operators.—Harold V. Coes in Engineering Magazine.

SIGNALING FROM SHIPS.

"We don't know what is happening out in the Atlantic," is the valid reason given by E. H. Emery, the local weather-forecaster, for inaccurate predictions on the seaboard. The International Conference of Meteorologists, to be held in London on June 21st, will consider means of flashing transatlantic signals of the state of the weather and of approaching storms by means of wireless apparatus on ships. This is quite practicable, as was demonstrated last August on board the Kaiserin Auguste Victoria by Dr. Peter Polis, head of the meteorological observatory at Aachen, Germany. For half the voyage the Kaiserin was kept in direct wireless communication with the Weather Bureau at Washington, which exchanged with Dr. Polis—and he with other ships—a daily record of the weather, with accounts of Atlantic storms and the direction in which disturbances were moving.

The chief obstacle to this work, as explained by Chief Moore of the Federal Weather Bureau in the Washington Star recently, is not one of communication, which is easy, but in effecting an international agreement as to the taking of marine weather observations. There is no marine storm signal understood by all nations. The English, French, German and American meteorologists have their different methods of noting the weather fluctuations. They must adopt a common method.

Since the collision between the Republic and the Florida many passenger-carrying Atlantic steamers have been newly equipped with radio-telegraphic instruments. At that time 110 foreign steamships and 135 American ocean-going passenger vessels were thus equipped. These are enough. Storms need but little longer be vaguely reported as "passing off to sea," or "raging off the coast." Their course may be tracked; ships may be warned, both on shore and at sea, and the more frequent and deadlier collisions with the elements, as well as with each other, will be forestalled. Then wrecks and founderings at sea will not be considered "acts of God," but of man's improvidence. —New York Times.

CHEAPNESS OF LABOR IN CHINA.

Added to the difficulty of introducing machinery because of the number of employes thrown out of work is the further one of cheapness of human labor, making expensive machines unprofitable. In China a coolie can be reckoned as a machine who will do a certain amount of work per day, but he has this advantage over a machine in that the latter means a considerable initial expense to acquire, a constant repair account, and liability for serious breakage. A coolie, on the other hand, is merely hired from day to day and the employer is not responsible for depreciation, and when he is worn out another is employed.

How cheap labor is may be imagined when one realizes that it is cheaper to keep and pay coolies than it is to have a horse of equivalent usefulness, or one might say, horse-power. As a result, therefore, there are no work horses in Southern China. A further idea may be had from the following table of monthly wages (board and lodging not included):

Occupation.	Days per week.	Hours per day.	Rate of wages.
Bakers	6	8	$12.00
Bricklayers	6	9	9.50
Carpenters	6	9	10.00
Stonecutters	6	9	9 50
Cigarmakers	7	8	12.00
Blacksmiths	7	9	12.50
Machinists	7	9	13.50
Tanners	6	8	5.50
Sewing machine operators	7	9	4.75
Shoemakers	6	8	7.00

It costs laborers of the class cited above $1.50 to $2 per month to live.

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Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London E., England.
Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.
Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques y puerto, Barcelona Mayor, 44, 2, I (Barceloneta) Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

Home News.

Democrats regained control of Kentucky in the election held on November 2. The Legislature is Democratic by more than two-thirds.

The proposed amendment to the Constitution of Maryland intended to disfranchise the Negro was defeated at the election on November 2 for the second time.

Mayor Tom L. Johnson, of Cleveland, O., was defeated by about 6000 in his fifth contest for the office on November 2. He announces that he will run again two years hence.

The last spike in the Western Pacific Railroad was driven at Spanish Creek, on the north fork of the Feather River, Cal., 280 miles east of San Francisco, on November 1.

Late election returns of Buffalo, N. Y., show that the Des Moines commission plan of government was adopted in that city. The total vote cast in the city for Mayor was 69,513.

Mayor McClelland, of New York, on November 3 appointed three women to the Board of Education. This is the first time in many years that women have been appointed to that office.

Theft of a mail pouch believed to contain $25,000 in express and post-office money orders was revealed on November 3 through the cashing of several of the stolen orders in Chicago.

A legal fight to establish the right of Chicago babies to inhabit apartment houses has been started by Rolla R. Longnecker, an attorney and organizer of the Tenants' Protective Association.

Two bombs were thrown at Chicago on October 31 in buildings occupied by gambling clubs. No one was injured, but many windows were broken and store stocks were damaged.

It is stated that Hampton's Magazine will pay Commander Robert E. Peary for his North Pole articles $1.20 per word, 20 per cent more than Theodore Roosevelt receives for his African jungle stories.

The Hawaiian Legislature on November 5 passed the measure recommended by Governor Frear submitting to the United States Congress for approval a number of proposed amendments to the organic Act of Hawaii.

Indications point to a heavy influx of foreign manufacturers to the United States and the establishment in this country of factories for the production of many articles now manufactured abroad and marketed in the United States.

Secretary of State Knox, in an address to the Japanese Commissioners at Washington, D. C., on November 3, invited Japan to enter into a compact making practically compulsory the peaceful settlement of all difficulties with the United States.

Under the new system adopted by the citizens of Boston on November 2, the Mayor will be nominated by petition of 5000 voters and elected for a term of four years, with a chance, should he prove unworthy, of being recalled at the end of two years.

The Union Labor party of San Francisco was successful in the election on November 2, electing the Mayor, District Attorney, Auditor, County Clerk, Sheriff, Coroner, one Police Judge and twelve Supervisors out of eighteen. In all the Union Labor party elected nineteen candidates out of a total of thirty-one offices to be filled.

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JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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SAN PEDRO, CAL.

David Stove, age about 28, who is supposed to have shipped on some vessel from Puget Sound in January, 1901, is inquired for. Any one knowing his present whereabouts please notify Coast Seamen's Journal.

Named shoes are frequently made in Non-Union factories.

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INFORMATION WANTED.

Samuel England, age 48 years, communicate with Seamen's Institute, 242 Steuart street, San Francisco.

James Sample, last heard of on ship Santa Rita in April, 1909, is inquired for by Seamen's Institute, 242 Steuart street.

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS

San Pedro Letter List.

Andersen, -1055.	Lofman, K.
Andersen, Peter F.	Lehtonen, John
Alander, K.	Lund, H. K.
Abbors, Arne	Lano, Emil
Albertsen, Johannes	Lerch, Paul
Andersen, Einar	Maguire, Thomas
Andersson, Axel	McKenzie, James
Annuel, Albert	Murie, Martin
Buchtman, F.	Mellin, Edward
Bentsen, Axel	Mygind, W. F.
Brose, R.	Mesak, Edward
Behrens, E. A.	Neuling, Albert
Boylan, Chris. J.	Nielsen, Svend
Bietila, Th. -1338	Nordman, John D.
Bower, Gosta	Osses, A.
Brogard, Nils	Olsen, Th.
Comstedt, Ernst	Olsen, O. -537
Carlsson, C.	Odman, Gus
Christiansen, Harold	Otto, John
Christiansen, G.-1054	Oseses, W. A.
Dahlberg, J. H.	Petersen, S. R.
Eckhardt, W.	Peterson, K. E., -903
Engberg, Oscar	Petersen, H. -1064
Ek, Thure	Peterson, Lauritz
Erickson, John	Pedersen, Gert C.
Fay, Joe	Pedersen, Alfred
Fredericksen, Harry	Pederson, Reinhold
Fisher, -556	Peterson, Hans
Folvik, Carl	Rudland, Jakob
Fleming, John	Reed, L. C.
Fasig, Don	Rasmussen, E.
Gabrielsen, K. -601	Scott, E. G. (pkg.)
Gask, A.	Schwitzer, H.
Gorgesen, Emil	San, B. -2113
Glausen, Harry	Scarabosia, M.
Guenther, Richard	Semberg, J.
Heggum, Louis	Sorensen, A.
Hermanson, K. -1554	Steen, J. C.
Hansen, Theodor	Solie, Ingvald
Hilke, Carl	Svenssen, Nikolaus
Hesse, Erick	Sindahl, J.
Haggenmuller, H.	Syversen, Ole
Hansen, Peter K.	Stalsten, Karl
Haarklau, I.	Sandstrom, J. -1347
Hansen, Carl	Strahle, Charles
Heinanen, C. (pkg.)	Southerland, A.
Johansen, C. -1191	Svendsen, C. -1050
Johanson, J. -880	Swanson, Charles
Jorgensen, E.	Tommis, Frank
Kuhne, W.	Tufvesson, J.
Koch, Carl	Trepetket, Frank
Keinanen, Emil	Touanne, Walter
Klappe, J.	Veyvoda, Frank
Kristiansen, Eigil	Quinn, W.
Kraushatz, F.	Wahrenheit, Otto
Karl, Matti	Wychgel, J.
Krohn, J. A.	Wahlstedt, R. -778
Larson, L.	Westerlund, T. F.
Louis, Mickel	



INFORMATION WANTED.

The salvage claim originating through the SS. Curacao and SS. Australian has been adjusted. All money due the crew who were aboard the vessel at the time the Australian was assisted will be found in the manager's office, 112 Market street. Parties applying for such money will first apply to the head of their respective department for identification. The names of the men are as follows: F. Mason, A. Mondini, R. Nelson, J. Jonasen, J. Lorenz, C. Swenson, H. Nelson, F. Rebases, C. Chidley.

John Rudolf Johnson, a member of the Atlantic Coast Seamen's Union, who left his coat in S. P. train No. 8, arriving at El Paso, on December 21, is requested to send his address to Union Passenger Depot Co., El Paso, Texas.

Pacific Coast Marine.

Schubach & Hamilton, of Seattle, have secured the mail contract from Seattle to Nome from 1910 to 1914. They hold the present contract.

A Dawson special says the Yukon River closed at Dawson on November 11, and overland trips hereafter will be made by the stages.

The new Matson liner Wilhelmina is expected to leave the Atlantic Coast December 1, in which case she should arrive at San Francisco in about sixty days from that time.

President Taft has approved the recommendation of the joint Army and Navy board for making Pearl Harbor, in the Hawaiian Islands, the great naval station in the Pacific.

Otis Doe, chief engineer of the steamer St. Croix, was fatally scalded at sea on November 10 by the blowing up of the bonnet on a whistle valve which he had attempted to repair.

Uneasiness is felt at Portland over the failure of the British bark Buteshire, which sailed from Panama for Portland 107 days ago, to put in an appearance. She is considered fully six weeks overdue.

The schooner Winslow, owned by George E. Billings of San Francisco, has been libeled by the Puget Sound Towboat Company for $3500, being a claim for extinguishing a fire in the Winslow on May 1 at Port Townsend.

The following changes of masters were recorded at the San Francisco Custom-house on November 12: Steamer Johan Poulsen, C. J. Lancaster vice Waldemar Tontt; schooner Gaslight, Peter Turner vice Albert Schlash.

A floating substance found by James Curry and a companion in the Strait of Juan de Fuca a few miles from Port Townsend on November 7, is pronounced by chemists and physicians who have viewed the prize as ambergris, with a value of $100,000.

According to the New Zealand budget, negotiations are now proceeding with a view to including Auckland as a port of call for the Vancouver steamers. The Premier, Sir Joseph Ward, is hopeful that the sympathetic attitude of Canada will assist in securing the desired result.

The followng changes of masters were recorded at the San Francisco Custom-house on November 9: Steamer J. Marhoffer, Gustave Peterson vice George Winkel; steamer Crowley No. 9, E. M. Clark vice Charles Grundfor; schooner Virginia, L. J. Knudson vice C. J. Lancaster.

The steamer J. A. Luckenbach, which arrived at San Francisco a few days ago from Baltimore with a cargo of coal for Balfour, Guthrie & Co., cleared on November 11 for Puget Sound, where she will load a part cargo of general merchandise for the east coast under charter to Bates & Chesebrough.

The following changes of masters were recorded at the San Francisco Custom-house on November 6: Schooner Solano, Robert Herman vice R. H. Willey Jr.; schooner Arthur, R. H. Willey Jr. vice Robert Herman; steamer Iolanda, Carl T. Nevil vice G. Schiappacasse. The steamer Lansing, C. Alberts master, was enrolled.

The schooner Bertie Minor, Captain Dahlquist, narrowly escaped going on the rocks off Point Diablo on November 11, while sailing in, completing her voyage from Coos Bay with lumber. The schooner was making good headway through the Heads when the wind suddenly died out, and the vessel, caught in the flood tide eddy, was carried rapidly shoreward.

In all probability the entire transpacific fleet of the Pacific Mail Steamship Company will be equipped with wireless apparatus, according to a statement authorized by R. P. Schwerin, vice-president and general manager. Schwerin's declaration was made apropos of the arrival at San Francisco of a five-kilowatt equipment for the steamer Siberia.

The steamers San Mateo and Mackinaw, well known on the Coast, are reported to have been annexed by the Luckenbachs. Both the San Mateo and the Mackinaw are regarded as economical carriers and well adapted for the coal-carrying trade. The Luckenbach estate has a large fleet of steamers and barges in the coal-carrying business on the Atlantic Coast.

The following changes of masters were recorded at the San Francisco Custom-house on November 8: Steamer Hercules, George W. Beers vice Nahum Fay; steamer Collis, Bernhard Hansen vice J. J. Fahrenholtz; steamer Gold, J. A. Petersen vice B. J. Benson; steamer Pedro Costa, Edward Johnson vice P. M. Andersen. The steamer Umatilla, Thomas Reilly master, was registered.

It is reported that a syndicate of Atlantic shipping men intend to organize a fleet of American steamers either to handle the shipments of Government coal from the Atlantic coal range to the naval bases of the Pacific, or dispose of them to the United States Navy Department. The presence of Edgar F. Luckenbach of New York on the Pacific Coast is said to lend color to this assumption.

The schooner Alice McDonald, seventy-two days from Mazatlan, arrived at Port Angeles, Wash., on November 12. Captain Berzone and his crew had been without meat for twenty-two days and on short rations for several weeks. One day out of Mazatlan, a severe storm stripped some of her sails. This was followed by a calm, and the vessel's position was practically unchanged for twenty-nine days.

E. D. Dennison was recorded at the San Francisco Custom-house on November 10 as master of the steamer National in place of J. A. Rookes. The following vessels were enrolled: Steamer Lucy Neff, C. F. Klitgard, master; schooner Magnolia, I. Isakson, master; barkentine Amazon, E. J. Spier, master; schooner John D. Spreckels, C. W. Prellberg. The steamer Mexican, R. V. Tapley, master, was registered.

The Matson Navigation Company of San Francisco has announced that the $1,000,000 steamship Wilhelmina, recently launched in the East, will be placed on the run between Puget Sound, the Hawaiian Islands and San Francisco, and that the steamers Hilonian and Enterprise, now on the run between San Francisco and the Hawaiian Islands, will run direct between Tacoma and the Hawaiian Islands shortly after the first of the year.

By stipulation of attorneys a decision was rendered in favor of the plaintig by District Judge Van Fleet in the United States Circuit Court at San Francisco on November 12, in the suit of Mary Driscoll against the Pacific Mail Steamship Company. Suit had been brought for damages on account of the death of the plaintiff's husband, John D. Driscoll, a stevedore, who was injured while loading coal on the steamer China on March 22, 1905.

Subject to the ratification of the contract made with the British Columbia Government to complete the Canadian Northern transcontinental line to the Pacific Coast, the Canadian Northern Railway Company announces that transpacific and Australian steamship service will be given between Victoria, B. C., and a seaport to be established at Numakamis Bay, Barclay Sound, on the west coast of Vancouver Island. Four steamers will run to Hong Kong and four to Australia.

An admiralty suit was filed in the United States District Court at San Francisco on November 6 by the Union Steamship Company, owner of the steamer Whittier, against the steamer F. A. Kilburn for salvage. It is claimed that the Kilburn was found by the Whittier off Mendocino November 3, flying distress signals, and it was learned that she had broken her tail shaft and was helpless. The Whittier took her in tow until off Humboldt bar, when the Kilburn's master chartered a tug to take the disabled steamer into the harbor. The value of the Kilburn is placed at $80,000 and that of her cargo at a like sum. A reasonable proportion of this is asked as salvage.

A movement to induce the Government to send the fishing boat Albatross to survey the waters west of Prince William Sound in southwestern Alaska, to ascertain if fish fit for commercial use can be found there, is being agitated by the fish companies of the Sound. Fishing boats are being driven farther from port to get their supply of fish and there is before them the possibility of the supply in the not distant future becoming exhausted. Starting off the Cape, the fishermen are gradually working up through the inside waters of southeastern Alaska to the vicinity of Wrangel and in the icy straits even to the North Pacific Ocean.

The United States Survey boat Explorer, Commander Dibrell, returned to San Francisco on November 11 from Fort Ross, where she went to search for a rock. Where the rock was supposed to be Captain Dibrell found from 25 to 30 fathoms of water, so it must have been a mistake. The Survey's next work will be at Montara Reef. The return of the Explorer clears up the mystery of the vessel supposed to have been ashore during a fog several days ago off Bodega Head. Captain Dibrell reports that during the fog he anchored about half a mile off shore, and it was no doubt the Explorer's fog signals and bells that were heard by the people ashore, which led them to believe that a vessel was in distress.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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TOLEDO, Ohio, 54 Main St.
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ERIE, Pa., 305 French St.
CONNEAUT HARBOR, O., 992 Day St.
SOUTH CHICAGO, Ill., 113 92nd St.
SANDUSKY, O., 510 Meigs St.

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MILWAUKEE, Wis., 157 Reed St.
ASHTABULA, Ohio, 85 Bridge St.
CONNEAUT, Ohio, 995 Day St.
TOLEDO, Ohio, Cherry and Summit Sts.
WEST SUPERIOR, Wis., 401 Tower Ave.
SOUTH CHICAGO, Ill., 83 Ninety-second St.
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BAY CITY, Mich., 208 Fraser St.

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OGDENSBURG, N. Y., 94 Hamilton St.
BAY CITY, Mich., 919 Water St.
ASHTABULA HARBOR, Ohio, 74 Bridge St.
CLEVELAND, Ohio, 929 Superior Ave.
CHICAGO, Ill., 242 South Water St.
MILWAUKEE, Wis., 317 Virginia St.

Sub-Agency:
CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

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PAUL SCHARRENBERG.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, NOVEMBER 17, 1909.

INDUSTRIAL EDUCATION.

The matter of industrial education—i. e., supplementing the usual course of studies by tuition in the practise of the mechanical trades—has been the subject of much discussion in educational and reform circles for a number of years. The proposal to thus extend the scope of education arises from the two-fold ground of lack of interest upon the part of the pupils in the branches of study to which they are now confined and lack of opportunity to learn the trades under the system now prevailing and rapidly extending in the industrial world. According to many pedagogues, the boy in his teens wearies of "book learning" and leaves school at the earliest opportunity without having acquired much knowledge of real value to him in after life.

The remedy for this condition, according to these authorities, is to "give the boy something to do with his hands." Thus, by training the hand conjointly with the mind, it is proposed to exercise and improve all the faculties. The condition prevailing in the workshops is well known. Generally speaking, the time has passed when an apprentice could "learn a trade"; the utmost that the boy may now hope to do is to learn a branch of a trade, to become a specialist. The "skilled mechanic" of the future may be an expert at making eyelets in shoes or turning bolts, but the ability to make a whole shoe or piece of machinery will be as far beyond his capacity as any other of the "lost arts." The logic of events leading to this condition and the advantages accruing from it to the employers of labor are obvious and undeniable. As a process of cheapening labor, to say nothing of the tendency to destroy initiative and independence in the individual workman, the system of "specializing industry" leaves nothing to be desired—in the case of those who profit by it. In the case of labor itself, the disadvantages of this system are equally apparent and undeniable.

Heretofore the labor movement in the United States has taken no definite stand upon the question of industrial education, for the reason that that question has become somewhat involved with considerations of an economic rather than an educational nature. Recently, however, the matter has been taken up by the American Federation of Labor with a view to determining, so far as may be possible, the attitude which will best conserve all interests. President Gompers, in his report to the convention of the Federation now in session at Toronto, discusses the subject in the following terms:

> Organized labor has always been and is now deeply concerned with the well-being of the human family, and all the influences that go to make for the advancement of the industrial workers. In our principles and purposes are comprised the fullest scope of human activity. Labor has always manifested its humane interest in the welfare of children; it realizes that industrial education has the same purpose and aims—that is, to secure cooperation of all human agencies which make for the betterment of mankind.
>
> Industrial education, the raising of the age limit of child workers, and compulsory school attendance are necessarily a part of the one great beneficial scheme. Organized labor has always stood for, aye, has been the pioneer in, the demand for free schools, free text-books, compulsory education in the elementary grades and for the fullest and freest opportunity in all lines of learning, technology included.
>
> The subject of education, industrially, concerns not only the wage-earners themselves but every inhabitant of the nation. It is, therefore, necessary and eminently proper that it be administered by the same authority and agency which administers our public school systems and such other institutions as are concerned in the public welfare.
>
> Already reference has been made to the false position in which some elements of employers would place our movement upon this subject. All we ask of fair-minded men is a comparison of the utterances of our opponents with our own. We contend that education in America must be free, democratic, conducted by, of, and for the people, and that it must never be consigned to, or permitted to remain in, the power of private interests, where there is sure to be the danger of exploitation for private profit and wilful rapacity. Under the pretense of industrial education private agencies for personal profit have perverted the term, resulting in a narrow and specialized training to the detriment of the pupils, the workers, and people generally.
>
> Modern methods of manufacturing with their division and subdivision and specialization have, to a large extent, rendered nearly superfluous and therefore largely eliminated the all-around skilled worker. Some so-called modern apprenticeship systems are narrow, producing a line of trained "specialists." It has been well said that specialists in industry are vastly different from specialists in the professions. In the professions specialists develop from the knowledge of all the elements of the science of the profession. Specialists in industry are those who know but one part of a trade and absolutely nothing of any other part of it. In the professions specialists are possessed of all the learning in their professions; in industry the specialists are bereft, and denied the opportunity of learning the commonest elementary rudiments of industry other than the same infinitesimal part performed by them perhaps thousands of times over each day.
>
> Our movement in advocating industrial education protests most emphatically against the elimination from our public school system of any line of learning now taught. Education, technically or industrially, must be supplementary to and in connection with our modern school system. That for which our movement stands will tend to make better workers of our future citizens, better citizens of our future workers.

The position taken by President Gompers, namely, that industrial education, to be really effective, must supplement rather than substitute the purely mental training, and that it must be conducted under public rather than private auspices, is absolutely sound. In this statement of the case is contained both the positive and the negative of labor's attitude on the subject. Conducted in the manner suggested by President Gompers, the labor movement will favor industrial education; conducted in the opposite way—that is, under private auspices and for the chief purpose of turning out "jim-crow" mechanics—the labor movement can do nothing less than oppose the system. A special committee has submitted a report on the subject to the Toronto convention. The action taken upon that report will determine the attitude of the Federation and the labor movement at large upon the whole question. The only point at issue is one of ways and means. Upon the main point, that of affording every possible facility for acquiring the highest standard of skill in the arts and crafts, there is neither room for doubt or need of discussion. Skill in and adaptability to all branches of the trade, both technical and mechanical, are the workman's chief asset, and one which, when properly conserved, becomes more valuable in proportion as the trade becomes more subject to specialization.

FOR A LABOR CAMPAIGN.

Referring to the recent political campaign in San Francisco, our contemporary, the Labor Clarion, offers a suggestion that is both timely and true. In substance the Labor Clarion's proposal is as follows:

> It would be a splendid thing if we could divert some of our election enthusiasm into trade-union channels. How would it do to rent automobiles and address mass-meetings, especially in the factory and shop districts, and advocate the purchase of union-label goods and observance of requirements commonly understood in the movement as advantageous?
>
> We all know what collective bargaining has done for us. We need, however, to avail ourselves of the opportunities at hand to help each other. With the strength we possess in San Francisco, there should be a unanimity to aid the efforts to shorten hours, increase wages and generally improve conditions. Men and women need and deserve our support in this connection. They not only need it, but are entitled to it under all the obligations pertaining to the cause.
>
> There is a field in this city for advancement in union life. Appeals come to us from all sides. Unions ask repeatedly for support. Frequently they feel aggrieved at the response, and not without reason. Therefore the chance for concentrating our power should be impressed upon trade-unionists.
>
> While it is conceded that officials in municipal and State positions can assist the workers very materially, if they have the inclination, yet we should learn the lessons at hand.
>
> Every day the trade-unionist can help his fellows. Asiatic competition will receive a set-back as soon as insistence for label goods is made part and parcel of our purchasing power. The trusts and combines who sell unfair products will be severely handicapped when the workers of the large cities of the country say that none but properly-stamped goods are wanted by them. And so we could elaborate indefinitely over the same ground. Reduced to a paragraph, the advice in this connection is:
>
> Call for union-label goods, insist that they be supplied, and support the various crafts and callings by asking for the insignia of membership—to wit: the card or button.

Hardly one man in a hundred who reads the foregoing will question the absolute soundness of these proposals. Yet it is probably safe to say that hardly one man in a hundred will hope that anything very practical will come of the proposal to rent automobiles, more's the pity. There are two classes of men in the labor movement, as in the world at large, the class that is animated by enthusiasm and the class that is inspired by determination. In the nature of things, the development and application of these qualities is the more manifest in proportion as the matter in hand is of passing or permanent importance. The man who is most enthusiastic in a political campaign is apt to be least interested in the real work of the labor movement. On the other hand, the man who, however deeply interested in a political campaign, regards the outcome of such a contest as of secondary importance to the interests of labor, is likely to find his determination in the latter regard strengthened by experience and reflection.

We do not expect that the political enthusiasts in the labor movement will rent automobiles and address mass-meetings in advocacy of the union label. But we do expect that the Labor Clarion's suggestions in other respects will be acted upon by the earnest and determined members of the labor movement. By so doing the objects of that movement will

be furthered far beyond the utmost possibility of success in any other field of endeavor. Let us determine to "buy as we march," and thus achieve a "victory for labor," the fruits of which will be enjoyed in every household.

The arrest and imprisonment of a number of "I. W. Ws." at Spokane, Wash., because of their insistence upon the right to hold street meetings, brings the matter of "free speech" before the country in a striking light. Following the fashion set by the English "Suffragettes," the "I. W. Ws." have inaugurated a "starvation strike" as a protest against the bread-and-water diet offered as the alternative of their refusal to go to work on the city's rock-pile. The whole situation bears the earmarks of official stubbornness and stupidity, to say nothing of illegality. Presumably the authorities of Spokane disapprove of the speeches made by the "I. W. Ws.," but that fact does not warrant them in endeavoring to forcibly suppress the speakers. The right to "freely speak, write and circulate" is not contingent upon the approval of those in public places; on the very contrary, that right is predicated upon the probability that its exercise will be distasteful to the "powers that be." If the authorities in Spokane were men of common sense they would not need to be told that the exercise of free speech carries with it the antidote to any harmful or foolish doctrine, on the general principle that explosives are dangerous only when confined.

The United States Supreme Court, on the 15th inst.. sentenced six men—the sheriff of Chattanooga, Tenn., and five others—to imprisonment for contempt of court, upon the ground that they permitted the lynching of a Negro who had been granted a stay of execution by the Court. The sheriff and two others were sentenced to ninety days' imprisonment, and the other three men to sixty days' imprisonment. Considering all the circumstances of the case, the contrast between the sentence of the United States Supreme Court and that of Justice Wright, in the case of Gompers, Mitchell and Morrison, is striking and suggestive. The case affords another evidence in justification of the suspicion that Justice Wright was animated by motives other than a desire to uphold the dignity of the law in sentencing Gompers, Mitchell and Morrison to one year's, nine months' and six months' imprisonment, respectively.

The San Francisco Labor Clarion, of the 12th inst., publishes the first installment of the "Report on New Zealand Labor Conditions," by Harris Weinstock. The author recently made an extensive tour of New Zealand, Australia and other countries, in the course of which he studied labor conditions, particularly with reference to the operation of arbitration laws. The present report is a partial presentation of these observations. Mr. Weinstock is well known as a broad-minded and disinterested student of industrial and social problems. His report on New Zealand contains much material of value to the labor movement of the United States and ought to be read by all who are interested in that movement.

Vote for—that is, ask for—the union label on all products. The union label is a labor "ticket," the success of which means money in every pocket and happiness in every heart.

Demand the union label on all purchases.

The suggestion comes from Philadelphia that a two-weeks' strike be inaugurated in event that Gompers, Mitchell and Morrison be sent to jail. The suggestion does credit to the feelings of indignation animating those who make it. Regarded from any other point of view, the suggestion is without merit. Even if the thing were practicable, there will be no need of that particular form of "protest." The imprisonment of Gompers, Mitchell and Morrison will be sufficient, we believe, to insure the right kind of action at the right time and in the right place.

The Court of Appeals for the District of Columbia has denied the application for a stay of execution in the case of Gompers, Mitchell and Morrison. Unless an appeal to the United States Supreme Court be immediately granted, the leaders of the labor movement will be placed behind prison bars within the next few days. Verily, the times are big with events!

Members of the Sailors' Union are especially urged to insist upon the label of the Garment Workers when purchasing overalls, shirts or ready-made suits, thus aiding the men and women in the clothing industry to maintain fair conditions of employment. See fac-simile of the label on page 4 of this issue.

The dispute between the Boot and Shoe Workers' Union and the Douglas Shoe Company has been settled. The products of that firm now bear the union stamp, a fac-simile of which appears on page 4 of this issue. Demand the union stamp when purchasing footgear.

Help the Hatters to complete their hard-earned victory by demanding the union label of that craft when purchasing headgear.

CONTEMPT SENTENCE UPHELD.

(Continued from Page 1.)

imprisonment in disobedience of the writ was the only way in which the relief could be secured.

The order was announced December 17, 1907; entered December 18, 1907; but no bond was given until December 23, 1907. The specific charge is that after the granting of the order, and before the giving of the bond, the respondents, Gompers and Morrison, hastened to deposit in the mails the already printed number of the January Federationist which contained the publication of the complainant's name in the unfair list. It is not charged that any subsequent issue of the journal contained similar publication. Same general allegations respecting the circulation of the January number of the Federationist are too vague to form the foundation for criminal charge and conviction.

The gist of the charge is this "rushing" of the journal in the mails between December 17 and 23. The decree convicting the respondents can not be supported on this charge, because the order for the injunction did not become operative and effective before compliance with the precedent condition.

Referring to the speeches made by Gompers and which were referred to by Justice Wright, in imposing sentence, the Chief Justice said:

The language used was in bad taste under all circumstances, yet seems to have been directed to the assertion of the right of free speech and free publication for which the respondents were then and are now contending. There is another and stronger reason for my dissent as far as the defendants Morrison and Gompers are involved. The specific acts charged against them relate wholly to declarations and publications which violate the preliminary injunction as issued. I have heretofore expressed the opinion that much of the injunction order was null and void because opposed to the constitutional provision concerning the freedom of speech and of the press.

Subsequent reflection has confirmed this view. I can see that the court had jurisdiction of the subject-matter of the controversy and of the parties, but I cannot agree that the decree was rendered in accordance with the power of the court—a power limited by express provision of the Constitution is merely erroneous and not absolutely void.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Nov. 15, 1909.
Regular weekly meeting was called to order at 7:30 p. m., Frank Johnson presiding. Secretary reported shipping rather slack but prospects better. Robert Houston was elected First Patrolman pro tem. to serve during the absence of E. A. Erickson.
NOTICE: Members who have been nominated for office and desire their names placed upon the ballot for the regular semi-annual election of officers, must notify the Secretary or any Branch Agent on or before November 27.
E. ELLISON, Secretary pro tem.
44-46 East St., Phone Kearny 2228.

Vancouver, B. C., Nov. 8, 1909.
Situation fair.
JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, Nov. 8, 1909.
No meeting; no quorum. Shipping fair; prospects good.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Nov. 8, 1909.
Shipping medium.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Nov. 8, 1909.
No meeting; no quorum. Shipping medium; prospects uncertain.
WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Nov. 8, 1909.
Shipping and prospects good.
WM. GOHL, Agent.
P. O. Box 62. Tel. 225.

Portland, Or., Agency, Nov. 8, 1909.
Shipping slack; prospects uncertain.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Nov. 6, 1909.
Shipping quiet; prospects uncertain.
JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Nov. 8, 1909.
Shipping dull; prospects uncertain.
H. OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, Nov. 2, 1909.
No meeting; no quorum. Shipping and prospects poor.
CHAS. SORENSEN, Agent.
Cor. Queen and Nuuanu Sts. P. O. Box 314.

MARINE COOKS' AND STEWARDS' ASSOCIATION.

Headquarters, San Francisco, Cal., Nov. 11, 1909.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow. Voting for delegate to the convention and officers for the ensuing term was proceeded with. It was decided to cease voting for delegate to the convention on the 11th of November at headquarters and the branches.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Nov. 4, 1909.
Shipping slow.
LEONARD NORKGAUER, Agent.
P. O. Box 1335. Phone Sun Main 2233.

San Pedro Agency, Nov. 1, 1909.
Shipping slow. Plenty of men ashore.
ED. BARRY, Agent.
P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Nov. 8, 1909.
Shipping good. Scab boats are delayed everywhere.
ALEX. McKECHNIE, Acting Secretary.
674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Nov. 9, 1909.
Shipping good.
WM. H. FRAZIER, Secretary.
1½A Lewis St.

DIED.

Peter Knubedahl, No 737, a native of Norway, aged 26, died at Unga Island, Alaska, March, 1909.
Arthur White, No 210, a native of England, aged 45, died at Council City, Alaska, October, 1909

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

STATUS OF LAKE STRIKE.

The strike of the Lake District of the International Seamen's Union of America, against the Lake Carriers' Association to prevent the importation of the curse of the "British Shipping Federation" to the Lakes, is now (November 5) 188 days old, the longest fight in the history of seamen in this country, and while the battle has not yet been won, I think we can say that we have been successful beyond the expectation of any man. The Lake Carriers have spent millions of dollars and all to no purpose.

The seamen are as strong to-day as they were on May 1, when the battle was begun. Financially, we have done wonders, with the great force of members working on lumber carriers, independent vessels, package freight lines, passenger lines, etc., all giving their mite toward the sinews of war, with the officers all contributing their share to the fund. With the eager and welcome assistance so generously given by the comrades on the coasts and Gulf, we have been able to maintain a fight which has won the admiration of every labor organization in the world, and what is equally important, has won the respect and good will of the business men of the country. The fight is now all but won. Vessels have been limping from port to port all season short-handed, manned with foreigners to whom the English language is a mystery or with little boys and farmers. The college-bred scab does not cut much figure, for he is only out for a couple of months. Italians, Portuguese, Finns, Poles, Hungarians, Lithuanians and men of every language have been used to break our strike, without avail.

The masters and mates (pilots) of the scab-ridden vessels are at the end of their endurance. Revolt among them is in the air. I do not know a single one of them who can face another year of this with a calm face—the mates are tired of doing the scab's work; the masters are disgusted with seeing them do it. This is all in our favor. The stockholders in most of the Lake Carriers' vessels, instead of the usual dividends—profit earned by the vessels in which they own stock—have been asked to pay an assessment out of their pockets to help defray the expenses of this fight. Think of it, comrades! The great United States Steel Corporation, its allied interests and powerful resources, in one of the bitterest struggles ever waged by the money power has absolutely failed to damage the seamen of the Lakes in our six months' fight. A handful of sailors with small capital on one hand; upon the other hand, a great money power with arms reaching all over the country, yes, even into our courts and legislative bodies, unlimited wealth, hired assassins, subsidized police and courts, all the big detective agencies and strike-breaking outfits in the country at their command. And yet they can't whip the sailor! God knows we ought to be proud of our unions, and we are proud of our loyal members, men, every one of them. Not the kind that shout from the housetops of their unionism, but the salt of the earth, the men who do things, and in whose mind the word "fail" does not exist.

I have had several ships' officers ask me during the past few weeks if the strike will be called off this winter. To all, trusting in the deathless fighting spirit of our members, I have replied, "Yes, if the 'hellfare' book is sent back to England, and if the scab-shipping master is abolished; not otherwise." Am I right? W. H. JENKINS.

Conneaut, O.

MILLION DOLLARS FOR NEW DOCK.

The filing of a mortgage of $1,000,000 from the Pittsburg Coal Dock & Wharf Company, a Minnesota corporation, to the Union Trust Company of Pittsburg, in the register of deeds' office at Duluth on November 3, is the forerunner of a big improvement that means much to Duluth.

Every dollar of the $1,000,000 secured through the mortgage is to be used in building and equipping a coal dock with the most modern machinery for the use of the Pittsburg Coal Company on the site of the old Ohio coal docks and on land purchased last fall from the Consolidated Elevator Company and Mendenhall & Hinchman.

The plat on which the new dock will be located is about a third of the way down Garfield avenue, and occupies ground in dimensions 2000 by 1000 feet, and contains 2,000,000 square feet, or upward of seventy acres.

LUMBER WILL NOT BE MOVED.

Either the scarcity of boats or the high rate of transportation will result in considerable sold lumber being carried over at Duluth until next spring. The rate of transportation is $3 per thousand and seems to be notched at that figure. Several lumber deals are now pending in Duluth, but they are contingent on delivery this fall, and the present rate of vessel transportation is considered pretty high.

The lumber business gives promise of great activity the coming winter. It is expected that a very large quantity of stock will have been sold ahead of the saws before the opening of navigation. Preparations for great activity in the woods is going forward, and logging operations will be conducted on a large scale.

BOATS CHANGE HANDS.

Two wooden steamers have changed hands. The Montana, the old-timer that has laid at the Ecorse shipyard several years, has been purchased by Captain Theobal Emig of St. Clair and will be placed in the river coal trade. Several weeks ago the boat passed into the hands of Gustave Von Den Steinen of Cleveland, who disposed of her to Hugh Havey of Detroit, who in turn has sold her to Emig. Last year $17,000 was spent in repairing the vessel.

The little steamer Leland has been sold by Captain Emig to Burns Bros. of Detroit, and she will tow the barges Dobbins and Melbourne. The latter was sunk at Cleveland earlier in the season. Captain Emig replaces the Leland with the Montana, which will tow the schooner Unadilla.

Demand the union label on all purchases.

DYNAMITE NEARLY WRECKS BOAT.

With only eighteen feet of water between them and a huge charge of dynamite, the crew of the big steel drill boat Destroyer, of the Dunbar & Sullivan fleet, narrowly escaped destruction recently when the explosive went off without warning. The Destroyer was at work in the Livingstone Channel, a short distance below Bois Blanc Island, at the time of the accident, and it was only due to the depth of water at this point that no fatalities occurred.

The boat was badly damaged and several of the crew seriously injured. Charles Bordineau, an expert drillman, had his left arm broken in two places as the result of being thrown off his feet by the shock of the explosion; Henry Brush sustained a badly wrenched ankle, "Bud" Bellecoure, Eli Mero and Henry Deneau were badly bruised and cut by flying pieces of timber and rock.

The accident was due to a misunderstanding of signals on the part of the Destroyer's crew. One drill boat had laid a charge of 275 pounds of dynamite in thirteen holes on the channel bed and was backing away to discharge the mass. The Destroyer had just finished laying sixteen charges and was moving off to a safe distance. When almost directly over the spot where the other drill boat had placed the heavy charge the Destroyer fired her own dynamite, two explosions resulting.

Immediately after the explosion the Destroyer began to leak badly and recourse to the pumps was necessary to keep the boat afloat. The tug Pauline Heckler went to the assistance of the drill boat and signaled for other tugs. The injured were placed aboard the tugs and taken to Amherstburg, where their injuries were dressed. All of the crew resided in that town.

This is the second accident of a similar nature which has happened to the Destroyer, and in both cases she has escaped with comparatively slight damage. Many of the men employed on the boat at the time of the other accident have not fully recovered from the effects of their injuries.

KNOW THIS MAN?

Supervising Inspector C. H. Westcott, of the Eighth District, has suspended the action of the Local Inspectors in Chicago, who revoked the license of Charles K. Hicks, chief engineer of the steamer Albert M. Marshall. Hicks appealed from the decision of the Inspectors. He was charged with negligence in allowing the boilers of the steamer to burn, doing damage estimated at $1,000. Hicks is a salt-water man, coming from the Atlantic Coast.

Members of the Lake Seamen's Union are urged to attend meetings this winter. Do not stay at home and force others to attend to your business for you. You are a part and parcel of your organization. You should do your part and see that your neighbor does his. Go every Monday night; express your views; take part in the work, and don't be a drone. We have made a great fight this year. You have been one of the fighters. Now let's win it! W. H. JENKINS.

Conneaut, O.

SUNKEN STEAMER PRIDGEON.

The sunken steamer John Pridgeon, with nearly half a million feet of lumber on her, is still at the bottom of Lake Erie at a point on the dummy course between Avon Point and Rocky River. She is a menace to navigation, and although the cargo was sold on October 6 to George W. Pfohl, of Buffalo, nothing has yet been done toward removing the lumber from the wreck. It is understood that Pfohl has tried to get Captain Reid to raise the wreck, but could not obtain agreeable terms. It is possible that the Government officials will take some action in the matter if something be not soon done by the parties interested.

NOTICE TO MEMBERS!

Members of the Lake Seamen's Union who will not be in touch with any of the union halls during the winter can have the COAST SEAMEN'S JOURNAL sent to their address free of charge. Please send your address to General Secretary V. A. Olander, 674 West Madison street, Chicago, Illinois, with a request for the JOURNAL. Keep in touch with your organization this winter, as important business will be transacted.

W. H. JENKINS.

Conneaut, O.

RECORD LUMBER CARGO.

Captain Thomas McGowan, of Detroit, brought a record-breaking lumber cargo into Detroit on November 2 on his schooner, the D. P. Rhodes. It was from Cheboygan, consigned to C. W. Kotcher, and consisted of 1,400,000 feet of hemlock. McGowan claims this is the biggest lumber cargo ever loaded on to a vessel on the Great Lakes. The D. P. Rhodes was built in 1871 by Captain Bradley, of Cleveland, and some years ago sold to Captain McGowan. She is a wooden vessel 217 feet long by 35 feet beam.

COAL SUPPLY OF UNITED STATES.

Revised estimates place the total original coal supply of the United States at 3,076,204,000,000 short tons, of which 1,922,979,000,000 short tons are considered to be easily accessible and 1,153,225,000,000 short tons accessible with difficulty. Classified by the character of the coal, the original supply consisted of 21,000,000,000 short tons of anthracite, 1,661,457,000,000 tons of bituminous coal, 650,157,000,000 tons of subbituminous coal and 743,590,000,000 tons of lignite. The total production of coal in the United States at the close of 1908 was 7,280,940,265 short tons, which, including the waste involved in the mining and preparation, represented an exhaustion of 11,870,049,900 tons, leaving as the apparent supply still available 3,064,334,011,000 tons, or 99.6 per cent of the original supply; that is to say, up to the beginning of 1909 only four-tenths of 1 per cent of the original supply of coal has been exhausted. The quantity of coal still available at the close of 1908 was 7369 times the production in that year and 4913 times the exhaustion represented by that production.—Bradstreet's.

The fog banks of the North Atlantic, as a rule, are about 30 miles in diameter.

SWISS WAGES AND LIFE.

In Switzerland, in many districts, house industry still holds the most important place. Notable examples are the straw hat industry of the Aargau, the wood carving industry of the Bernese highlands, and the silk ribbon weaving industry of Basel. An astonishing amount of material has been brought together for an exposition, and its arrangement presents a vivid picture of the Swiss house industry. Most interesting are a series of exact reproductions of typical house workrooms, showing working and living rooms, with the old machines and tools, often a single small room, poorly lighted and illy ventilated, where whole families work, cook, eat and sleep. The silk weaver with his old-fashioned hand loom and the woman of the Tessin and Aargau, braiding straw for hats, are shown side by side with the tobacco workers from Oberwynental and the wood carvers of the Bernese highlands.

Even more interesting than these pictures are the statistics as to the workers and their earnings offered. In round figures, 130,000 persons are engaged in such occupations in Switzerland and it is notable that three-fourths of this number are women and children under 16 years of age. The earnings of these workers are given with great exactness and often present most distressing pictures. Cases are cited of old women earning less than one-half cent per hour braiding straw and four-fifths of a cent weaving taffeta. Such are more or less isolated cases, but there are a number of branches of house industry in which the average wages per hour are not much higher. For example, the following rates per hour are given: Embroiderers of church vestments, 1.4 cents; silk ribbon weaving, 1.68 cents; crochet workers, 2.04 cents; linen weavers (male), 2.22 cents; glove makers, 2.42 cents; shoe workers for factories, 2.96 cents.

The highest average hourly earnings in the Swiss house industries are: Wood carvers, 6.28 cents; fancy hand bag weavers, 6.88 cents; watchmakers, 7.38 cents, shoemakers (hand work), 9.64 cents. Even these maximum earnings fall far below the average factory wages, but much more serious is the total absence of all hygienic or sanitary precautions under which house industry is carried on. To inject into it some feature of modernity is the main purpose of the exposition now in progress.

LENGTH OF RUSSIAN WORKDAY.

A decree by the prefect of Odessa fixes the laboring day for artisans at a uniform length of twelve hours. However, out of the twelve hours the laborers are allowed two hours for rest and taking meals. In addition to these two hours youths under 17 years of age must be allowed three hours daily to attend school. Overtime work is permitted only in extreme cases. Artisans of the Christian faith are not required to work on Sundays or feast days. Hebrews and Mohammedans are not required to work on days when the rules of their creeds forbid work. Artisans, such as bakers and barbers, who work on Sundays, must be given the following day for rest.

Demand the union label on all purchases.

INFORMATION WANTED.

Frank Donnelly is inquired for by his mother, Mrs. Eva Donnelly, 1317 Clark St., Racine, Wis.

Donald McIver, No. 19060, Lake Seamen's Union, Buffalo, June 28 and July 8, is enquired for by I. H. McDonald, Walkers, Ont.

Comrade William Burke, of the Marine Firemen, Oilers and Water Tenders of the Great Lakes, is enquired for by his sister, Miss Ella Burke, Little Falls, New York.

Wm. A. Nicholson, No. 13,156, Lake Seamen's Union, is inquired for by his sister, Miss Alice Nicholson, 356 Lake street, Oak Park, Ill.

Millard McLeod, No. 22582, Lake Seamen's Union, is inquired for by his mother, Mrs. D. A. McLeod, Box 475, Sterling, Kansas.

Otto Moberg, No. 15092, Lake Seamen's Union, is inquired for by his sister. Address care of G. M. Gunsteens, 143 Seigle street, Chicago, Ill.

Mrs. D. Ingraham, N. Mentor, Ohio, inquires for her son, Daniel Ingraham, No. 7373, Lake Seamen's Union. Any one knowing his whereabouts please communicate with the above address.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

Albert Appenyella, sometimes known as Albert Zellers, supposed to be a seaman and a dredgeman, is inquired for by his sister, Anna Goodmiller, 806 E. Wood St., Decatur, Ill.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

674 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.

TOLEDO, O.....54 Main Street
Phone Bell 1890.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.

SUPERIOR, Wis.....213 Banks Avenue
Telephone, Old Phone, 4428 L.

BAY CITY, Mich.....108 Fifth Avenue

OGDENSBURG, N. Y.....70 Isabella Street

KINGSTON, Ont., Canada.....(Box 96) King Street

ERIE, Pa.....305 French Street
Telephone Bell 682.

CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.

SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.

SANDUSKY, O.....510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Mich.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

BROWN, "THE HORSE."

(Continued from Page 2.)

tak' wheel at four bells. You an' your pardner bane in mate's vatch, an' it bane your vatch on deck now."

My partner! That must be Brown, I said to myself, and the thought somehow seemed to cheer me, for, as we know, misery loves company. And if it was Brown he must be out on deck somewhere. With an effort I raised myself up and got out of the bunk. My head was still dizzy, my tongue clove to the roof of my mouth, and my legs sagged beneath me as I walked, but I managed to stagger out on deck. Here a feeling of nausea overcame me, compelling me to go to the lee rail and vomit over the side. This relieved me considerably so that I was able presently to take stock of my surroundings.

The night was dark and cloudy, a light, sultry breeze blowing from the southward. She was on the starboard tack with everything set, making about four or five knots, the yards checked in just enough to take them off the backstays. Astern, distant six or seven miles, was the light of Cape Henry.

I looked at the man on the lookout. It was not Brown. Then I started to walk aft on the lee side. Just about the fore topsail halyards, seated on a spare spar with his head resting on his hands, a figure loomed through the darkness that looked familiar to me.

"Is that you, Brown?" I whispered.

"Yes," he replied in a weak voice.

I sat down alongside of him.

"What are we goin' to do about this thing?" I asked after a pause.

"Well, I hardly know," he answered, slowly. "I am too damned sick to think, let alone doin' anything. Let's wait till we get stronger, an' then perhaps we can frame up something or other. We'll have to see the skipper first thing in the morning, though I don't suppose it 'll do any good."

And so, after comparing notes on our recent experience and talking things over at some length, it was agreed between us to hold everything in abeyance until we had seen the skipper and found out what he was willing to do for us. At four o'clock we went below to get a much-needed sleep.

When we were called at seven bells for breakfast both of us felt greatly refreshed by our slumbers. Likewise a substantial breakfast helped considerably to exorcise whatever evil effects were still left from our adventure. The recuperative powers of young manhood are one of its greatest assets, a fact which age is often made to regretfully remember.

At eight bells, pursuant to our plan, Brown and I went aft to beard the skipper. That gentleman, a large, red-faced, rotund person, with a voice like a foghorn and the hefty air of importance of the typical quarterdeck gorramighty, was standing on the poop shouting some orders to the mate.

"Captain," began Brown when we got aft, "us two here was shanghaied onboard of this here ship, an'—"

That was as far as he got.

"Shanghaied, eh?" the skipper broke in with a trumpet snort. "That be damned for a yarn. You fellers can't come here an' give me any o' that sort o' Paddy. You signed before the consul like all the rest of 'em did, an' I've got the articles to prove it. Now, get the 'ell out o' this an' be quick about it, too, before I boot youse off the poop."

"What about clothes, captain?" I ventured to ask. "We have no clothes."

"Clothes," he roared; "why, God dam' it, some o' them there Dutchmen for'ard have enough clothes to patch hell a mile. Take some o' their duds. Now, clear out, an' don't come aft here again an' bother me."

Here the mate, a big rawboned, tough-looking chap, with a hairy fist the size of a leg of mutton, butted in after the officious manner of his tribe.

"Come, get a move on youse before I help youse along," he shouted, giving each of us a shove that sent us reeling toward the break of the poop. To my great surprise Brown did not resent the attack, though I knew for a certainty that he could have stood that mate on his head with one hand. Instead he slunk off down on to the main-deck with the mien of a whipped cur, and, suspecting somehow that he was acting a part, I followed suit.

When we got forward he whispered to me:

"It's no use starting a fuss now. It 'ud only queer a little scheme I've on tap for to-night. You'll know by an' by what it is, for I want you to help me with it."

Further conversation was cut off by the third-mate coming along at that moment and putting us both to work. All that livelong day we were kept scrubbing paintwork with sand and canvas. Every once in a while I would fall to speculating on what Brown's scheme might be, but always I ended with swearing to myself that I would see it through, whatever it was. Truth to tell, I felt savage enough to have acted as hangman for the whole afterguard, had an opportunity to lynch them presented itself.

It was our eight hours on deck that night, and my wheel from ten to twelve. At eight o'clock when we went on watch the weather conditions were just about the same as on the previous night, with perhaps a trifle more breeze. As nearly as I could judge we were less than a hundred miles from Cape Henry. As yet Brown had not told me what the scheme was to which he had referred earlier in the day; but he was naturally a quiet, reticent fellow, so I had not pressed him for an explanation, preferring to wait until he got ready to take me into his confidence. Besides, I had great faith in Brown's ability to do up the whole ship's complement once he got started, and I felt sure from my knowlege of him that whatever his plan might be he had carefully weighed in advance the probabilities of its success.

As I was going aft to relieve the wheel at four bells Brown said to me:

"About 'leven o'clock you strike one bell as if you want to be relieved, an' I'll come aft an' relieve you. An' here," handing me a short iron bar, "tuck this inside o' your jumper, you may need it before we get through with this here job."

More mystified than ever I went aft and took the wheel. The course was E. by N., and the wind about S.S.E.—just enough of it to drive her along five or six knots an hour. The mate was walking back and forth across the poop between the wheel and the binnacle, and I could tell from the frequency with which he stopped and looked into the binnacle that he was watching my steering pretty close.

With some trepidation I struck one bell when I judged it to be eleven o'clock. At this the mate, who had for some time been

LABOR'S ECONOMIC PLATFORM.

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1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA
29 ERSKINE STREET, SYDNEY, N. S. W.

half sitting, half leaning against the weather quarter bits, came over and looked into the binnacle. He was still standing there with his hands in his pockets when Brown came aft to relieve me. As Brown passed between us I saw his right fist shoot up and land a crusher behind the mate's left ear—"on the mastoid process," as an up-to-date sporting writer would be careful to explain—that spun him half-way around. Before he stopped turning, Brown's left fist caught him flush on the jaw, knocking him out for keeps. Without uttering a sound he fell in a heap to the deck.

Slight as the noise made by the scuffle was it had evidently awakened the skipper, for through the little window on the after-part of the cabin I saw him come out of his stateroom clad in pajamas and cross over toward the companion hatch, probably under the impression that we were doing something or other—flattening the spanker sheet, perhaps. Most of these old skippers are light sleepers, and it doesn't take much of a stir on deck to get them out.

Hardly had he poked his head out through the door of the companion-hatch before Brown had him by the throat and was choking him into insensibility. In that crushing gorilla grip the skipper's ponderous frame was as helpless as that of an infant. Slowly, as those terrible, vise-like fingers compressed his windpipe, his muscles relaxed, until in a few minutes he was laid out limp and lifeless alongside of the mate.

"Jump down in the lazarette there an' cut off 'bout ten fathoms of that deepsea leadline an' bring it up here," Brown whispered to me.

I brought the line up, and together we tied the hands and feet of the skipper and mate, and gagged them with some old brass-rags which I found in the binnacle.

"Now," said Brown, "you stay up here an' watch out a bit, an' I'll go down in the skipper's stateroom an' hunt aroun' for guns."

After an absence of about ten minutes he came up on deck again, bringing with him a rifle, two revolvers and some cartridges.

"Here," he said, handing me one of the revolvers and a fistful of cartridges, "take them. The rifle is too unhandy for this job," and without more ado he threw the rifle over the stern.

"Now," he went on, "put the wheel in the beckets an' come along with me."

I secured the wheel, and as she steered like a yacht the chances of her catching aback were practically nil, though she might possibly run off the wind a point or two occasionally. My courage, now that I had a loaded revolver in my hip pocket, had perked up one hundred per cent by this time, so when Brown beckoned to me to follow him I felt nerved for any emergency.

Stealthily we crept along the lee side of the poop and down into the fore cabin, the door of which had been left open to permit the cool night air to circulate within. The second- and third-mates shared one room between them on the starboard side, and the Chinese steward had a room all to himself on the port side just abaft the chief mate's room. This much Brown had found out from the cook during the day, and was now telling to me in bated whispers.

"Keep that Chinaman from coming out before we get ready for him," said Brown below his breath, "an' I'll fix them other two jokers."

Screwing up the lamp some, he tiptoed over to the starboard side. With a sudden jerk he slid open the panel door of the room in which the two mates slept.

"Come out here," he said, in a low, fierce tone, covering the two startled men with his revolver, "an' be lively about it, too."

What their feelings were on being so rudely awakened I do not know, but they came out of the cabin in a hurry, plainly badly scared. Your average bucko is only brave when dealing with unarmed men divided against themselves.

"Stand up there," Brown commanded them, pointing to the after partition. Then, turning to me, he added:

"Let the Chink out."

I slid the door back. The Chinaman had already turned out, having no doubt been awakened by the noise made by the two mates getting out of their berths, and was sitting on a little stool all a-tremble. It didn't require much persuasion to get him lined up alongside the others.

"Look through the rooms, Bill," said Brown, "an' get all the guns out. I'll keep these fellows covered while you're doin' that."

I went through the rooms, including the mate's, and found, in all, five revolvers.

"Dump 'em overboard," commanded Brown, laconically.

I obeyed like a good shipmate.

"Go back into your rooms, you fellers," Brown next told the mates and the Chinaman.

After they were in their respective rooms we slid the doors to and wedged them fast with some table knives which we found in the pantry.

"Well, Bill," chuckled Brown, gleefully slapping me on the back, "we'll soon be homeward bound now. I don't suppose the carpenter, or the sailmaker, or the cook have any shootin' irons; but, anyway, we'll go through their rooms an' make sure. It'll never do to have one o' them fellers shootin' us in the back at the last moment."

We went forward and roused the petty officers out and searched their rooms, but, as Brown had rightly surmised, none of them had any firearms. By now all hands forward had tumbled out, wondering no doubt what we were up to; but seeing us with revolvers in our hands they discreetly refrained from interfering with us or asking questions.

"Clew up the mainsail," presently roared Brown.

With an alacrity born of fear of they knew not what, the fellows rushed aft to the clewgarnets and hauled up the sail.

"Starboard mainbraces there, bullies," continued Brown. "Let go the lee braces, Bill."

"Haul up the clew of the foresail," again shouted Brown, after the mainyards had been backed. "Get a tackle up on the lee fore yardarm an' lower that boat on the house there into the water. Bear a hand now, bullies."

"Bill," he went on in an aside to me, "you go aft in the pantry an' get some provisions an' water ready for the boat. You'll find a spare compass in the skipper's room. We must get that with us."

"I went aft in the pantry and stuffed enough provisions in the steward's dog-basket to last us for a week. In one of the lockers I found a five-gallon demijohn, which I filled with fresh water. Then I went into the skipper's room after the spare compass, and while there annexed a couple of dozen cigars which I found in a box on the table. Coming up out of the cabin I saw that the skipper, who was lying in the glare of the binnacle light, had regained consciousness and was looking at me. The mate was also showing signs of life, feebly straining at his fetters. It may have been an unworthy impulse which seized me at that moment, but I could not forbear holding the "colorados" in front of the skipper and saying, mockingly:

"Captain, the cigars are on you this time, all right, all right. Ta, ta, old man."

In the meantime the boat had been lowered into the water, the mast stepped, and the sail gotten ready for hoisting. When I brought the dogbasket and demijohn on deck I found them busy piling some old chains and anchor shackles into her for ballast. When all was ready one man dropped her astern abreast of the mizzen rigging. Then up spake Brown in a voice of thunder:

"All han's lay for'ard an' stay there till youse hear me shoot off this here gun. If anybody comes aft before then I'll blow him into kingdom come quicker'n hell'ud scorch a feather. Now scoot, you —— ——."

We got into the boat, set sail, and shoved off. In a couple of minutes more we were out of sight in the darkness, heading back for the American coast. Goodness only knows how long the poor devils on the Candia waited to hear the shot which was to relieve them from suspense, for Brown conveniently forgot all about firing it until we were so far from the ship that it could not have been heard by them anyway. Perhaps there was method in his forgetfulness.

Early the next night we sighted Cape Henry. A strong flood tide favored us, and shortly after midnight we made the harbor of Norfolk. When a mile or so below the city and a couple of hundred yards offshore, Brown pulled the plug out of the boat and let her sink.

"Nothing like covering your tracks when you're tryin' to get out of a hole," he commented as we swam ashore.

Two hours later, after having washed and put on dry clothing, we were asleep in our room, tired out with the adventures and excitement of the last three days.

That evening, after supper, Brown went off by himself, and I did not see him again until bedtime. When I asked him where he had been, he replied, rather evasively I fancied:

"Oh, hunting trouble."

"Did you find any?" I asked, laughingly.

"No," he answered, with a grin, "but the other fellow did."

The next morning, while we were seated in a restaurant, eating breakfast, I glanced over the day's paper. Among other items of news I ran across the following:

Shipping Man Brutally Assaulted.

"Buck Frenchy," a runner for Mr. James Furlong, the well-known local politician and sailors' boarding-house keeper, was found last night in a dying condition on the old Sherwin fish dock, and taken to the harbor receiving hospital. The unfortunate man had been literally pounded to a pulp, nearly every bone in his body being broken and his skull fractured. It is thought that he was set upon by a gang of drunken sailors whose enmity he had in some manner incurred. The doctors say he cannot live, as an internal hemorrhage has set in which has been found impossible to stanch. The police at this writing have found no clew to the perpetrators of the dastardly deed.

I pushed the paper across the table to Brown, pointing out the paragraph which I had just read. He looked it over for a moment, thoughtfully. Then, rather irrelevantly and apropos of nothing as it seemed to me, he blurted out:

"Say, Bill, let's go to New York. There's nothing in this man's town that we can cotton on to that I can see. The boat leaves at 'leven o'clock. Are you comin'?"

I nodded assent, and we went home and packed our bags.

P. S.—The Candia was reported one hundred and odd days later as having arrived in Callao, "all well on board."

EL TUERTO.

News from Abroad.

Disclosures of naval graft at the trial in progress at Kiel last week have caused a sensation in Germany.

The appointments of Yasuya Uchida as Embassador to the United States and of Minozi Arakawa, formerly Minister to Mexico, as Minister to Spain were gazetted at Tokio, Japan, on November 6.

The naval building program decided upon by the Chilean Government provides for the construction of one battleship, four torpedo-boat destroyers and two submarines at a total cost of $14,000,000.

The Algemeine Zeitung asserts that King George of Greece still contemplates abdicating and that representatives of the powers are endeavoring to dissuade him on account of international consequences.

The Spanish Government on November 8 restored the constitutional guaranties in the Catalonian provinces of Barcelona and Verona, which were suspended last July when the revolt broke out in these provinces.

The Turkish Ministry will urge upon the Ottoman Parliament soon after it reconvenes on November 19 the adoption of a naval program, providing for the expenditure within the next seven years of $100,000,000.

The newest British Dreadnought cruiser Lion and her sister-ship, for which contracts have just been let, will be remarkable for their formidable tonnage of 26,350 and speed of twenty-eight knots. They will cost over $10,000,000 each.

The British House of Lords on November 9 rejected another Government measure, the London Election bill, which aimed at the removal of some anomalies peculiar to London, fixed all the election on the same day and abolished plural voting.

Strong garrisons are being mobilized by Russia at Blagovestchensk, Nikolsk-Usurisk and Machuria station, composed mostly of forces ready for rapid movement. The move was stated to be due to fear of uprisings in Southern Usurisk.

Systematic training of the youth in foreign languages, in the opinion of Thomas H. Norton, United States Consul at Chemnitz, is responsible for the rapid forward movement in Germany in capturing the foreign markets of the world.

The consistory of the University of Copenhagen has declined to accept the proposal of the National Geographic Society that a committee representing the American body be present when the North Pole records of Dr. Cook are first examined.

The recent investigation of the Chinese Navy disclosed that it contained twelve large war ships and sixteen torpedo boats of fighting capacity, three of which need overhauling, besides sixteen vessels suitable for coast defense. It was decided to purchase three second and third class cruisers, two training ships, two destroyers and one gunboat.

The terms of the new commercial treaty between Spain and Cuba have practically been agreed upon. Cuba will continue her preferential treatment of Spanish products imported, while Spain will give a reduction of 40 per cent on tobacco, cocoa and fruits brought to Spanish ports from Cuba. Spain abandons her demand that Cuba assume a share in the Spanish colonial debt.

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INFORMATION WANTED.

Anyone knowing the whereabouts of seaman Ernst Dau, please notify the German Consul at San Francisco.

James Thoburn was at the Seamen's Institute about 1902. Letter awaiting him at 242 Steuart street, San Francisco.

Arthur John Martin. Was in San Francisco last March. Any news of him sent to Seamen's Institute will be appreciated.

Andreas L. Jansson is requested to call upon, or communicate with, Attorney F. R. Wall with reference to his suit for damage.

Robert Fordyce Bowers, age 33 years, height over 5 feet, stout build; correspondence awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

John M. Murphy, dark hair, blue eyes, height 5 feet 8, smooth face. Last heard of at Oakland. Any information, communicate Seamen's Institute, 242 Steuart street, San Francisco.

Alfred Douglas Brakel, a native of Russia, also known as Fred Hansen, left the Russian cruiser Lena; last heard of about three years ago, is inquired for by his mother. Address, "Coast Seamen's Journal."

W. Wilson, fireman, who joined the steamer Coma at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

Oswald Schnaubelt, a native of Schneidemuehl, Germany, born 1883, last heard of 1903, is inquired for by his mother. Address Mrs. M. Schnaubelt, Neu Beelitz, near Bromberg, Germany.

Relatives are inquiring for the following missing sailors: Alf. Carter of Wellesley Street, Auckland, New Zealand. John Cruickshank, late mate of Br. bark "Kilmeny," was in St. Mary's Hospital last August. Charles Seymour; made trip in transport S. S. "Sherman" in January, 1907. Was at Vancouver 1907. Address Seamen's Institute, 242 Steuart St., San Francisco.

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INFORMATION WANTED.

The five sailors who left the schooner A. J. West at Honolulu, on March 30, 1908, are requested to communicate with the Secretary of the Sailors' Union of the Pacific. The libel against the A. J. West has been adversely decided by the Federal Court at Honolulu.

Henry Laurent, who has been sailing between San Francisco and Honolulu, is inquired for by his mother. Anyone knowing his present whereabouts will please communicate with the Coast Seamen's Journal.

John Johnson, a native of Norway, born September 15, 1858, at Blegeleidet Bamle; last heard from in 1904 living at 230 Third street, San Francisco. Any one able to give any information kindly communicate with his nephew, M. Olsen, 165 Third street, San Francisco, Cal.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, A. B.	Krentz, Karl
Akesson, C. A.	Kristofferson, Alfred
Andersen, Lars	Kristiansen, Louis
Andersen, Carl P.	Kristiansen, Nils
Aposholokos, P. G.	Kristofferson, Emil
Apps, P.	Kuhl, Hans
Atkinsen, S.	Larsen, Chr.
Baek, M.	Larsen, Hans
Berentsen, Rolf.	Latz, K.
Berentsen, Alex.	Lauritsen, Hans
Blomquist, B. W.	Lind, H. E.
Bohman, Eric	Lof, Oscar
Boad, ———	Malmberg, A. C.
Brown, Jim	Mayers, P. M.
Brakke, Hans	Masterson, D.
Buck, F.	Mattson, E. -1856
Buth, Sigfried	Mathison, Nils
Carmell, Geo. B.	McDonald, James
Carlson, Thure	McFadden, W.
Christiansen, Andrew	McGuire, O. S.
	Mitchell, S.
Chapman, F. G.	Mietman, John
Christoffersen, Emil	Mikkelson, Kr.
Christie, W.	Morrison, J.
Chotard, Emil	Molver, Olof
Conee, A.	Monsson, S.
Draw, J.	Mortimer, Ernest
Eichel, Chas.	Ness, Carl
Elliot, W. V.	Nelson, Peter
Elsted, John	Nicholsen, O. T.
Eliasen, C.	Optiger, Geo.
Elboldt, Alfred	Olsen, E. K.
Elwood, Alfred	Olason, Axel
Engstrom, Chas.	Olsen, B. -597
Ernst, Geo.	Olsen, Hans P.
Erickssen, A. R.	Olsen, Anton
Fasig, Don	Olsen, Ragwold
Fredriksen, B. D.	Overland, T. -912
Glasheen, John	Pederssen, Olaf
Gonyette, Joseph	Pedersen, Chr.
Grohn, John	Pel, J. Van
Grise, J. H.	Penny, W.
Gustafson, K. O.	Petterson, Meyer
Hansen, K. Johan	Peterson, Peter
Hansen, Harold O.	Petersen, E. P. -668
Hansen, T. S.	Penningrud, L.
Harris, E.	Price, Bruce
Hansen, John	Rasmussen, And.
Hansen, Ernest	Rasmussen, Harold
Hellwood, ———	Rasmussen, Ackton
Hedlund, Arvid	Ruman, Karl
Hermansen, L.	Riehbrack, Paul
Herbert, Chas.	Rides, Arthur
Holden, W.	Robertson, D. A.
Ingalls, Lewis	Rugland, Ole
Jacklin, C.	Sandstrom, Th.
Jacobson, T.	Saaleness, T. J.
Jacobson, Carl	Sandstrom, O. S.
Jersch, W.	Scherlan, R.
J. W.	Seidel, G.
Johanson, C. J. -1566	Skarin, R.
Johanson, K. -1592	Sorensen, Hans
Johanson, Chas.	Sally, Ed.
Johanson, Hans	Steen, Ivar -1999
Johnson, Alf. -1700	Sundley, E.
Johnson, Eric	Swanson, Emil
Jorgensen, Julius A.	Swanson, B.
Kalning, Jacob	Thomas, W.
Kahlhetser, F.	Thonesen, Tonger
Kaald, Johan	Thompson, T. G.
Kisher, K.	Zebr, G.
Klingenberg, J.	Winnie, Clifton
Knutson, E. A.	Worm, Albert
Kohler, Albert	Woolridge, C. C.

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INFORMATION WANTED.

Henry D. Steele, No. 2166, of the Sailors' Union of the Pacific, is inquired for. Address, Coast Seamen's Journal.

Thomas Ayres Phillips, seaman, last heard of at 44 Minna street, San Francisco, in 1902. Information wanted by British Consul, San Francisco.

Donald Corsie, sailor, aged about 55, left the Great Lakes in 1885 for the West Coast and probably Australia, is inquired for by his brother. Address Coast Seamen's Journal.

William McLean, a native of Arbroath, Scotland, supposed to be sailing on the Pacific Coast, and a member of the Sailors' Union of the Pacific, is inquired for by his brother, Murdo, ship Loudenhill, Tacoma, Wash.

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INFORMATION WANTED.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

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Domestic and Naval.

November 1 marked the centennial of steam navigation on the St. Lawrence River.

Work on the construction of the new harbor at Pernambuco, which is to cost $16,200,000, has been begun.

A steamship company with a capital of $2,000,000 is being organized at Hamburg to establish a line to Galveston, Tex.

The Bureau of Navigation reports that ninety-three sail and steam vessels, of 4082 gross tons, were built in the United States during October.

A bill for the construction of a harbor at Mar del Plata, which is to cost about $12,000,000 gold pesos, has been passed by the Argentine Chamber of Deputies.

During October the total number of vessels which arrived at the port of New York was 958, of which 362 came from foreign ports and 596 represented coastwise shipping.

The first vessel to visit the port of Marshfield, Mass., in 50 years, was, it is reported, the schooner Eastern Light, which arrived there recently with a cargo of lumber from Machias, Me.

The steamship Winyah, which has been idle at Philadelphia for more than four years, will be taken to New York to undergo general repairs, after which she will again be placed in service at the first-named port.

The schooner Scarborough, in tow of the wrecking steamship Breakwater, passed up the Delaware Breakwater recently. The schooner, which capsized twice recently, will be taken to Philadelphia for repairs.

Four modern freight steamers for 1910 delivery have been ordered built by the American Shipbuilding Company. The boats are for Southern furnace interests. Each will be of the 9000-ton class and the aggregate cost will be $1,250,000.

The British bark C. B. Whidden, which was wrecked at Cape Pine, N. F., is a total loss. The bark was valued at $15,000 and registered 300 tons. She left North Sydney, N. F., on October 21, for St. John, N. F., with a cargo of coal, which was only partly insured. The bark was built in 1901.

The six-masted schooner which is being built at Bath, Me., will be used in the coal service between Philadelphia, Baltimore, Virginia and New England ports. She will be the largest craft of her rig afloat. Her dimensions are: Length, 350 feet; width, 50 feet; and depth, 30 feet. She will be launched in December.

The heroism of Captain Newman, of the Philadelphia Transatlantic liner North Point, who brought his vessel safety into port last April after repairing a broken crank-shaft in mid-ocean, was rewarded by the underwriters on October 27, when he received a gold watch and a sum of money at the offices of Curtin & Brockie, Philadelphia.

The Grand Trunk Pacific Steamship Company has no intention of buying the vessels of the Allan line or any other line. The company will build a thoroughly up-to-date fleet of modern passenger and freight steamships for its own use. The service between Prince Rupert and the usual ports of call in the Orient will start as soon as the Grand Trunk Pacific Railroad is completed.

World's Workers.

The demand in Canada for all classes of emigrants, except female domestic servants, is over till next spring, and no one should now go there unless at the invitation of friends or under a contract which will last during the winter.

Employment in Great Britain generally continued to improve in September. Engineering, shipbuilding and the textile trades all showed some improvement. On the other hand there was a seasonal decline in the building and furnishing trades.

Branches of trade-unions with 57,280 members in the British shipbuilding trades reported 22.4 per cent unemployed at the end of September as compared with 23.3 per cent in the previous month, and 26.6 per cent a year ago.

Returns from trade-unions having a membership of 171,370 in the British engineering trades show that at the end of September the percentage unemployed was 10.8 as compared with 11.3 at the end of August, and 12.4 at the end of September, 1908.

Twelve thousand miners have gone on strike in New South Wales, leaving all the Newcastle and Maitland collieries idle. It is expected that the Southern and Western coal miners also will strike. Coal stocks generally are low and it is feared that the struggle will be prolonged.

The supply of labor in both Cape Colony and Natal generally exceeds the demand, and no one should go there now in search of employment. Female domestic servants should not emigrate to either of these colonies without first communicating with the South African Colonization Society.

For the support of unemployed members of German labor organizations (including traveling benefit) the Social-Democratic organizations paid £458,171, the Hirsch-Duncker £16,010, and the Christian £6,611. In each case this was a large increase upon the amounts expended under the same head in the previous year owing to the depressed condition of the labor market in 1908.

Returns showing the number of members unemployed on a given date in August were received by the French Labor Department from 1,117 trade-unions, with an aggregate membership of 253,816. Excluding returns from the miners' unions in the Pas-de-Calais Department, 6.4 per cent were described as unemployed, as compared with 6.3 per cent in the previous month, and 8.2 p r cent in August, 1908.

The net result of all the changes in British wages taking effect in September was a decrease of £67 per week, as compared with a decrease of £421 per week in August, and one of £19,136 per week in September, 1908. The number of workpeople affected was 13,097, of whom 7,947 received advances amounting to £238 per week, and 5,150 sustained decreases amounting to £305 per week.

The total number of fatal accidents in British mines and quarries in September was 117, compared with 94 in August and 101 in September, 1908. The total number of accidents reported under the Factory and Workshop Act in September was 64, as compared with 77 in the previous month, and 74 a year ago. The corresponding figures for workpeople employed in the railway service were 36, 36, and 35 respectively.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abbors, Arne
Aga, Johan
Akerson, Chas. A.
Alander, O. J.
Amundsen, Albert
Andersen, Chr.
Andersen, -1108
Andersen, Anton
Andersen, Lars T.
Andersen, Oscar
Andersen, Soren M.
Andersen, -1055
Andersen, -1549
Baardsen, A.
Bakke, Ed.
Bardsen, Tellef
Bartel, L.
Bastion, W.
Beckman, Rudolph
Beckwith, Geo.
Behnke, Heinrich
Bensen, B.
Berentsen, -1755
Berlinz, Emil
Berntsen, Eilert
Birkelund, R.
Black, Victor
Cainan, Geo. T.
Carlgren, -644
Carlmark, Barthold
Carlson, Fred
Carlson, Chas.
Carlson, Marcus A.
Castel, G.
Ceelan, John
Chaler, B.
Chauche, J. A.
Dahl, John B.
De Young, A. R.
Diez, Th. H.
Dixon, John
Doose, Wm.
Eckley, O.
Eggers, J.
Ek, Thure
Elison, -396
Ellingsen, Fred
Fallbom, J. A.
Faulkner, John E.
Fau, Knut
Fogland, Arthur
Folk, Harry
Fors, Alf.
Georgensen, Arthur
Gibbs, Harry D.
Gors, F.
Gotwett, Joe
Gronman, H. R.
Gronholm, Alf.
Grossl, -766
Hallstrom, J. E.
Halvorsen, Chas.
Halvorsen, H. E.
Halvorsen, Wm.
Hammargren, O.
Hamilton, B. L.
Hansen, -1134
Hansen, H. T.
Hansen, Enok
Hansen, Charles
Hansen, Arthur
Hansen, Oluf
Hansen, Hans P.
Hansen, -1250
Hansen, -1060
Hanson, A. B.
Hansson, Oskar
Hansson, -1270
Ingeman, -132
Ingvalsen, Ing.
Jacobsen, -1786
Jakobsen, Hans H.
Jakobsen, Halvor
Jakobson, S. Thure
Jakobson, Emil
Jansen, Ellert
Jansson, Andreas L.
Jensen, Hans
Jensen, Lauritz
Jensen, Niels G. V.
Jensen, -1987
Jensen, -2014
Jensen, -2012
Jensen, C. E.
Jensen, J. C.
Jensen, N. O.
Jensen, Ingwald M.
Jensen, -1076
Jepson, A.
Kaasik, Aug.
Kaho, H.
Kane, G.
Karlsen, Konrad
Karlson, Richard
Karlson, -1324
Karlsson, Gust.
Karthauser, Otto
Kavall, John
Kayser, Karl
Lahr, Otto
Lang, Gust
Langvardt, Chris
Lane, Leland
Larsen, -1536
Larsen, O. V.
Larsson, C. E.
Larsson, -1508
Lass, -1406
Latham, T. H.
Laurenson, Hugh
Lebrun, Leon
Lehto, Alex.
Leibold, Fritz
Madsen, Thorolf
Madsen, -952
Major, Hjalmar
Malmin, Tom
Mangels, Carl
Marcus, Bernhard
Mattsson, -1856
Mattsson, Edw.
McCarthy, T.
McGuire, O. T.
McKinley, Wm.
McMahon, J.
Mehent, Joe
Melart, Rolf
Andersen, -1620
Anderson, A. C.
Anderson, John
Anderson, David
Anderson, Carl O.
Anderson, -1274
Anderson, -1260
Anderson, -1574
Anderson, Vicktor
Andersson-1552
Arnold, C. B.
Aronsen, Halfdan
Austin, -1040
Bliesath, Max
Blumel, Max
Berge, Peder R.
Bohm, Emil
Brandt, Oscar
Brandt, Oscar
Brandt, Fred
Bray, Edward
Bregler, Fred
Breivik, -903
Brown, C. H.
Brox, Harry
Bryde, Carl M.
Bung, B.
Christensen, Anton
Christensen, E. H.
Christensen, Hans
Christensen, -587
Christensen, -850
Christensen-1332
Classen, Henry
Claus, C.
Comstedt, Ernst
Dorles, H.
Drausmann, Chas.
Duffy, John
Duncan, G. M.
Ellingsen, W.
Emanuelsen, C.
Ericksen, Gerhard
Eriksson, Konrad
Evensen, Johanes
Forselath, Alex
Frandsen, Niels
Frankovich, A.
Fredricksen, -529
Frederiksen, B.
Froberg, T. W.
Guenther, Rich.
Gulberson, A.
Gunther, Chr.
Gundersen, -785
Gundersen, Krist.
Gunderson, Ole
Gustafsson, G. B.
Harmening, Fritz
Hartman, C.
Hassal, G.
Hegener, Reinhold
Heimann, Chr.
Heltwood, O. S.
Henriksen, Adolf G.
Henriksson, Alb.
Hesterberg, Max
Heyen, J.
Hingren, J.
Holmstrom, C. A.
Holt, Karl C.
Holst, Richard
Huchlassen, Thomas
Hulsman, K.
Hultberg-1833
Hultman, Albin
Isaacson, Hans
Itvelt, F.
Johansen, Carl
Johansen, Edw.
Johanson, -1082
Johanson, -1547
Johanson, A. F.
Johanson, -880
Johansson, Victor
Johansson, -1821
Johannesen, Arthur
Johnsen, Andreas
Johnson, -1980
Johnson, Edw.
Johnson, John E.
Johnson, A. L.
Johnson, -1509
Johnson, Fred
Johnson, Oskar
Jordfald, Theo.
Josephson, E. W.
Kermagoret, A.
Kerch, Geo. C.
Klahn, Karl
Knutsen, Halfdan
Knudsen, Lars
Koop, J. F. O.
Koschmieder, F. W.
Krautschard, F.
Krestensen, C. E.
Leithoff, Carl
Lersten, J. O.
Lexberg, Gust.
Liedtke, B.
Lieberg, Gustaf
Lind, Gus A.
Lindroth, Gust.
Lindvist, Carl A.
Lindroos, Oscar
Lindstrom, A.
Link, Alex.
Lohne, E.
Luckmann, Ewald
Lundberg, Fred
Mengert, Fred
Menz, Paul
Mersman, A.
Meyer, Frank
Michaelsen, Johan
Michelson, -1690
Mikkelsen, A. S.
Miller, Jas.
Monroe, Geo. E.
Morken, Kristian
Moren, E. H.
Munze, Dick
Musch, Karl
Nagel, A.
Nego, A.
Nelson, C. M.
Nelsman, Martin
Nesbitt, J.
Nielsen, -950
Nielsen, Sivert
O'Daly, John
Oetjen, Fritz
Ostvolt, S. A.
Olafsson, M.
Olsen, O.
Olsen, -991
Olsen, -992
Olsen, Mindor
Olsen, Theodor
Olsen, Olai
Olsen, -478
Olsen, Paulus
Pearson, J. T.
Pedersen, N. B.
Pedersen, Olav
Peratis, W.
Petersen, -1355
Petersen, S.
Peterson, -396
Peterson, Jas. P.
Peterson, Lars
Peterson, -1164
Pettersen, O. T.
Randle, Dave
Rasmussen, -497
Rasmussen, H. P.
Rasmussen, Erik
Reese, Wm. H.
Robinet, G.
Rogenes, Anfin
Sampson, Carl
Sandstrom, O. H.
Sandell, -2222
Santos, Joe
Sauer, Emil
Sauceda, Julian
Saunders, Chas.
Searabosio, M.
Schevig, A. B.
Schlosser, Geo.
Schmehl, Jas. P.
Schmehl, Paul
Schmitt, -1793
Scholl, Karl
Schulz, G.
Schultze, Axel
Schwartz, Jos.
Schwencke, Karl
Seiron, Tom
Siem, C.
Sievers, Herman
Simonsen, Barney
Simpson, Joe
Sjoblom, K. A.
Teigland, Karl
Terwedow, Rich.
Thompson, A.
Thomsen, Grouland
Thomas, Jos. W.
Thorne, Gus
Thorsen-689
Udbye, Sigurd
Valentinsen, G.
Vega, F. A.
Vejvoda, Franz
Verdick, C.
Vetland, John
Wahl, J.
Wahl, Robert
Wallrath, K.
Watson, A. J.
Wells, Geo. A.
Welsen, J.
Welure, J.
Westhofer, H.
Wetzel, Curt
Weyman, Emil
Wiberg, Erick
Wiberg, John
Ziffer, Chas.
Nielsen, -1030
Niemi, Fr.
Nilsen, Theo.
Nilsen, -985
Nord, G. E. C.
Norris, N. A.
Olsen-996
Olsen, Eugene M.
Olsen, Ole Chr.
Olsen, C.
Olsen, John
Olsen, Ole
Olsson, Alf.
Olsson, J. W.
Olsson, Karl
Olsson, Johan
Ostlund, Edward
Osterdahl, Chas.
Petterson, Oscar
Petterson, Anton
Pettersson, Anton
Pettersson, -1062
Pettersson, Sigurd
Phillips, Aug.
Pietschman, Geo.
Pitkanen, J. W.
Pohlman, Hans
Pratt, Mr.
Rose, Wm. H.
Rommel, Andrew
Rossel, Fernand
Rustad, Hjalmar
Rustanius, -925
Ryits, A.
Skold, C. A.
Smith, Fred
Smith, -648
Smith, John V.
Soderlund, A.
Soland, Hans
Solberg, T.
Sonnenberg, Herman
Sorensen, -1664
Southerland, A.
Sovik, H.
Stangeland, P. E.
Strand, Emil
Strand, Chas.
Strom, -1678
Sutherez, Arthur
Sutterman, M.
Svendsen, Otto A.
Svendsen, Otto
Swanson, Fred. M.
Swanson, Carl
Swansson, Emil
Swensson, Martin
Swensson, L. G.
Thorn, Arvid
Tillman, Chas.
Tofte, H.
Tollefsen, Aug.
Torvig, Olaf
Trenton, Louis
Turan, R.
Vicreck, Henry
Vickers, John
Vogel, Martin
Vognild, Gerhard
Wickstrom, Chas.
Wideberg, Oscar
Wiklund, Chas.
Wikstrom, Wm.
Wilke, Wm.
Winblad, M.
Winkel, Aug.
Winsens, P. G.
Winters, Ch.
Winters, Gus
Wold, S.
Wolter, John

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Andersson, Vicktor
Dahlman, Axel
Hansen, Chas.
Holmstrom, Carl A.
Johnson, Edv. -1980
Johannessen, -1863
Josephson, E. W.
Kolstad, Anton
Morken, Kristian
Oetjen, Fred
Skogman, Arnold
Wiberg, John
Zimmerman, F.

INFORMATION WANTED.

Johan Pommer, a native of Russia, aged about 38, supposed to be somewhere in a Pacific Coast State, is inquired for by Alex Pommer, Sailors' Union of the Pacific, 44-45 East street, San Francisco.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

Ellis Owen Pritchard, last heard from on the Pacific Coast four years ago, is inquired for by his sister. Anyone knowing his whereabouts please communicate with the Coast Seamen's Journal.

Alfred Nilsen, a native of Norway, aged 24, last heard from at Bath, Me., Sept. 3, 1908, when paid off from the schooner Elvira Ball, is inquired for. Anyone knowing his present whereabouts, please notify his father, Nils Oidal, Kartseno, Namdalen, Norway.

When making purchases from our advertisers, please mention the Coast Seamen's Journal.

Portland, Or., Letter List.

Anderson, Eskil
Andersson, J. S.
Berntsen, Julius
Cox, H. E.
Farm, J. B.
Fostwedt, Carl
Hultberg, Ernst
Jensen, M.
Jacobsen, Hans
Johnson, C. A.
Kearns, Edwin
Kjorsvik, Johan
Kent, Jack
Klebingat, Fred
Lorin, Cristian
Lynd, Chas.
Moren, E. H.
Olson, Olaf
Olson, Otto
Scott, Ed.
Sundholm, Freppa
Schmidt, Franz
Schneider, William I.
Sanchez, Frank

Tacoma, Wash., Letter List.

Anderson, A. B.
Buckland, W.
Buhmeister, John
Carlson, Martin
Carnaghan, William
Chapman, F. G.
Eliasen, E. -396
Hanson, Peter
Harris, J.
Jenson, Chas. -769
Johansson, -1396
Kamagoret, Anatole
Larsen, Holger
Lindroos, A. W.
Lowe, John A.
Mandrick, Max
Meyers, Chas.
Ness, John
Olsen, Sigvald
Peters, F.
Ratshet, August
Saunders, F.
Soderberg, Chas.
Stabell, Frank
Swanson, Ben
Turner, Alfred
Turner, Richard
Wells, Leo. L.

Aberdeen, Wash., Letter List.

Ahrens, W.
Anderson, E.
Alexander, K.
Arnold, E. B.
Anderson, P. T.
Anderson, Harry
Andersson, J. R.
Anderson, -1534
Abbors, A.
Anderson, Sven
Appelgreen, J.
Buchtman, F.
Billington, M.
Birkelund, R.
Busse, Ch.
Brandt, N.
Benson, Jon.
Boosban, Ch.
Carlson, K. J.
Christensen, H.
Christensen, C. E.
Duval, Benoit
Dorles, H.
Dowe, J.
Domhoff, J.
Drager, Otto
Eichel, Ch.
Eliassen, H. -599
Eliassen, G. -1427
Focketyn, F.
Furman, F.
Frank, F. -499
Goepper, Ch.
Godley, Geo.
Hansen, H. M.
Haniger, A. J.
Hammond, J. A.
Hammerquist, A. J.
Hope, Ole
Jacobsen, -1786
Johansson, 1700
Johannesson, J.
Jacobsen, Erland
Jensen, L.
Jalonen, J.
Johannesen, Carste
Kristiansen, L.
Kavander, W.
Koskinen, W.
Long, L.
Lerch, Paul
Lewis, G. H.
Lundgreen, C.
Matsson, Karl
Morris, Oscar
Mulley, James
Malbom, H.
Metge, G.
Morden, J.
Michalsen, J.
Nielsen, V. -1000
Olen, Thom.
Orten, S.
Pierson, A.
Pederson, -896
Petersen, C.
Pedersen, James
Rantanen, -770
Rustanious, J.
Quistgard, C.
Swales, A. E.
Swansen, Carl
Syversen, H.
Tuvfeson, Knut
Taddiken, A.
Vongher, Ed.

Pt. Townsend Letter List.

Anderson, Sven
Bianea, F.
Boyle, John
Chapman, F. S.
Duval, Benot
Gram, Erik
Holtberg, John C.
Johansen, J., -2021
Karlsen, K. G. -27
Knuelsen, T.
McCallum, Charles
Peterson, Paul
Rosenfeldt, J.
Selberg, G. -2336
Walzer, Ernest

ALASKA FISHERMEN'S LETTER LIST

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Letters at the Alaska Fishermen's Office will be advertised for six months only and will be returned to the Post Office at the expiration of seven months from date of delivery.

Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

Andersen, August
Benson, John
Bowman, Bernard
Di Mauro, Giuseppi
Ellman, Arvid
Green, John
Hagen, G. L.
Johnson, George P.
Johannesen, August
Joki, John
Olsen, Oscar
Peterson, Frank V
Pettersen, Isaac
Riise, Wm.
Swanson, Chas.
Tonnessen, Jorgen
Walstrom, John

Eureka, Cal., Letter List.

Anderson, H. A. -1449
Anderson, Olof
Anderson, S.
Armmi, Walter
Bartels, C. H.
Beary, Charles
Bentsen, Bent
Blunt, H.
Bostrom, C.
Brander, Frank -1443
Christensen, H. C.
Clemensen, C. H.
Conaughton, H.
Edlund, Gust
Geiger, Joseph
Grant, John
Gunther, Theo.
Gustafson, Edvart
Halvorsen, Ingval
Hollins, Frank
Isaacson, Gustav
Johnsen, J.
Karlsson, A. E.
Kittelsen, Chritian
Knudsen, Jacob E.
Lambar, Erminio
Lorensen, Orgt. C
Micheli, Agojtino
Mittemeijer, J. F.
Newman, J. S.
Niccolai, Sant
Nilsen, Ruder S.
Nylund, Sven
Olson, Bror
Oman, Vicktor
Olsen, C.
Oterdahl, Charles
Pateejanski, R.
Pedersen, P. G.
Penny, Matt.
Salminen, K. W.
Shulls, Christ
Sjellman, Jonas
Svensen, Olof
Stabell, Frank
Teigland, G.
Thoresen, G.
Thoresen, Petter
Walbreth, Carl
Wickstrom, Charl
Yanni, C.

INFORMATION WANTED.

Richard Guenther, from Hamburg, Germany, is inquired for by the German Consul at San Francisco, Cal.

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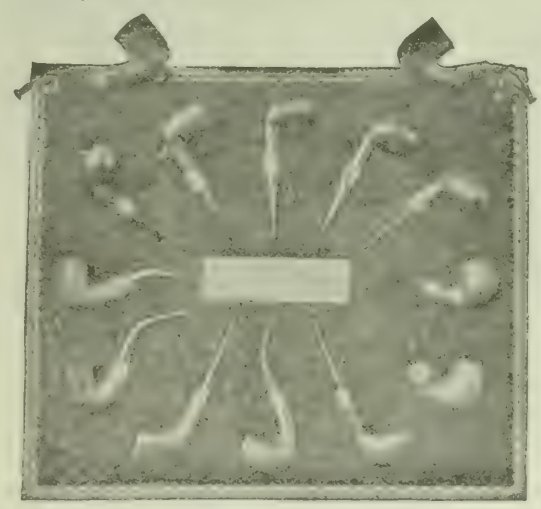
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Wilhelm Drews, born at Breitenfelde, Germany, who was first mate on the American schooner "Philippine" in 1906 at Aberdeen, is inquired

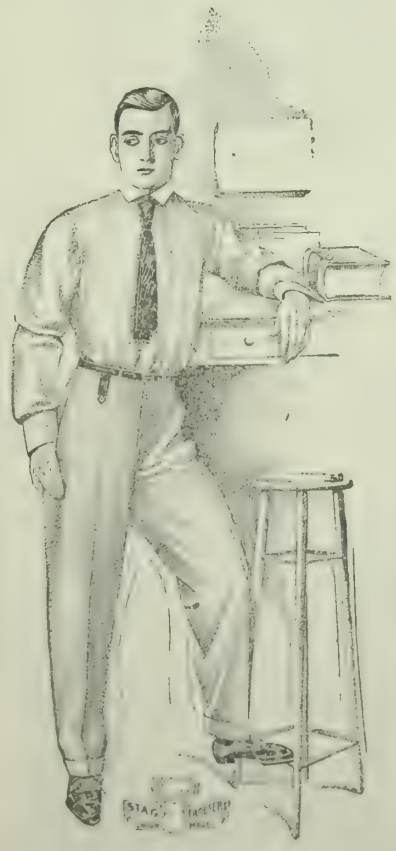
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LOCAL STAMP

Labor News.

Robert Christian, on trial at Asheville, N. C., on November 5, pleaded guilty to peonage and Federal Judge Boyd fined him $2500, which was promptly paid.

The Central Federated Union of New York offered a protest in the convention of the American Federation of Labor against the low rate of wages paid by the Government in the Navy Yards.

The wages of several thousand employes of the Bethlehem Steel Company will be retsored to the scale in vogue before the 1907 depression, according to an announcement made by Charles M. Schwab.

Nearly 200 molders and coremakers employed by the Thomas Devlin Iron Company in West Burlington, N. J., went on strike on November 3 for the restoration of an 11 per cent cut in wages made last year.

Press feeders in San Francisco have presented a demand for an increase of $3 per week in wages, raising the schedule from $12 and $15 to $15 and $18 respectively. Many firms have conceded the new rate.

The Central Federated Union of New York City has adopted resolutions urging the American Federation of Labor to levy an assessment for the purpose of carrying the appeal in the Buck Injunction case to the United States Supreme Court.

The Executive Council recommended to the Toronto convention that organized labor take action looking toward the naming of suitable citizens to fill vacancies that may occur in the Supreme Court of the United States and in the lesser Federal courts.

The convention of the American Federation of Labor, at Toronto, on November 11, adopted a resolution expressing admiration for Lloyd-George, Chancellor of the British Exchequer, for his support rendered through the British budget to the whole people.

Notices posted in the cotton mills of New Bedford, Mass., on November 6 informed more than 17,000 operatives that beginning on the 8th the production of cotton cloth would be curtailed two hours a week. The curtailment will reduce the output 3½ per cent.

The Territorial Board of Immigration will soon send another agent to Harbin, the metropolis of Southeastern Siberia, to get Russian immigrants for Hawaii. This will be the second representative of the Territory to go to Siberia to induce Russian immigrants to come to the Hawaiian Islands.

A pension system for the employes of the New York Central, Michigan Central and Lake Shore railroads has been arranged. Under its terms an employe who has been at least twenty years in continuous service and has become unfit for duty may be retired with a pension, although he has not reached the age of 70. One hundred thousand men are affected.

The name of Samuel Gompers and the American Federation of Labor, figured prominently in the course of the trial, at Hartford, Conn., on October 22, of the $240,000 damage suit of D. E. Loewe, of Danbury, against about 200 union hatters in that State. Articles in the American Federationist, in which references were made to boycotts being pushed against non-union firms, were read by the plaintiffs' attorneys.

With the Wits.

The Bullfight. "Yes; I went to a bullfight while abroad."

"How was it? Anybody gored?"

"No; everybody bored."—Kansas City Journal.

No Loss. First Author—Do you ever lose any of the Mss. you send out?

Second Author—No; they all come back.—Judge.

Made Over.—"He is a self-made man, I am told."

"Quite true; but his mother-in-law insists on making some alterations."—Birmingham Age-Herald.

A Slam at Bridge.—Hostess.—How do you like your coffee, Mr. Bridge-Fiend?

Mr. Bridge-Fiend—Simple honors in sugar and a chicane in cream, please.—Puck.

She Keeps Tab.

They say that women can't keep books,
But this you'll surely find—
That when she sues you for divorce
No item slips her mind.
—Kansas City Times.

Indications.—"Bliggins says his youngest boy is going to make a diplomat."

"What makes him think so?"

"He asks all kinds of questions, but never undertakes to answer any."—Washington Star.

Better Play Safe.—Esmeralda—How many times do you make a young man propose to you before you say yes?

Gwendolen—If you have to make him propose you'd better say yes the first time.—Chicago Tribune.

Too Bad.—Doctor—It is especially important that you refrain from all headwork for a few weeks.

Patient—But, doctor, it's by headwork that I earn my living.

Doctor—Are you a literary man?

Patient—No, sir; I'm a hairdresser.

Children's Accounts

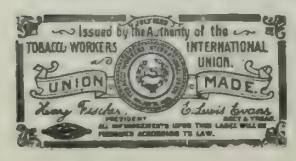
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VOL. XXIII, No. 10. SAN FRANCISCO, WEDNESDAY, NOVEMBER 24, 1909. Whole No. 2044.

A. F. OF L. CONVENTION.

THE TWENTY-NINTH annual convention of the American Federation of Labor, assembled in Massey Music Hall, Toronto, Canada, at 10 A. M., November 8. Addresses of welcome were delivered by Mayor Oliver, of Toronto; Dr. Reaume, Minister of Public Works for the Province of Ontario, and Mr. William Glockling, President of the Canadian Trades and Labor Congress. A message of greeting was read from Hon. W. L. Mackenzie King, Minister of Labor.

The Committee on Credentials reported that 311 delegates were present, representing 87 International and National Unions, 21 State Branches, 62 Central Bodies, 17 Local Trade and Federal Labor Unions, and 7 Fraternal Delegates representing the British Trade-Union Congress, Women's International Union Label League, National Women's Trade-Union League of America, Federal Council of the Churches of Christ in America, Canadian Trades and Labor Congress, and Farmers' Educational and Co-operative Union of America. The credentials of seven delegates were reported unfavorably owing to arrears of per capita tax. The credentials of six delegates were reported unfavorably owing to the suspension of their respective organizations.

PRESIDENT GOMPERS' REPORT.

President Gompers read his annual report, from which are reprinted the following excerpts:

Summary of Injunction.

The injunction proceedings of the Buck's Stove and Range Company of St. Louis, Mo., of which James W. Van Cleave is president, against the American Federation of Labor, resolved themselves into two separate cases; one, the original injunction issued by Justice Gould of the Supreme Court of the District of Columbia; the other, the proceedings for contempt brought against Vice-President John Mitchell, Secretary Frank Morrison, and myself. An appeal was taken by the American Federation of Labor on both cases. For convenience and an intelligent understanding, a brief summary of the case is here given.

Owing to the refusal of the Buck's Stove and Range Company, of St. Louis, to continue the nine-hour workday to the metal polishers in its employ and its discrimination against and discharge of employes because of their membership in the union, and despite efforts to harmonize and adjust the differences existing, the labor organizations in interest of St. Louis placed the product of the Buck's Stove and Range Company upon their "We Don't Patronize" list. Application was made to the American Federation of Labor at our Minneapolis convention, 1906, to endorse the action of the workers particularly interested and place the name of the company upon the "We Don't Patronize" list of the American Federation of Labor.

The matter was referred by the convention to the Executive Council for the purpose of investigation and, if possible, adjustment. The Executive Council entrusted the matter to Vice-President Valentine to use his best efforts in the direction indicated. At a subsequent meeting of the Executive Council Vice-President Valentine reported that he had gone to the limit of his opportunities, and definitely ascertained that any effort on his part or on the part of anyone else to confer with Mr. Van Cleave upon the subject would be utterly fruitless, and though some of the then employes of the Buck's Stove and Range Company, who might be affected, were members of the Iron Molders' Union of North America, of which Mr. Valentine is president, he could not conscientiously interpose any objection to the attitude of the workers and organizations aggrieved or to the full endorsement of the application of our fellow workers to place the Buck's Stove and Range Company upon the "We Don't Patronize" list of the American Federation of Labor. Thereupon, the Executive Council unanimously voted to approve the application.

On December 18, 1907, Mr. Van Cleave, president of the Buck's Stove and Range Company of St. Louis, who at the time was also president of the National Association of Manufacturers, obtained from Justice Gould, of the District of Columbia, an injunction against the American Federation of Labor, the members of the Executive Council, both officially and individually, the officers and members of local and international unions affiliated to the American Federation of Labor, its agents, friends, sympathizers, or counsel, forbidding them in any way to publish, print, write, verbally or orally communicate the fact that the Buck's Stove and Range Company was unfair to or had any dispute with organized labor, or that it was "boycotted" by organized labor. The injunction prohibited the publication of the company's name upon the "We Don't Patronize" list of the American Federation of Labor, directly or indirectly, and all were forbidden to state, declare, or say that there existed or had been any dispute or difference of any kind between the company, the American Federation of Labor or any of its affiliated organizations in any manner whatsoever.

Hearing was had before the temporary injunction was issued by Justice Gould. He declined later to modify it or to explain its terms. On December 18 the court issued the temporary injunction, it becoming effective December 23 when the Buck's Stove and Range Company filed its bond, approved by the court. The temporary injunction was made permanent March 26, 1908, by Justice Clabaugh of the same court.

Upon the authority of the Norfolk Convention of the American Federation of Labor an appeal from the injunction was taken to the Court of Appeals of the District of Columbia, our main contention being that the terms of the injunction were in violation of fundamental constitutional rights and guaranties, and that it was therefore, invalid and void. While this appeal was pending before the court, so hasty and vindictive was Mr. James W. Van Cleave, of the Buck's Stove and Range Company, that he petitioned the court which issued the injunction to adjudge Vice-President John Mitchell, Secretary Morrison, and myself guilty of contempt of court and to require us to show cause why we should not be punished therefor. We were harassed for months, our counsel and witnesses being required to travel throughout large sections of the country to take testimony. Days upon days were consumed in the examination of Messrs. Mitchell, Morrison, and myself at Washington. Practically the history of the American Federation of Labor, printed, written or unpublished, was made part of the testimony.

The court heard argument of counsel on both sides as to whether the defendants, Mitchell, Morrison, and I, were guilty of contempt of court. And while the appeal on the original injunction was pending, Justice Wright on December 23, 1908, adjudged us guilty of contempt of court and imposed a sentence of six months, nine months, and one year's imprisonment respectively upon "Morrison, Mitchell, and Gompers."

This passing comment appears apropos. It is that an unprejudiced, impartial judge might well have deferred a decision in a contempt case alleging violation of an injunction while an appeal upon the validity of the injunction itself was pending and was being considered for decision by a higher court, and further, that the unprecedented sentences imposed were entirely in conflict with the spirit and plain provision of the Constitution as being cruel and unusual.

The language and manner of Justice Wright in delivering his opinion upon the guilt of the men charged with disobeying the terms of the injunction, the fact that he had given his opinion, or permitted it to be given, out in advance, the whole mockery and formality of asking us whether we had any reasons to assign why sentence should not be pronounced, when he had determined on the sentences in advance; all these, as well as the matter and manner of the arrangement for the scene and the delivery of the opinion and sentence indicated the unfitness of the man to wear the judicial robe and occupy the judicial position.

What are the offenses for which Mitchell, Morrison, and I are sentenced to long months of imprisonment, and the ignominy of being classified as criminals? We have dared to defend our constitutional rights as men and as citizens, despite the injunction of a court which sought to invade the rights of free speech and free press secured to the Anglo-Saxon people centuries ago by Magna Charta and clinched by the adoption of the First Amendment to the Constitution of the United States.

And what, after all, are the grounds upon which Justice Wright held the defendants guilty of violation of the terms of the injunction? When the injunction was issued and went into effect, both temporary and permanent, we proposed to test the principles involved before the established legal tribunals. By instruction of and with authority from the Executive Council the name of the Buck's Stove and Range Company was removed from the "We Don't Patronize" list in the American Federationist.

Vice-President Mitchell, it was alleged, violated the injunction by allowing certain acts to be performed by the officers of the American Federation of Labor, and also, that while presiding at a convention of the United Mine Workers of

America, a resolution, regularly introduced by a delegate, calling upon the members of that organization not to bestow their patronage upon the product of the Buck's Stove and Range Company was submitted by Mr. Mitchell to the delegates for a vote.

Secretary Morrison was charged substantially with having violated the terms of the injunction in so far as that he sent, or caused to be sent out copies of the printed official proceedings of the previous convention of the American Federation of Labor containing officers' and committee reports and resolutions of the convention relative to the Buck's Stove and Range Company's injunction and copies of the American Federationist containing similar references, circulars, appeals for funds, and editorials written by me on the injunction abuse.

The allegations charging me with violating the terms of the injunction were that I did, or authorized, or directed to be done, these things; because, by authority of the convention and of the Executive Council I sent to our fellow-workers and friends an appeal for funds in order that we might be in a position to defend ourselves before the courts in the very injunction case involved; because in lectures and on the public platform, during the Presidential campaign I made addresses to the people giving the reasons for the vote as a citizen I was to cast at the then pending Presidential election, and because I dared editorially to discuss the fundamental principles involved, not only in the injunction pending but the entire abuse of the injunction writ. Aye, because I published in the American Federationist the order of the court to show cause why we should not be punished for contempt of the injunction was made part of the testimony upon which Justice Wright deemed it important to hold me guilty.

Immediately after Justice Wright declared us guilty of contempt of the injunction and imposed the sentences, notice of appeal was given and bonds furnished in the following sums: Gompers, $5,000; Mitchell, $4,000, and Morrison, $3,000, for our appearance before the court at any time when called upon.

On March 11, 1909—that is, nearly four months after Justice Wright imposed these sentences for alleged contempt of the injunction—the Court of Appeals of the District of Columbia handed down its decision upon our appeal in the original injunction. That court greatly modified the terms of the injunction, holding that no publication could be forbidden except in furtherance of a "conspiracy" to boycott.

The injunction as modified and affirmed by the court is as follows:

"It is adjudged, ordered and decreed that the defendants, Samuel Gompers, Frank Morrison, John B. Lennon, James Duncan, John Mitchell, James O'Connell, Max Morris, Denis A. Hayes, Daniel J. Keefe, William D. Huber, Joseph F. Valentine, Rodney L. Thixton, Clinton O. Buckingham, Herman C. Poppe, Arthur J. Williams, Samuel R. Cooper and Edward L. Hickman, individually and as representatives of the American Federation of Labor, their and each of their agents, servants and confederates, be, and they hereby are, perpetually restrained and enjoined from conspiring or combining to boycott the business or product of complainant, and from threatening or declaring any boycott against said business or product, and from abetting, aiding or assisting in any such boycott, and from directly or indirectly threatening, coercing or intimidating any person or persons whomsoever from buying, selling or otherwise dealing in complainant's product, and from printing the complainant, its business or product in the 'We Don't Patronize' or 'Unfair' list of defendants in furtherance of any boycott against complainant's business or product, and from referring, either in print or otherwise, to complainant, its business or product, as in said 'We Don't Patronize' or 'Unfair' list in furtherance of any such boycott.

"The costs of this appeal are equally divided between appellants and appellee.

"Modified and affirmed."

The court which handed down this "modified and affirmed" decision is composed of three judges, each of whom delivered different opinions. One justice who concurred in the conclusion gave different reasons. It is difficult to read Justice Van Orsdel's concurring opinion and reconcile it with his conclusion to affirm the injunction even in modified form. Chief Justice Shepard dissented from the conclusion of the court.

I urge upon every wage-earner and every one interested in the discussion of great rights and principles involved to read the decision and opinions of the justices rendered in this case. The opinions and decision were published in the April, 1909, issue of the American Federationist.

The Court of Appeals did not take any original testimony in the case, and I am justified in saying that the judges were somewhat in error in their estimate of the actual facts in relation to the boycott of the Buck's Stove and Range Company. This is understandable from the fact that the American Federation of Labor at no time entered a detail defense to the allegations of the Buck's Stove and Range Company, although the charges were untrue in many important particulars.

On account of the fundamental issues of free press and free speech, which were involved in the original injunction, we preferred to stand upon the unconstitutionality of the injunction rather than obscure this great issue by going into the details of the original trouble with the Buck's Stove and Range Company.

Judge Wright's prejudiced and misleading extracts from the original testimony, and his ignoring of testimony, also tended still further to becloud the facts.

The Court of Appeals said, that the only reason the publication of the Buck's Stove and Range Company was enjoined from appearing on the "We Don't Patronize" list was because they believed that a "conspiracy" to boycott had been entered into and that "threats," intimidation and coercion had been used on innocent third parties. On this wrong assumption the modified injunction was affirmed.

It was regrettable that the court should have been so in error as to the facts of the boycott.

Even if we had been guilty of unlawful conspiracy and coercion and intimidation—which we were not—surely there should be some more adequate punishment than by a process of injunction. In fact, existing laws do provide greater punishments for these offenses, and we respectfully submit that if we are guilty of them we should be tried by the due process of law before a jury of our peers and if found guilty punished as the law provides, rather than be subjected to the caprice of a judge who solely determines the sufficiency of the charge, the guilt of the defendant and who imposes punishment as his whim may prompt.

It was to the Court of Appeals of the District of Columbia, the personnel of which has undergone no change since the rendering of the opinion modifying the injunction, that the appeal in the contempt proceedings was made. The argument upon the appeal against the sentences imposed by Justice Wright was made April 19-20, 1909, Hon. Alton B. Parker and Hon. J. H. Ralston making the arguments in labor's behalf.

It may be interesting to know that Justice Wright assessed "Gompers, Mitchell, and Morrison in the sum of $1,500 as costs of the injunction proceedings against them. From this decree an appeal is also pending.

Free Speech—Free Press.

In the whole history of our movement no greater struggle has taken place than that for the preservation and the maintenance of the right of free press and free speech. As you well know, this arose under the injunction proceedings and court decisions in the case of the Buck's Stove and Range Company against the American Federation of Labor, December, 1907.

The technicalities of the case were soon lost sight of in the battle to preserve the great principles of human liberty which were involved.

The people of our country have with the men of labor made it clear to the whole world that no curtailment of the rights of free press and free speech will be tolerated.

The herculean efforts of the men of labor to arouse the people of the country to a realization of the danger which threatens our constitutional liberties will go down in the annals of history as one of the great crusades for the maintenance and advancement of human rights.

A complete summary of the case in all its technical and legal detail will form a portion of this report, so that it may be available as a historical record.

At the time I made my report to the convention last year, John Mitchell, Frank Morrison, and I had been cited to appear before the court and show cause why we should not be punished for contempt of the injunction because we had continued to exercise the rights of free press and free speech after they had been enjoined and forbidden by the Buck's Stove and Range Company's injunction issued by Justice Gould of the Supreme Court of the District of Columbia.

It is a matter of history and of common knowledge that on December 23, 1908, Justice Wright sentenced "Samuel Gompers, John Mitchell, and Frank Morrison" to one year, nine months, and six months imprisonment respectively for alleged violation of the injunction and that the decision accompanying the sentence was most virulent and unjust in its terms.

It is also a matter of the history of this year that the Court of Appeals of the District of Columbia, in May, 1909, upon our appeal, rendered a decision modifying the terms of the original injunction.

This decision was fully discussed in the American Federationist, April, 1909, and as the limits of this report will not permit a full review of the editorial opinions there expressed it is to be hoped that all those who are interested in the preservation of our liberties will familiarize themselves with this and other editorial matter in relation to this case which has been published in the American Federationist since the injunction was obtained by the Buck's Stove and Range Company.

Through efforts of our officers and members, through our own magazine the American Federationist, and through the labor press, through the great mass meetings and public speeches which voiced our protest there was kindled throughout the country among all the people the spirit of liberty, the spirit of patriotism, the spirit of protest which demands that there shall be no tampering with our constitutional liberties by the courts, whether under the guise of injunction order or of prejudiced judicial decree and sentence.

I say advisedly that the whole people of our country are aroused to the seriousness of the situation. They realize that this attack upon free press and free speech among the workers is only the insidious beginning of the entire withdrawal of those rights from the whole people whenever it might suit the plans of those who desire to profit by injustice and tyranny.

The response of the masses of the people to the campaign of the American Federation of Labor for the preservation of constitutional rights shows how thoroughly our labor movement is in harmony with the spirit of liberty and the love of justice and right which makes a nation great.

The struggle is far from ended. Eternal vigilance ever was and always will be the price of the liberties of a people.

Let no one doubt my great respect for the judiciary of our country; I have confidence in their integrity, no matter what their decision,—still they are human beings and as such liable to err. I say this with respect not only to the three justices of the District Court of Appeals, but with reference to the judiciary generally.

Court of Appeals' Decision.

It was generally expected that the Court of Appeals of the District of Columbia would hand down its decision early in October, 1909. Indeed, it was to meet the issue, whatever it might be, that I was careful to be within the jurisdiction of the court when the decision would be handed down. The decision was rendered Tuesday, November 2—that is, on Election Day throughout the country. The court stood two to one in affirming Justice Wright's decision and sentences of one year, nine months, and six months' imprisonment for "Gompers, Mitchell, and Morrison," respectively, on the ground that they had violated the terms of Justice Gould's injunction. Chief Justice Shepard dissented from the decision and opinion of the court, and declared that Justice Wright's decision and sentences should be reversed, on the ground that he issued an order entirely beyond the power vested in him, and that the order was therefore void.

Concretely stated, the decison of the court declares that no matter whether the injunction of Justice Gould was right or wrong, valid or void, we were compelled to obey. Against that concept, at least for myself, I enter a most emphatic protest. When a judge so far transcends his authority, and assumes functions entirely beyond his power and jurisdiction, when a judge will set himself up as the highest authority in the land, invading constitutionally guaranteed rights of citizens, when a judge will go so far in opinion, decision, and action, that even judges of the Court of Appeals have felt called upon to characterize his action "unwarranted" and "foolish," under such circumstances it is the duty of the citizen to refuse obedience and to take whatever consequences may ensue.

It is common knowledge that a judge has issued an injunction against municipal officers enjoining them from performing their duties in the enactment of laws. Assume that a judge will so far forget himself as to issue an injunction prohibiting a legislature, or Congress itself, from enacting laws. Will it be contended that obedience must follow? Let a judge issue an injunction enjoining the President of the United States from performing the duties of his office. Does it follow that the Chief Executive of our nation must yield obedience, and perhaps thereby fail to perform the duties of his great office, to the injury of the people of the country? Were the matter involved merely material, or of such a character that time would not destroy, the situation would be vastly different. All realize that for the orderly continuance and development of civilized society, obedience to the orders of the court is necessary, and to that there would be no dissenting voice.

I repeat and emphasize this fact, that the doctrine that the citizen must yield obedience to every order of the court, notwithstanding that order transcends inherent, natural, human rights guaranteed by the Constitution of our country, is vicious and repugnant to liberty and human freedom, and that it is the duty, the imperative duty, to protest.

The history of the human race has been full of tyranny and the denial to the people of the right of expressing freely by speech or in the press their opinions. After our people established a government they recalled that they had omitted to safeguard this vital right in framing our Constitution. Therefore, the first amendment to that instrument was that guaranteeing the right of freedom of speech and press.

That means something. We do not need this right to please those entrusted with the authority of government. Free press and free speech were guaranteed that men might feel free to say things that displeased. Demand for reform coming from the people is generally distasteful to those entrenched in power and privilege.

It was not necessary that we be given the privilege for the purpose of singing the praises of the powers that be. No Russian needs constitutional guaranty of the right to sing the praises of the Czar.

We must have the right to freely speak and

(Continued on Page 7.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

CHASED STOLEN SAILOR.

A chase down Chesapeake Bay of a tiny craft with a supposed "shanghaied" man aboard followed a telephone appeal for help from Baltimore on November 11, and the Government vessel Apache returned to Baltimore with the master of the pursued boat and the man rescued.

The first message came from the United States Marshal's office at Baltimore to the Department of Justice, and Assistant Attorney-General Harr immediately communicated with the Treasury officials. Captain-Commandant Ross, of the Revenue Service, ordered the Apache, Captain Moore commanding, in pursuit.

Captain Moore telegraphed later that he had arrested Captain Gunning of the ship Malinda Drummond and that the Apache was bound for Baltimore with the master of the ship and the alleged "shanghaied" man and a witness aboard.

ATLANTIC UNION ITEMS.

Comrade George Foley, the Portland (Me.) agent, has found it impossible to attend the Seamen's convention to be held in New York.

The delegates representing the Atlantic Coast Seamen's Union will, as usual, meet on Saturday before the convention in order to confer as to what resolutions shall be introduced at the convention.

Charles Johnson, who has sailed out of Mobile for a number of years, is the new agent of the Atlantic Coast Seamen's Union in that port. Charley is popular in Mobile and should make a success of the work in that port.

A monster mass-meeting has been arranged for to be held during the Seamen's convention in Cooper Union Hall, New York, at which President Samuel Gompers will preside, provided, of course, he is allowed by the courts to do so.

Fred Carlberg, who has been the agent for the Firemen's Union in Boston for several years, has given up his position as an official of the Marine Firemen's Union, and has been succeeded by Edward Rodgers, who has been serving as delegate under Carlberg. While in office Carlberg has made many friends and has done much to build up the Union in Boston.

Comrades Furuseth and Olander were accompanied by J. Havelock Wilson at the Toronto convention of the American Federation of Labor, in order that the Shipping Federation, Limited, might be fully explained to the delegates at first hand. After hearing Comrade Wilson several times on that subject, the delegates to the American Federation of Labor learned something that they did not know before, as Wilson knows his subject from A to Z, and handles it without gloves.

Comrade Jack Edwardsen, who has served as agent for the Atlantic Coast Seamen's Union for some time, has resigned his position. While in office Jack made many friends, and made a most efficient agent, and the "boys" are sorry to see him leave. He goes with the best wishes of all hands. Albert Rand was elected to fill out the unexpired term of Comrade Edwardsen, and while Comrade Rand has never before filled an official position in the organization, all who know him are confident that he will be able to fill the shoes of Comrade Edwardsen. Comrade Rand has been quartermaster of the steamship Yale during the past sailing season of the vessel.

WAGES IN MANCHURIA.

Although it is difficult to show the exact rates of wages of workmen in the various parts of Manchuria, they are higher in the north than at Dalny or Port Arthur. So large a difference between the wages of Japance and Chinese is also significant. Memories of high rates during the war time still remain in the minds of the former, and those whose work is of a special character demand 50 per cent more money than the ordinary.

The following statement shows the wages paid per day to the several trades, reductions from Japanese gold yen and Chinese money being made in the Bureau of Manufactures:

	At Dalny.		At Changchun.	
Occupation.	Japanese.	Chinese.	Japanese.	Chinese.
Carpenters	$0.85	$0.23	$1.00	$0.27
Plasterers	1.00	.23	1.25	.27
Bricklayers	1.00	.22	1.00	.27
Masons	1.00	.27	1.25	.34
Sawyers	.90	.20	1.25	.27
Blacksmiths	1.00	.27	1.25	.83
Roofers	.90	.27	1.00	.83
Painters	.90	.23	1.00	.27
Glass workers	.90	.27	1.25	.30
Sheet-metal workers.	.90	.27	1.00	.27
Mat makers	.90	.20	1.00	.27
Paperhangers	.90	.13	1.00	.27
Street laborers	.50	.10	.60	.12
Laborers	.40	.10	.50	.10

GRAIN AT DULUTH.

The receipts of grain on the Duluth Board of Trade for the month of October were the largest in the history of that port, the total of all varieties being 24,801,158 bushels. The exceeds the previous banner month, September, 1908, by over 2,000,000 bushels.

The totals for all grains received were: Wheat, 18,507,237 bushels, of which 925,829 bushels was bonded Canadian wheat; total barley, 1,624,152 bushels; flax, 3,216,106, and oats, 1,263,651 bushels.

From the Duluth-Superior harbor 16,373,431 bushels of wheat were shipped for October, 1909, as compared with shipments of 13,098,078 for October, 1908.

INFORMATION WANTED.

Anton Jacobsen, a native of Stavanger, Norway, is inquired for by his brother, John Jacobsen. Address, Atlantic Coast Seamen's Union, Mobile, Ala.

Demand the union label on all purchases.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Union, 1½ Lewis St., Boston, Mass.

Marine Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 85 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques v puerto, Barcelona Mayor, 44, 2, I (Barceloneta) Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

Home News.

During October twenty-two persons were killed and more than 100 persons injured by automobiles in New York.

Fourteen persons were killed and nine injured by a collision between a freight car and an electric street-car at Vancouver, B. C., on November 10.

The Supreme Court of Nebraska on November 9 upheld the Daylight Saloon bill, which forbids the sale or gift of liquor between 8 p. m. and 7 a. m.

Two thousand miners from Fairbanks, Nome, Forty-mile and the Klondike have stampeded to the new Iditarod gold diggings, in Central Alaska.

Dies for a five cent piece, bearing the head of George Washington, to take the place of the coin now in circulation, have been prepared at the Philadelphia Mint.

Two men, a negro and a white, were lynched at Cairo, Ill., on November 11, amid scenes of the most revolting character. Governor Deneen has sent State troops to the locality.

The Supreme Court of Kansas, in deciding the Wichita car coupler case, upheld the lower court, which held that the company was not compelled to keep the couplers in repair. The case will be appealed to the United States Supreme Court.

William J. Gaynor, Democratic and Tammany candidate, was elected Mayor of New York on November 2, by a plurality of 73,016 over Bannard, (Rep.) and Hearst (Ind.) The other candidates on the Tammany ticket were defeated.

David J. Richardson, former cashier of the defunct Cosmopolitan National Bank, convicted at Pittsburg recently of making false reports concerning the bank's condition, was sentenced to five years in the United States penitentiary at Fort Leavenworth.

Wireless communication direct overland between the Gulf of Mexico and the Great Lakes was established on November 2 when a message was flashed from Port Arthur carrying the compliments of the Houston Post to the Record-Herald in Chicago.

Both houses of the Hawaiian Legislature adopted on November 5 a joint resolution protesting against the attempt of J. G. Woolley, a local attorney, and others to secure a Federal enactment extending Prohibition to the Hawaiian Islands.

The cut at Culebra, the backbone of the Isthmus of Panama, was half completed on October 23, according to reports from the Canal Zone. At that time 39,002,299 cubic yards had been excavated and a similar amount of digging remained to be done. It will be completed in four years.

The State Department has taken steps to correct the ill-treatment which the Government of Honduras is charged with having accorded A. R. Miller, an American citizen, who has business interests in San Pedro and Puerto Cortez and has made representations concerning the matter to that Government.

At the second session of the Eleventh Parliament, which opened on November 11, the Governor-General, Earl Gray, read the speech, affirming the position taken by Sir Wilfred Laurier's Government regarding naval defense, which simply enunciates the necessity for Canada undertaking a share in the Empire's naval defense.

SAN PEDRO, CAL.

Cannon's Clothing Store

SAN PEDRO, CAL.

BELL BRAND COLLARS AND CUFFS—UNION MADE.

We make a specialty of handling only the Best Union-Made Goods manufactured for Seamen.

BEN. B. LIP PMAN

532 BEACON & 531 FRONT, next to Fritz & Ernest

SAN PEDRO CAL.

COMPLETE SEAMEN'S OUTFITTERS

Union Goods for Union Men

SAN PEDRO WHOLESALE CO.

WHOLESALE DEALER IN THE CHOICEST OF OLD WINES AND LIQUORS.

Bottlers of San Francisco and Los Angeles Beers.

All goods sold at lowest San Francisco prices. We buy direct from Kentucky Distilleries and our California Wineries. Seafaring men invited to inspect our stock.

Beacon Street, near Fourth, SAN PEDRO, CAL.

M. BROWN

THE SAN FRANCISCO STORE
Now Located at San Pedro,
427 FRONT STREET.

I carry a full line of San Francisco goods for the seafaring people, having been established since 1886, and continually serving the seafaring. I am in position to know the class of goods you want. The San Francisco Hickory Shirt at 50 cents.

UNION LABEL OF THE
United Hatters of N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.
MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

CHAS. A. LUCAS

Undertaker and Embalmer

Fourth Street,
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INFORMATION WANTED.

Samuel England, age 48 years, communicate with Seamen's Institute, 242 Steuart street, San Francisco.

James Sample, last heard of on ship Santa Rita in April, 1909, is inquired for by Seamen's Institute, 242 Steuart street.

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San Pedro Letter List.

Andersen, -1055.	Lofman, K.
Andersen, Peter F.	Lehtonen, John
Alander, K.	Lund, H. K.
Abbors, Arno	Lano, Emil
Albertsen, Johannes	Lerch, Paul
Andersen, Einar	Maguire, Thomas
Andersson, Axel	McKenzie, James
Amnel, Albert	Murie, Martin
Buchtman, F.	Mellin, Edward
Bentsen, Axel	Mygind, W. F.
Brose, R.	Mesak, Edward
Behrens, E. A.	Neuling, Albert
Boylan, Chris. J.	Nielsen, Svend
Bietila, Th. -1338	Nordman, John D.
Bower, Gosta	Osses, A.
Brogard, Nils	Olsen, Th.
Comstedt, Ernst	Olsen, O. -537
Carlsson, C.	Odman, Gus
Christiansen, Harold	Otto, John
Christiansen, G.-1054	Oseses, W. A.
Dahlberg, J. H.	Petersen, S. R.
Eckhardt, W.	Peterson, K. E., -903
Engberg, Oscar	Petersen, H. -1064
Ek, Thure	Peterson, Lauritz
Erickson, John	Pedersen, Gert C.
Fay, Joe	Pedersen, Alfred
Fredericksen, Harry	Pederson, Reinhold
Fisher, -556	Peterson, Hans
Folvik, Carl	Rudland, Jakob
Fleming, John	Reed, L. C.
Fasig, Don	Rasmussen, E.
Gabrielsen, K. -601	Scott, E. G. (pkg.)
Gask, A.	Schwitzer, H.
Gorgesen, Emil	San, B. -2113
Glausen, Harry	Scarabosia, M.
Guenther, Richard	Semberg, J.
Heggum, Louis	Sorensen, A.
Hermanson, K. -1554	Steen, J. C.
Hansen, Theodor	Solie, Ingvald
Hilke, Carl	Svenssen, Nikolaus
Hesse, Erick	Sindahl, J.
Haggenmuller, H.	Syversen, Ole
Hansen, Peter K.	Stalsten, Karl
Haarklau, I.	Sandstrom, J. -1347
Hansen, Carl	Strahle, Charles
Heinanen, C. (pkg.)	Southerland, A.
Johansen, C. -1191	Svendsen, C. -1050
Johanson, J. -880	Swanson, Charles
Jorgensen, E.	Tommis, Frank
Kuhne, W.	Tufvesson, J.
Koch, Carl	Trepetket, Frank
Keinanen, Emil	Touanne, Walter
Klappe, J.	Veyvoda, Frank
Kristiansen, Eigil	Quinn, W.
Kraushatz, F.	Wahrenheit, Otto
Kari, Matti	Wychgel, J.
Krohn, J. A.	Wahlstedt, R. -778
Larson, L.	Westerlund, T. F.
Louis, Mickel	



David Stove, age about 28, who is supposed to have shipped on some vessel from Puget Sound in January, 1901, is inquired for. Any one knowing his present whereabouts please notify Coast Seamen's Journal.

INFORMATION WANTED.

The salvage claim originating through the SS. Curacao and SS. Australian has been adjusted. All money due the crew who were aboard the vessel at the time the Australian was assisted will be found in the manager's office, 112 Market street. Parties applying for such money will first apply to the head of their respective department for identification. The names of the men are as follows: F. Mason, A. Mondini, R. Nelson, J. Jonasen, J. Lorenz, C. Swenson, H. Nelson, F. Rebases, C. Chidley.

John Rudolf Johnson, a member of the Atlantic Coast Seamen's Union, who left his coat in S. P. train No. 8, arriving at El Paso, on December 21, is requested to send his address to Union Passenger Depot Co., El Paso, Texas.

Pacific Coast Marine.

The Western Pacific ferry steamer Telephone, J. Richardson, master, was enrolled at the San Francisco Custom-house on November 17.

The United States Weather Bureau at Seattle is arranging to receive regular reports by wireless from coastwise vessels as to the prevailing weather at sea.

Captain N. L. Rogers, who from 1860 to 1875 was one of the best-known vessel masters on the Pacific Coast, died at his home at Seattle on November 17, aged 72 years.

In a collision on November 12 six miles off the San Francisco lightship, the schooner F. M. Slade, Captain Johnson, and the steam-schooner Cascade, Captain Maro, sustained serious damages.

Richard Dabel was recorded at the San Francisco Custom-house on November 13 as master of the steamer Colona, vice George H. Mawdsley. The schooner E. K. Wood, John Hansen, master, was enrolled.

Henry Skinner was recorded at the San Francisco Custom-house on November 16 as master of the steamer Mabel vice Frank E. Buskey. The barkentine Kohala, C. O. Anderson master, was enrolled.

The steamer St. Croix caught fire off Point Dume, Cal., on November 20, and was totally destroyed. The steamer was beached, and all on board, including 105 passengers and the crew of seventy-eight officers and men, were safely landed.

Admiralty suit was brought in the United States District Court at San Francisco on November 16 by the Golden Eagle Milling Company against the schooner Montezuma and Adolph Von Tagen, her owner, to recover $4424.38 for a damaged cargo of wheat.

After several years' agitation on the subject the Tacoma City Council has awarded a local firm of marine architects a contract for preparing plans for Tacoma's first fireboat. She will have a steel hull, costing complete $125,000. A year will be required to build and equip her.

The channel to the new mills of the Consolidated and Pacific Lumber companies north of Wilmington, Cal., is now completed to a depth of twelve feet at low water and the first lumber schooners will take cargoes up the two-mile addition this week. The dredging will be continued to a depth of eighteen feet.

Portland will be the headquarters of A. F. Statter, personal representative of Franklin MacVeagh, Secretary of the Treasury, who has been appointed by the Department to the position of Customs Agent of the Pacific Coast, including Alaska and the Hawaiian Islands. Statter has arrived to assume his duties.

For the first time since the entrance of the Chicago, Milwaukee and Puget Sound Railroad to Tacoma, a steamer of the Pacific Coast Steamship Company went to the Oriental docks of the new road on November 17. This was the steamship Governor. She will load 800 tons of wheat that originated on the Milwaukee road for San Francisco.

News was received at Astoria on November 17 that Captain William V. E. Jacobs, commander of the revenue-cutter Manning, has been detached from that vessel and transferred to the command of the cutter Thetis, which will be taken to Honolulu and be stationed there during the coming winter. His successor as commander of the Manning has not yet been announced.

The largest cargo ever shipped from San Francisco to New York and Europe, via the Tehauntepec route, was taken out on November 13 by the American-Hawaiian liner Mexican, Captain Tapley, bound for Salina Cruz, the Pacific terminal. The vessel's cargo was of 12,120 tons dead weight, and consisted of large shipments of dried fruit, canned salmon, canned goods, wine and beans.

Announcement was made at the Grand Trunk Pacific offices at Vancouver, B. C., on November 15, that Swan & Hunter of Newcastle, England, are now building two steamers for service between Seattle, Vancouver and Prince Rupert. The vessels will be ready in April. They are named the Prince Rupert and the Prince George. They will be turbiners, exactly alike, costing $600,000 each.

The schooner Alice McDonald, which left Mazatlan on September 21, arrived at Port Angeles, Wash., on November 13, short of rations, having had a strenuous time during her long passage of seventy two days from Mexican ports. Captain Berzone was off Cape Flattery October 30, but because of contrary weather was driven off shore again. The McDonald lost a number of sails during her passage.

The following changes of masters were recorded at the San Francisco Custom-house on November 15: Schooner Redwood City, J. P. Christensen vice John Shand; steamer Napa City, Peter Paulson vice John Lauritzen; steamer Winehaven, R. M. Dixon vice Charles Johnson. The schooner A. F. Coates, T. J. Morris master; steamer Vanguard, J. O. Odland master, and the schooner Carrier Dove, John Recker master, were enrolled.

The Commercial Dock Company, agents at Tacoma for the Matson Navigation Company, announce that a new service between Tacoma and the Hawaiian Islands will be initiated on January 20 with the departure of the freight and passenger steamer Enterprise from Tacoma. The steamer Enterprise will be followed by the freight and passenger steamer Hilonian on February 14. A tri-weekly service will be maintained by the two steamers.

Orders received on November 16 by the steamer Makura, which has just arrived at Victoria, B. C., from Australia, instruct that all the bunker coal that can be carried be taken on there. The strike of miners in Australia has sent the price of coal skyward and it is the intention to have the steamers on the Canadian-Australian run take enough coal at Victoria to make the round trip. Australian coal, which was selling at 6 shillings a ton, is now bringing 60 shillings.

Captain Roald Amundsen, discoverer of the Northwest Passage, who arrived at New York on November 16 from Copenhagen, explained that his visit to America was to fit out an oceanographic expedition for the Norwegian Government. "We plan to leave San Francisco," said Captain Amundsen, "in July, 1911, with fourteen men to push through the Behring Strait as far north as we can; then to freeze in the ice and drift with it. Its general direction is north, and we may pass close to the Pole."

The American-Hawaiian Steamship Company, operating vessels from Salina Cruz to Pacific Coast ports, will increase and improve its New York service the coming year. The Atlantic service at present includes a vessel from New York every seven days, but after January 1 a steamer will sail every six days. The sailings from this Coast will be every twelve days instead of every two weeks, as at present at Salina Cruz. The total traffic over the Tehauntepec route for 1908 was 650,000 tons and the total for 1909 will greatly exceed these figures from indications.

The British ship Lonsdale, previously reported in trouble at Stanley, Falkland Islands, bound from Hamburg for Mazatlan, may be a constructive total loss. The cargo took fire on September 29, after the vessel arrived at Stanley, and was not extinguished until ship and cargo had suffered serious damage. Arrangements have been made for salvage on the "no cure no pay" principle, the salvers to receive 50 per cent of the value recovered. The vessel which is full of water has been beached. The beams are nearly all buckled or bent, and practically the entire cargo has been damaged by sea water and heating. A special agent of the underwriters has been sent to Stanley.

The little two-masted trading schooner Silver Wave, which arrived at Port Townsend, Wash., on November 17, twenty-two days from Nome, Alaska, completed a voyage that is declared has never been equaled under such unusual circumstances in the history of Pacific shipping. Sailing from Nome at a season of the year rated as dangerous for the largest of ocean-going vessels, the little schooner negotiated the long passage of 2500 miles with only one member of the crew of five an experienced sailor. The schooner was without the aid of navigating instruments other than a single compass, and a chart made in 1806, so worn by years of service and lacking in desired information as to be almost wholly valueless. Ocean gales that have taxed the endurance of large steamers were contended against, and in spite of a score of difficulties, land was picked up at Cape Flattery, but a few miles off what would have been a precise course by a vessel fully equipped for the voyage.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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WEST SUPERIOR, Wis., 401 Tower Ave.
SOUTH CHICAGO, Ill., 83 Ninety-second St.
OGDENSBURG, N. Y., 8 Judson St.
BAY CITY, Mich., 208 Fraser St.

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BAY CITY, Mich., 919 Water St.
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CLEVELAND, Ohio, 929 Superior Ave.
CHICAGO, Ill., 242 South Water St.
MILWAUKEE, Wis., 317 Virginia St.

Sub-Agency:
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(Continued on Page 10.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, NOVEMBER 24, 1909.

SEAMEN IN CONVENTION.

The annual convention of the International Seamen's Union of America meets in New York on Monday, the 29th inst. The JOURNAL extends greetings to the assembled delegates. The present convention, more than any of its predecessors, will be the "most important in history." Problems old and new will confront the convention, and upon the manner in which they are handled will depend the future success of the International.

The event of the year, of course, is the strike on the Great Lakes. While the lion's share of credit for the conduct of that struggle belongs to the unions of the Lake District, the International as a whole may congratulate itself that in this connection the theory upon which it is founded has sustained a practical test in a manner that leaves no doubt as to the efficiency of the International for purposes of mutual assistance. The experience of the past year enables the convention to make plans for the future in the full assurance that they will be carried out, however far-reaching they may be.

Another matter that comes to mind as among the more important of the general propositions coming before the convention is that of arranging the preliminaries for the International Conference of Seamen to be held in the summer of 1910. All reports indicate that the Conference idea has "caught on" among the seamen of other countries. Even the seamen of Australasia have decided to send a representative. The International is morally responsible for the success of the Conference, and it will doubtless take hold of the matter in a firm and businesslike fashion.

In the name of the organized seamen of the United States, we again greet the International convention. May its deliberations be inspired by devotion and guided by wisdom, and may its work redound to the advancement of the seafaring craft throughout the world!

For fair products of all kinds consult the JOURNAL'S ad columns.

FEDERATION SUPPORTS SEAMEN.

The convention of the American Federation of Labor, at Toronto, Can., on the 16th inst., unanimously adopted the following resolutions:

Resolution No. 64—By Delegation, International Seamen's Union of America:

Whereas, The seamen of the Great Lakes have been on strike for the last seven months, about 9000 men, including sailors, marine firemen and marine cooks, being involved; and

Whereas, These union men have, during the last two sailing seasons, been compelled to struggle against conditions, alike detrimental to the service and unbearable by them as men, sought to be imposed upon them by an organization of vessel-owners, known as the Lake Carriers' Association. This struggle really began in April, 1908, by the Lake Carriers' Association declaring for the so-called "Open Shop," and almost immediately followed this action by establishing employment offices, through which all seamen employed by them were to be engaged. The conditions of such engagement being the renunciation of affiliation with any organization of labor. Not feeling satisfied that such renunciations as they obtained were genuine, the shipowners, in a large number of instances, made it a condition of employment that the men already employed, or seeking employment, must make affidavit that they are not now, nor will they be, affiliated with any organization of labor while earning their bread as seamen. Still feeling that men might be willing to make such illegal affidavit in order to continue in employment at times when employment in other avocations was scarce and difficult to obtain, and that, after all, they needed some stronger, and, in their opinion, more enduring means of absolute control over seamen, they sent special representatives to Great Britain, with a view of investigating, and, if suitable to their purpose, employing a system which had been used by the shipowners of that country for the same purpose as they themselves had in view. These representatives returned, and evidently reported that the English Shipping Federation, Limited, had been the means in that country of depriving the seamen of such hope and faith as, for a long time, was sufficient to prevent any efficient organization among them, and at the same time reducing the wages to such figures that it has been found increasingly impossible to induce white men to ship, and as a result 65,000 Chinese and Lascars are now employed on British vessels. The Lake Carriers' Association determined to adopt this system and impose it upon all its maritime employes. The main features of this system are: A certificate of membership in the Shipping Federation, Limited, containing an agreement in writing to serve under any terms and conditions imposed by the shipowner; a registration of name, age, personal appearance, signature, if any visible personal peculiarities, such as birthmarks, scars or other still more effective means of identification; an industrial passport, the holder of which is to be thus identified, and a system of character marks, such as the master of a vessel may choose to give, and upon which future employment or non-employment is to depend. The seamen of the Lakes were made acquainted with the purpose of the Lake Carriers' Association by authorized statements and interviews published in the daily press, concerning a so-called "Welfare plan" which the Lake Carriers proposed to inaugurate, and were informed, from the same source, that it was modeled upon the system employed by the British shipowners. The seamen knew only too well what this system would mean to them, partly from the officials of the British seamen's unions, partly from official documents issued by the British Government, partly because many of them had suffered under it prior to having made their escape from it, and also from confessions made by the manager of the English Shipping Federation, Limited. They knew that all liberty would vanish, and life become unbearable under that system, and therefore, in April, 1909, by a unanimous vote, the seamen decided they would not work on any vessel, the owner of which insisted upon the seamen agreeing to what the shipowners are pleased to call a "Welfare plan." The shipowners had themselves acknowledged it to be a copy of the notorious Shipping Federation. In fact, it is decidedly more vicious than even the English system in this, that the Lake book was to be subject to revocation by any ship's officer at any time for any reason or no reason, such revocation being absolute blacklist and exile from the calling. Not even the ship's owner had the power to return or replace it.

In the struggle which has gone on this season, and which still continues, a large number of the skilled seamen of the Lakes have left the calling, and are liable to be a permanent loss to the merchant marine of the country; human lives have been sacrificed, and damage to property, amounting to millions of dollars, has occurred, owing to the incapacity of the men employed as strike-breakers; and

Whereas, The seamen have now been on strike seven months, and declare it as their determination that they will continue to strike until the shipowners of the Lakes cease their effort to impose the so-called "Welfare" plan upon them; therefore be it

Resolved, By the American Federation of Labor, in convention assembled, that the strike of the seamen on the Great Lakes be endorsed; that they be given the moral support of all organized labor, and that they deserve the active sympathy and support of all liberty-loving men; and further

Resolved, That, as financial support may ultimately be needed by the seamen, the American Federation of Labor hereby pledges such financial aid as the laws provide and the Executive Council may approve.

In these terms the American labor movement places itself on record as approving the strike of the seamen on the Great Lakes and pledging its support in the continuance of the strike, should that course be necessary. The seamen of the Great Lakes are thus assured of the means to carry on their struggle against the Lake Carriers' Association and its nefarious "Welfare" plan, even should the struggle continue throughout another season.

So far the strike on the Great Lakes has been maintained entirely upon the resources of the organized seamen of the country, and these resources have as yet been hardly more than tapped. While it is unlikely that assistance from other crafts will be needed, it is none the less gratifying to know that such assistance will be forthcoming should the strike be unexpectedly prolonged. The resolutions adopted by the American Federation of Labor afford moral as well as material encouragement, thus strengthening the purpose of the Lake seamen's unions in their opposition to a movement which, if successful, would degrade them beneath the level of Middle Age serfs.

The Pacific District will be well represented at the convention of the International Seamen's Union of America in New York. With a single exception, every local on the Coast has elected delegates. The Pacific delegates are as follows: Sailors' Union of the Pacific, Andrew Furuseth, Harry Ohlsen and E. A. Ericksen; Marine Firemen, Oilers and Water-Tenders, Edward P. Flynn, Joseph Connolly and William Meehan; Marine Cooks and Stewards' Association, Dan Fulton; Alaska Fishermen's Union, I. N. Hylen. In the hands of these well-known comrades the interests of the Pacific District and of the International at large are safe.

The JOURNAL is informed that the efforts of Comrade George C. Bodine, New Orleans agent of the Atlantic Coast Seamen's Union, have been highly successful in bringing about a reform in the manner of paying off the Gulf dredgemen employed by the Government. Comrade Bodine has received the following notice from the War Department: "The Engineer Officer in New Orleans has been instructed to modify the method of payment in such manner as to remove, so far as possible, the cause for complaint in this matter." We congratulate Comrade Bodine, the dredgemen and the War Department upon the outcome.

The fact that not a single life was lost in the total destruction by fire of the steamer St. Croix affords another striking contrast of the results in such instances, when the vessel in question is manned by competent seamen, as compared with the usual result when vessels are manned by "roustabouts."

Every demand for the union label is a blow struck for the cause of the labor movement. What is more, it is a blow that can't hit back. Demand the union label on all products!

A. F. OF L. CONVENTION.

(Continued from Page 2.)

print for the wrongs that need resistance and the cause that needs assistance.

There is no persecution, no injustice, to a great movement but if met in the right spirit bears its harvest of good. In this case the tremendous popular indignation at the attempt to abolish the right of free press and free speech brings our union members into closer relations and more in sympathy with each other throughout the country, and, more than that, it brings to the attention of the people as a whole the noble aspirations and the splendid achievements of the labor movement in behalf of right, justice, and humanity.

Out of this attempt to seal the lips of the men of labor I believe will come good.

We know that the people of our country and the labor movement will be found united in patriotic protest against any curtailment of the liberties for which our forefathers struggled in order that we might be free.

We have come too far in the march of human progress for any set of influences to drive us back into slavery.

I see a silver lining to the clouds and a bright star of hope in the heavens, and I see ultimately the spirit of humanity, justice, and the brotherhood of man obtaining in the minds and hearts of the people of the country. Like Jefferson, I am willing to trust the people, and I have a certainty of their final triumph.

Department of Labor.

In my report to the convention of the American Federation of Labor at Boston, in 1903, I said that "a law was enacted creating a new department of government, known as the Department of Commerce and Labor, with a Secretary as its chief officer, who is a member of the President's Cabinet. Under the law several departments and bureaus were detached from other departments of the Federal service and were placed under its jurisdiction. Among the departments transferred was the Department of Labor, which was independent from any other department and is now designated as a bureau.

The committee having this subject under consideration expressed its regret that the Department of Labor was absorbed in the new Department of Commerce and Labor.

The American Federation of Labor adopted the following:

"Resolved, That the American Federation of Labor, through its Executive Council, devise means and put into execution some plan whereby the incoming national administration and the Congress may be urged to consider the advisability of establishing a department of labor and the merging of the bureaus alleged to be in the interest of American citizens who are, or desire to be, employed as tradesmen, artisans, mechanics, and laborers, and that, if necessary to accomplish this result, a committee, geographically selected, be hereafter appointed by the President to assist in advancing this and other approved measures.

"Resolved, That each general and local organization embraced in the American Federation of Labor be requested to promote the plans agreed upon in this connection, and make appeals to their representatives in Congress to favorably consider and advocate through this means an aid to peace, prosperity, and patriotism."

The committee to which this report was referred made the following recommendation, which was unanimously adopted by the convention:

"We indorse the views of the President upon the desirability of establishing a department of labor, with a Secretary having a seat in the President's Cabinet."

This demand for a department of labor, independent of any other department under the Government, with a Secretary at its head, has been the unanimous declaration of the organized labor movement of our country time and again. It was at the urgent insistence of organized labor that the Department of Labor as it was primarily constituted was created, which was afterwards bereft of its individual function by the law merging it with the Department of Commerce and Labor. The labor forces and labor interests are of so vast and comprehensive a character that a department devoted entirely to the many questions and problems so intimately associated with it, the Secretary at the head of that department having an intelligence of and sympathy for the duties involved, a Secretary who will be at the council table of the President's Cabinet to give advice and counsel, and to speak the right word at the right time, is one of the growing, important necessities of our great industrial development. I therefore recommend that the convention again express its judgment upon this matter in a resolution properly considered and formulated.

Ship Subsidy Bill.

The special interests and prospective beneficiaries of this vicious and mercenary "special class legislation" are active on this proposition; in fact, they never sleep. When this bill was supposed to be quietly resting in the pigeon-holes of the committee room, during the closing days of the 60th Congress, it surprised the members when the "interests" which would be benefited by the enactment of the bill made a vigorous effort to muster strength enough to pass it through the House as the Senate had passed it in the first session, but the opposition which we aided in mustering against it was sufficient to prevent the iniquitous features of this bill, with its odious contemplated conscriptive features from being at this time foisted upon the American people.

It is necessary to be very alert on this subject, because of the adroitness of its advocates. They are now trying to foster public sentiment in favor of a "mail subsidy," in order to have the principle of "subsidy" established. Once a measure reaches that stage it will be less difficult to amend the original law and saddle upon it all the vicious clauses affecting labor, particularly our seamen.

See that your congressional representatives all understand that you are actively and positively opposed to it, or to any bill of that character which proposes to take public funds for private gain. It is one of the most vicious pieces of "favored class" legislation that is possible to devise.

The Boycott—Judicial Opinion.

While the discussion of greater issues in the past year has tended to relegate to the background such rights as that of the boycott, yet I should be recreant in my duty were I to remain silent upon that subject, and thus, perhaps, strengthen an impression which has been assiduously given out by our opponents, that the boycott—that is, the right to withdraw patronage, to bestow it upon whom we please—has been withdrawn from the workers of the country during the legal proceedings in relation to the injunction secured by the Buck's Stove and Range Company.

It will be remembered that the injunction was sought primarily to restrain the people in their right to quit buying Buck's stoves and ranges. It over-reached itself so far that the right to freedom of speech and press became involved. However, no consideration of the injunction has been possible by the courts without taking up the principle involved in the boycott.

We have always held, and we still hold, that the workers, or any of the people, have the right to withhold or to bestow their patronage as they choose; that they have the right to advise friends and sympathizers of this action and of the reasons therefor. It is hardly necessary to state that in the case of the workers the unfair attitude of the dealer in question has always been the reason for withdrawal of patronage. It has been made clear that he refused to pay the standard rate of wages and to agree to other equitable conditions which the workers seek through their organizations, and hence the withdrawal of patronage. The boycotts declared by other citizens have sometimes been placed for other reasons, and they can safely be left to a defense of their own actions. I only wish to point out in passing that the boycott is by no means a weapon used by the workers alone. It is one of those inalienable rights which are at times used by all people. The right to withhold or bestow patronage is one of those things which can neither be enjoined, forbidden, nor punished.

Upon the workers and their organization, however, was made the attempt to have the boycott declared unlawful and a conspiracy, and hence, subject to judicial decree and punishment.

In connection with the decree rendered by the Court of Appeals of the District of Columbia greatly modifying the original injunction issued by Justice Gould in response to the petition of the Buck's Stove and Range Company, the following judicial opinions on the boycott should receive especial attention. It is not that they enunciate anything new or different from the views held and declared by our Federation, but it is a marked step in advance when a judge here and there shows by his opinion that he has escaped from the shades of mediaevalism and has given to modern industrial conditions the reasonable and logical study which they require.

Justice Van Orsdel, in speaking of the boycott, says in his decision modifying the Buck's Stove and Range Company injunction:

"I conceive it to be the privilege of one man, or a number of men, to individually conclude not to patronize a certain person or corporation. It is also the right of these men to agree together, and to advise others, not to extend such patronage. That advice may be given by direct communication or through the medium of the press, so long as it is neither in the nature of coercion or a threat.

"As long as the actions of this combination of individuals are lawful, to this point it is not clear how they can become unlawful because of their subsequent acts directed against the same person or corporation."

Again he says:

"It is not unlawful for citizens to organize together for any of the main purposes for which the American Federation of Labor exists. It is not unlawful for that order to have an official organ; it is not unlawful for that organization, through the medium of that organ to express freely its opinion as to the fairness or unfairness with which certain employers deal with their employes; and it is not unlawful for the paper to contain advice to the friends of labor not to patronize such employer.

"Again, we do not assume that it will be con-

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Nov. 22, 1909.
Regular weekly meeting was called to order at 7:30 p. m., Paul Scharrenberg presiding. Secretary reported shipping rather slack. A committee was elected to prepare the ballot for the semi-annual election of officers.
E. ELLISON, Secretary pro tem.
44-46 East St., Phone Kearny 2228.

Vancouver, B. C., Nov. 15, 1909.
Situation fair.
JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, Nov. 15, 1909.
Shipping fair; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Nov. 15, 1909.
Shipping dull.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Nov. 15, 1909.
No meeting; no quorum. Shipping and prospects slack.
WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Nov. 16, 1909.
Situation unchanged.
WM. GOHL, Agent.
P. O. Box 62. Tel. 225.

Portland, Or., Agency, Nov. 15, 1909.
Shipping slack; prospects uncertain.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Nov. 15, 1909.
No meeting; no quorum. Shipping slack; prospects uncertain.
JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Nov. 15, 1909.
Shipping slack; prospects uncertain. Harry Cook was elected Agent pro tem during the absence of Harry Ohlsen.
H. OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, Nov. 9, 1909.
No meeting; no quorum. Shipping and prospects poor.
CHAS. SORENSEN, Agent.
Cor. Queen and Nuuanu Sts. P. O. Box 314.

MARINE COOKS' AND STEWARDS' ASSOCIATION.

Headquarters, San Francisco, Cal., Nov. 18, 1909.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping dull. Voting for officers for the ensuing term was proceeded with. Dan Fulton was declared elected delegate to the convention of the International Seamen's Union, which will convene in New York on November 29, 1909.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Nov. 11, 1909.
Shipping slack. Plenty of men ashore.
LEONARD NORKGAUER, Agent.
P. O. Box 1335. Phone Sun Main 2233.

San Pedro Agency, Nov. 15, 1909.
Shipping slow. Plenty of men ashore.
ED. BARRY, Agent.
P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Nov. 15, 1909.
Shipping slow. General situation decidedly encouraging.
ALEX. McKECHNIE, Acting Secretary.
674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Nov. 16, 1909.
Shipping fair; prospects uncertain.
WM. H. FRAZIER, Secretary.
1½A Lewis St.

DIED.

Carl Kelsen, No. 647, a native of Norway, aged 45, died at Honolulu, H. T., on Nov. 13, 1909.

Christian Larsen, No. 212, a native of Norway, aged 42, died at Los Angeles, Cal., on Nov. 21, 1909.

Alexander Mattson, No. 1657, a native of Sweden, aged 35, died on the steamer Senator, at Port Costa, Cal., on Nov. 18, 1909

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

ELWOOD RAMS POE LOCK.

On Wednesday, November 10, the Steel Trust steamer Isaac L. Elwood, manned by a scab crew, rammed the Poe lock at Soo and put it out of commission. The vessel was bound down with ore for Lake Erie and approached the upper gates of the lock under steam. Captain C. H. Cummings, of the Elwood, declares that as he approached the lock entrance he signaled his engineer to back the engines, but that instead he started them full speed ahead. Captain Dolsen, of the Government tug Noble, which was near the Elwood, corroborates Captain Cummings' statement. According to a statement of Engineer Floyd E. Lyons, chief engineer of the Elwood, the blame is due to the fact that he had not enough steam to properly handle the boat and not due to his misunderstanding of signals, as claimed by the captain. After the accident, when asked why he did not back her when told to do so, he replied: "A boat has no business coming into the canal with only one boiler in commission and not enough steam to properly handle her. I did back her, but she did not have enough steam to check her speed."

Think of this statement of Engineer Lyons! Only one boiler in commission, and not enough steam on that to handle the vessel! Truly a deplorable state of affairs. The engineer, I feel sure, tells the truth in that respect. With a fire-room crew of farmers' boys, or perhaps Italians or other foreigners, who speak or understand no English, the engineer probably was compelled both to fire his boiler and run his engine. The way of the strike-breaker is hard.

Lyons' first command is the Elwood. He was appointed to one of the little fellows last spring as his first command, but Levi Walder, chief of the Elwood, refused to scab and Lyons was hurried to South Chicago to take the vessel. Lyons was second engineer of the Princeton in 1908.

The wreck of the Poe lock is the second accident of the kind this year, both caused by scab vessels. The steamer Perry G. Walker, of the Gilchrist fleet, was the offending ship on the former occasion. She rammed the Canadian lock, and, with the Crescent City and another boat, was swept down the lock at terrific speed.

SPEEDY RESCUE WORK.

The crew of the steamer Alcona report that as she was towing the schooner Maringo in Lake Huron, some days ago, one of the crew of the Maringo was accidentally knocked overboard. Both vessels were running full speed at the time. The crew lowered the yawl and went to the rescue. The Alcona turned at full speed and picked up the boat's crew. The boat was lowered, rescued the sailor, and was back on board in just twenty minutes. Good work, boys! I would like to see a "Farewell" crew try that stunt. W. H. JENKINS.

Conneaut, O.

Demand the Hatters' label when buying a hat.

HEIGHT OF LAKES.

The United States Lake Survey reports the stages of the Great Lakes for the month of October, 1909, as follows:

Lake Superior, 602.31 feet above tidewater, New York; Lakes Michigan-Huron, 580.38 feet above tidewater, New York; Lake Erie, 571.79 feet above tidewater, New York; Lake Ontario, 245.84 feet above tidewater, New York.

Lake Superior is 0.08 foot lower than last month, 0.28 foot lower than a year ago, 0.82 foot below the average stage of October of the last ten years, 1.23 feet below the high stage of October, 1902, and 0.48 foot above the low stage of October, 1892. It will probably fall about 0.1 foot in November.

Lakes Michigan and Huron are 0.44 foot lower than last month, 0.51 foot lower than a year ago, 0.43 foot below the average stage of October of the last ten years, 2.66 feet below the high stage of October, 1885, and 0.91 foot above the low stage of October, 1895. They will probably fall about 0.2 in November.

Lake Erie is 0.59 foot lower than last month, 0.52 foot lower than a year ago, 0.33 foot below the average stage of October of the last ten years, 2.91 feet below the high stage of October, 1885, and 0.99 foot above the low stage of October, 1895. It will probably fall about 0.3 foot in November.

Lake Ontario is 0.44 foot lower than last month, 0.60 foot lower than a year ago, 0.17 foot above the average stage of October of the last ten years, 1.10 feet below the high stage of October, 1883, and 2.17 feet above the low stage of October, 1885. It will probably fall about 0.3 foot in November.

VESSEL OFFICERS SUSPENDED.

The sinking of the big steel steamer John B. Cowle by the steamer Isaac M. Scott, during thick weather off Whitefish Point, Lake Superior, July 12 last, has resulted in the suspension of three officers.

After thorough investigation of the collision which cost the lives of fourteen of the crew of the Cowle, the Marquette Steamboat Inspectors have suspended Captain W. G. Rogers and Pilot Edmund E. Carleton, of the steamer Cowle for thirty days each, and Pilot F. W. Wertheimer, of the Scott, for twelve months. Captain McArthur, of the Scott, is not included, and it is inferred that he was not on duty at the time of the collision.

Pilot Wertheimer is charged with disregarding Rules 2 and 15 of the Pilot Rules for the Great Lakes, Captain Rogers and Pilot Carleton are declared guilty of infraction of Rule 15.

The steamer Scott was bound up without cargo, and on her maiden trip after coming out of the shipyards. The Cowle was bound down with ore.

The Scott cut the Cowle almost in two, and the latter went to the bottom in three minutes, taking fourteen men to watery graves. The captain of the Cowle was picked up by another steamer.

Demand the union label on all purchases.

TWO STEAMERS ORDERED.

H. S. Wilkinson, L. C. Smith and their associates of Syracuse, N. Y., have made a big addition to their fleet of steel freighters. They closed a deal with the Toledo Shipbuilding Company recently for two modern steamers.

The deal includes the 9,000-ton stock boat now under construction at the yard of the shipbuilding company at Toledo and the steamer Denmark, which came out last season. The Denmark, which has a carrying capacity of 9,000 tons, was ordered by Cleveland parties and was built at Toledo.

The deal for the steamer did not work out as planned and the Denmark has been operated by Pickands, Mather & Co. for the shipbuilding company since she came out.

The new boat, which it was announced was for Eastern parties, will be a duplicate of the steamer John Dunn Jr. She will be 524 feet over all, 504 feet keel, 58 feet beam and 30 feet deep. She will be completed and ready for business by the opening of navigation in 1910.

Messrs. Wilkinson & Smith, who are at the head of a number of transportation companies, will have twenty steel steamers next season. It has not been decided which of the companies will operate the steamer Denmark and the new boat.

The price paid for the two steamers was not given out. The United States Transportation Company is the operating company for all the lines in which Messrs. Wilkinson & Smith are interested.

WRECKING TUG FAVORITE.

The Favorite is without question the greatest wrecking machine on the Lakes, and is equipped to handle the most difficult jobs. She has already established a wonderful record in the way of saving ships that were almost given up as totally lost.

The Favorite was built in Buffalo and came out in the spring of 1907. She is 180 feet length of keel, 43 feet beam, and 19 feet 6 inches in depth. She is of steel construction, including her houses, and she has ballast tanks to allow the water draft desired under all circumstances. She has triple expansion engines and Scotch boilers. She carries the largest size towing machine, with 1,800 feet of two-inch wire towing cable. She has a power launch with 25-horse power engine, an electric searchlight, and steel derrick with sixty feet boom to handle her automatic bucket, carrying three tons of ore. She also has a stationary air compressor, a machine shop, pneumatic drills and hammers, a blacksmith's forge, hydraulic jacks, a power saw mill to cut timber and blocking, steam pumps, and everything needed in wrecking jobs, including a carload of Portland cement.

The steel tower for the new light on the north pier entrance to Duluth harbor is in course of erection under the supervision of the United States engineers. The tower, when completed, will be about eighty feet high and ten feet in diameter at the base. The tower tapers slightly. The color of the light is yet to be determined.

FOUR NEW FREIGHTERS.

J. C. Wallace, President of the American Shipbuilding Company, recently announced that he had closed a contract for four more big steel freighters. This brings the number up to thirty for the year, a marvelous record for a shipbuilding concern on the Great Lakes, especially when the fact is taken into consideration that there is enough tonnage now on the Lakes to carry down fifty million tons of ore in a season.

The four latest steamers for which President Wallace has contracted are like some of those announced earlier in the season for "Southern furnace interests," the prospective owners not being ready to have their names made known at this time. The ships will be 524 feet in length by 54 feet beam and 30 feet in depth. They will have triple-expansion engines and Scotch boilers, and will be of the latest modern construction. They will cost $1,250,000 and will be ready for delivery early next season.

One of these ships will be built at the Globe yards, in Cleveland; one at Lorain, one at West Superior and one at Wyandotte.

The American Shipbuilding Company has already completed ten steel ships during the past year, and the recent contract for four more brings the number yet to be built for which contracts have been signed up to twenty. This will keep big forces of men busy at the various yards.

OPPOSES BOND ISSUE.

James Davidson, the Bay City millionaire shipbuilder, in Judge Murfin's court at Detroit on November 11, protested against a $750,000 bond issue of the Great Lakes Engineering Works.

In 1907, Davidson took a bond issue of $500,000 of the company at 85 cents on the dollar. An agreement was made that the company could make another bond issue of $750,000 the next year, and that Davidson would turn in his $500,000 worth of bonds for $500,000 worth of the new issue. That he would probably take the whole $750,000 himself, was also asserted by him.

That the company was to have a value of three times the bond issue was also a part of the contract. Now Davidson refuses to consent to the second bond issue on the grounds that the second issue was not made the next year and that the company cannot show a value three times that of the bond issue.

The Great Lakes Company filed in the county clerk's office a notice that the capital stock had been increased from $1,500,000 to $2,500,000, and that $750,000 of the $1,000,000 increase had already been subscribed.

Unable to bear the humiliation of watching launches pass him in the night, "Admiral" Tim Keane, commander of the Government launch Mah-Na-Bee-Zee, has made an addition to his craft that he expects will increase her speed.

The propellor of the little launch has been enlarged, and Keane says she will make eighteen miles an hour. Inasmuch as this is considerably better than the average speed boat on the Detroit River, it is expected that the recalcitrants who refuse to obey the navigation laws will be speedily overhauled and arrested.

REPAIRING POE LOCK.

The work of pumping out the Poe lock, which was put out of business by the steamer I. L. Elwood on November 10, by ramming the upper gate and demolishing the south half of the gate, was commenced immediately.

Superintendent Sabin was warned not to make any statement as to when repairs would be completed, but it was thought that it would take at least six days to do the work. It is planned to replace the main gate, which was damaged, with one of the guard gates.

The steamer I. L. Elwood of the Pittsburg Steamship Company, bound down with ore, rammed the upper gate of the Poe lock in the Sault Canal, demolishing the south leaf of the gate and probably placing the big lock out of commission for the rest of the season.

A repetition of the Canadian lock accident which occurred earlier in the season was prevented by the fortunate circumstance that the lower gates were closed when the Elwood crashed into the upper one. Consequently there was no damage to the lock except to the upper gate.

TO RAISE STEAMER.

The Reid Wrecking Company, of Port Huron, has undertaken the raising of the sunken steamer George Stone, which foundered on Grubb's Reef in Lake Erie, on October 12. Captain Reid predicts that a successful job can be made of it, and states that a few days only will be consumed if favorable weather prevails.

The wrecker Manistique has been at work on the Stone for some time past and has recovered almost 2,000 tons of her cargo of coal. This has all been taken to the Reid docks at Sarnia. Tom Reid with two divers went to the wreck last week and made a general examination. The vessel was found to be in good condition, outside of the big break amidships, and it is thought that she can be easily taken to the drydock at Port Huron. A bulkhead will have to be built in the forward section.

The crew of the Manistique reports that the Stone is lying on the bank with a few feet list, but both sides out of the water. The lightering of the coal cargo raised her considerably. The after part of the vessel and her cabin are in excellent shape.

PROPOSED NEW CANAL.

Freight by canal from Chicago to Toledo is the ultimate purpose of the Toledo, Fort Wayne and Chicago Deep Waterways' Association, which held a convention in Fort Wayne on November 10 and 11. Chicago, Cleveland, New York, Cincinnati, Toledo, Defiance and other cities sent delegates.

The proposed Michigan and Erie Canal as planned from Chicago through Fort Wayne to Toledo, would be 270 miles long, or 400 miles shorter than the present all water route from Chicago to Toledo by way of the Great Lakes. The estimated cost is $100,000,000.

It is said that the projected canal would lower freightage on grain shipped from Chicago to Toledo and thence through Lake Erie and the Erie Canal and the Hudson River to New York City.

INFORMATION WANTED.

Frank Donnelly is inquired for by his mother, Mrs. Eva Donnelly, 1317 Clark St., Racine, Wis.

Donald McIver, No. 19060, Lake Seamen's Union, Buffalo, June 28 and July 8, is enquired for by I. H. McDonald, Walkers, Ont.

Comrade William Burke, of the Marine Firemen, Oilers and Water Tenders of the Great Lakes, is enquired for by his sister, Miss Ella Burke, Little Falls, New York.

Wm. A. Nicholson, No. 13,156, Lake Seamen's Union, is inquired for by his sister, Miss Alice Nicholson, 356 Lake street, Oak Park, Ill.

Millard McLeod, No. 22582, Lake Seamen's Union, is inquired for by his mother, Mrs. D. A. McLeod, Box 475, Sterling, Kansas.

Otto Moberg, No. 15092, Lake Seamen's Union, is inquired for by his sister. Address care of G. M. Gunsteens, 143 Seigle street, Chicago, Ill.

Mrs. D. Ingraham, N. Mentor, Ohio, inquires for her son, Daniel Ingraham, No. 7373, Lake Seamen's Union. Any one knowing his whereabouts please communicate with the above address.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

Albert Appenyella, sometimes known as Albert Zellers, supposed to be a seaman and a dredgeman, is inquired for by his sister, Anna Goodmiller, 806 E. Wood St., Decatur, Ill.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

674 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.

TOLEDO, O.....54 Main Street
Phone Bell 1890.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.

SUPERIOR, Wis.....213 Banks Avenue
Telephone, Old Phone, 4428 L.

BAY CITY, Mich.....108 Fifth Avenue

OGDENSBURG, N. Y.....70 Isabella Street

KINGSTON, Ont., Canada.....(Box 96) King Street

ERIE, Pa.....305 French Street
Telephone Bell 682.

CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.

SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.

SANDUSKY, O.....510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Mich.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

A. F. OF L. CONVENTION.

(Continued from Page 7.)

tended that a citizen has not perfect freedom to deal with whom he pleases, and withhold his patronage for any reason that he may deem proper, whether the reason be one originating in his own conscience, or through the advice of a neighbor, or through the reading of an article in a paper. Neither would it be unlawful for such citizen to advise another not to deal with a person with whom he has concluded not to continue his patronage. If this advice may extend to one, it may to a hundred; and the thing done will not be actionable so long as it is an expression of honest opinion and not slanderous, however much the intercourse between this citizen and his neighbor may operate to injure the person against whom the advice is directed. As long as confined to a mere expression of opinion as to the fairness or unfairness of a business transaction, it is not actionable."

In another portion of his opinion he says:

"So long, then. as the American Federation of Labor, and those acting under its advice, refused to patronize complainant, the combination had not arisen to the dignity of an unlawful conspiracy or a boycott."

It is to be regretted that the whole opinion can not be quoted here. The extracts are given, not with any desire to detach them from the accompanying text of the opinion, but in order to call attention to some of the more important remarks in regard to the use of the boycott. And it must be borne in mind that the opinions just quoted are from the judge who voted to sustain the injunction, though in modified form.

Justice Shepard dissented from his colleagues in that he believed that the right to boycott should be conceded to the following extent:

"I can not agree to the terms of the decree as modified. In my opinion, it should be modified so as to restrain the acts, only, by which other persons have been, or may be coerced into ceasing from business relations with the Buck's Stove and Range Company; but so as not to restrain the publication of the name of that company in the 'We Don't Patronize' columns of the American Federationist, no matter what the object of such publication may be suspected or believed to be.

. . . . . .

"One person may not only cease to labor for another without liability to action, but may also cease or decline to further purchase his goods, or to have any business relations with him.

"This being lawful for one person to do, does not become unlawful when two or more persons, impelled by a like motive, voluntarily agree to do the same thing. Consequently, the persons composing the organization of the Federation of Labor had a legal right to agree together not to purchase the goods of the Buck's Stove and Range Company. Refusing to purchase those goods does not constitute a 'boycott' in the legal sense.

. . . . . .

"So long, therefore, as the members of the Federation of Labor contented themselves with refusing to purchase the goods of the Buck's Stove and Range Company from it or from others their combination was not illegal."

It is regrettable that, although expressing opinions like these quoted, so in harmony with all principles of justice and right, all three justices of the Court of Appeals seemed not to have informed themselves as to the facts relating to the boycott in question. They all assumed wrongly that there had been "conspiracy" or "coercion" in order to force innocent, timid parties against their will to cease dealing with a firm. It is well-known to all men of labor that such tactics have never been used; had they been attempted our Federation would be the first to call a halt and to endeavor by every means in its power to punish such action and to dissuade those mistaken from attempting such a course; but the general public has been misled and some portion of it at least made to believe in the bugaboo of "conspiracy" in relation to a concerted withdrawal of patronage.

It is necessary that our members should take pains to inform the general public of this judicial expression of opinion. It should be given the widest possible circulation.

The fight must continue to uphold the right to boycott not because the workers have any particular love for the boycott. Indeed, they have no more love for the boycott than for the strike. Both are extreme measures of defense forced upon the workers by unjust conditions. The workers fully realize that the boycott and the strike are means to be used to maintain their rights and promote their welfare when seriously threatened by hostile, greedy, and unfair employers when no other remedy seems available. It is not the strike or the boycott itself which matters so much, as the recognition of the lawful right to employ either or both when necessary.

With the boycott cleared of wrongful charges and misapprehension and recognized as a lawful right, we will find its use diminishing. It will be a power held in reserve and used only when no other remedy is adequate.

Labor's Political Action.

Naturally, during the present year, there has been some lull in the political activities of the country because there has been neither an immediate Presidential nor Congressional election to stir the minds of the people. The need for adequate remedial, definitive, and protective legislation, both State and National, is, however, as great as when I had the honor to submit to you my report a year ago. At that time we had barely emerged from the throes of a Presidential election. It was difficult to estimate to what extent our political powers as workers had been exercised. It was not possible then to ascertain many encouraging facts which have since been verified. We know that at least 6,000,000 votes were cast for the principles espoused by labor, particularly in reference to the remedy from the abuse of the writ of injunction, to trial by jury and to the full and free legal right of existence of the workers' organizations. That so large a number of citizens as stated expressed their sentiments by their votes is conceded even by our opponents. I may add that I have had statements from some of the leaders of the political party which for the time being at least made our cause its own that the votes of the workers alone saved that party from utter, crushing oblivion. It is my belief, and that of those qualified to judge, that at least 80 per cent of organized labor's forces voted in accordance with the recommendations of our Federation. It will never be known to what extent coercion and trickery prevented the registry of a still larger vote of those who believed with us and who desired to stand with us.

During the past year this subject was most earnestly discussed and every possible forward step taken in the definition and assertion of labor's political as well as economic power. Our conventions have asserted this whenever opportunity presented itself. I take from a number of quoted declarations of the American Federation of Labor, contained in the report I had the honor to submit to you at the last convention, a few as follows:

In 1895 the New York convention declared:

"That the American Federation of Labor most firmly and unequivocally favors the independent use of the ballot by the trade-unionists and workingmen, united regardless of party, that we may elect men from our own ranks to make new laws and administer them along the lines laid down in the legislative demand of the American Federation of Labor, and at the same time secure an impartial judiciary that will not govern us by arbitrary injunctions of the courts, nor act as the pliant tools of corporate wealth.

"That as our efforts are centered against all forms of industrial slavery and economic wrong, we must also direct our utmost energies to remove all forms of political servitude and party slavery to the end that the working people may act as a unit at the polls at every election."

In 1896 the Cincinnati convention reaffirmed that declaration.

At the 1899 Detroit convention the following was adopted:

"Resolved, That this Federation recommend that the various central and local bodies of labor in the United States take steps to use their ballots, their political power, on independent lines, as enunciated in the declaration of principles of the American Federation of Labor."

Another declaration of the American Federation of Labor is as follows:

"The American Federation of Labor is not partisan to a political party; it is partisan to a principle, the principle of equal right and human freedom."

At Denver last year the convention adopted the following:

"In commenting upon this statement of the president, we feel that he has gone to his fullest limit, physically and mentally, in carrying out the mandates of the previous conventions of the American Federation of Labor, as well as the conclusions reached by the conferences of the representatives of the national and international unions held in the city of Washington, D. C., in the years of 1906 and 1908, and we agree with the president when he says that the campaign as carried on by the American Federation of Labor was on a high plane; that the educational features are bound to be of lasting benefit, and that a great moral victory has been won.

"We recommend that the policy be continued and that every effort be made to bring the principles for which we contended and for which we shall continue to contend, not only to all members of the labor movement, but to all friends and adherents of popular government."

In accordance with the above instructions I made the following recommendations to the meeting of the Executive Council in April this year and they were endorsed:

"In connection with the subject of legislation, I beg to suggest that inasmuch as there appears to be little disposition on the part of Congress, particularly in its present make-up, to give the relief that we should have from the decision of the Supreme Court of the United States in so far as concerns the Sherman Anti-Trust Law, relief from the abuse of the writ of injunction, or to enact legislation for the extension of the Eight-

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.
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Headquarters:
SAN FRANCISCO, Cal., 44-46 East St.
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ABERDEEN, Wash., P. O. Box 62.
PORTLAND, Or., 51 Union Ave.
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LA CONNER, Wash.
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ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
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COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.
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Headquarters:
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Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

Hour Law, for the protection of seaman's rights, or for the regulation of convict labor, etc., I recommend that we urge upon organized labor and all reform forces to begin an agitation and to organize so as to be prepared to take action in the next Congressional election. In centering the effort of labor and its friends upon Congressional and State legislative action, we shall be following the direct instructions of a number of conventions of the American Federation of Labor, emphasized by the direction of the Denver convention."

It is encouraging to be able to state that our reports from organizers in many sections of the country show that such activity is already manifested, and with excellent results, in local and State affairs. I would most earnestly urge that our members and friends endeavor to make the utmost use of their economic and political power.

We must be partisan for a principle and not for a party, but we must make manifest the fact that we have political power and that we intend to use it; otherwise the ballot will become an impotent weapon. Our members and friends can not expect that the officers of the Federation can impress either upon political parties or upon Congress the demands of the workers for justice and right unless those workers themselves have shown sufficient interest in the use of their political power as to make it clear that they are the potent force behind their chosen officers and representatives. The potency of the ballot begins in the primary, independent of a party, and there the workers must begin to assert their adherence to labor's principles and demands. There the workers make of themselves an educational force. They must endeavor to draw with them those unorganized, perhaps, or who have not yet become familiar with the legislation which is needed.

Let us restate that there can be no coercion of any man along party lines. Labor must learn to use parties to advance our principles, and not allow political parties to manipulate us for their own advancement. The distinction is easily understood and readily carried into effect. If each worker as an individual uses the ballot for the advancement of the principles for which labor stands and has declared there will be no question in future as to the power of labor to achieve its just demands; political apathy and partisan adherence will weaken; political activity and partisanship for labor's principles will bring strength and success. The activity, the loyalty of the workers in every part of the country is what we need in order that our political power may be used harmoniously with our economic efficiency. The time is now for emphatic declaration and positive, practical preparation for action.

Hatters' and Steel Workers' Strikes.

During the year two trade contests of considerable importance occurred—the United Hatters of North America and the Amalgamated Association of Iron, Steel, and Tin Workers. That in the hat trade was more in the nature of a lockout inaugurated by the Hat Manufacturers' Association, which is part of and whose attitude was endorsed by the National Association of Manufacturers. Ostensibly it was a concentrated effort of the hat manufacturers of the country to discontinue the use of the union label; in fact, it had for its purpose the reduction in wages and the imposition of onerous conditions. The United Hatters of North America resolved to resist. On January 14, 1909, the 59 hat manufacturers of the association in the United States closed down their establishments, their workmen striking against the conditions sought to be imposed.

The United Hatters of North America exhausted their funds in the payment of benefits of their members and to those other workers involved in the contest though not members, and submitted to me an appeal for financial assistance, which in turn was submitted to the Executive Council, who approved the levying of three one-cent assessments upon the members of all affiliated organizations. That levy yielded $41,852.59, and was turned over to the organization.

Subsequently the Executive Council approved and sent broadcast a circular appeal for voluntary financial assistance and the voluntary contribution of 10 cents per member upon certain days. After the contest had been prolonged eight months, thirty manufacturers came to agreement with the union and re-established the former good relations existing before the contest. Since then fourteen other manufacturers have come to agreement with the union, and the information has been given me within this past week that the prospects of the final termination of the struggle are good, and this long-drawn-out battle for labor's rights has resulted in an honorable and advantageous adjustment.

The strike of the Iron, Steel and Tin Workers was inaugurated July 1st. It was in protest against the company's order declaring for the so-called "Open Shop" and a reduction in wages. Union and non-union workmen made common cause in protesting and striking. Before leaving on the European trip I had a conference with President McArdle of the Amalgamated Association of Iron, Steel and Tin Workers, when he related the deep indignation felt by the workers in the industry, and that the strike would be inevitable when the company's order would go into effect. In anticipation, I made arrangements so that our Federation through its officers and organizers and such other assistance as we could give, would be helpful to the men and the organization engaged in the contest. In some instances victory has been achieved for the workers; in others the struggle is still on.

SECRETARY MORRISON'S REPORT.

Among the most important features of Secretary Morrison's report are the following:

Receipts and Expenditures.

It is with much pleasure that I report at the close of this fiscal year $167,303.46 in the treasury, the high-water mark in the history of the American Federation of Labor. Of the amount on hand $115,877.14 is in the defense fund for local trade and federal labor unions, and can be used for strike benefits only in the case of a strike or a lockout of the members of these local unions. The balance, $51.426.32, is in the general fund. Of that fund $12,767.21 is available for general expenses of the American Federation of Labor. The balance, $38,659.11, is divided as follows: In the fund created by the one-cent assessment levied by the Executive Council, in accordance with the recommendation of the Norfolk convention, for the purpose of placing organizers in Los Angeles, Cal., and other cities, to offset the efforts of the Manufacturers' Associations to disrupt labor unions, $220.75; in the fund created by the one-cent assessment levied by the Executive Council, in accordance with the recommendation of the Norfolk convention, to be used for the legal defense of the officers and members of the American Federation of Labor, in injunction suit, $413.99; in the fund created by the moneys received in response to the appeal issued by the Executive Council to the local unions affiliated to the American Federation of Labor, for appropriations to be used for the legal defense of the officers and members of the American Federation of Labor, in injunction suit and contempt case, $38,024.37.

The total receipts from all sources are $232,-377.64; the total expenses are $203,702.07; leaving a balance of receipts over expenses of $28,675.57.

Charters Issued and Revoked.

During the twelve months ending September 30, 1909, fees have been received for 176 charters issued to National and International, Department, State, Central, Local Trade and Federal Labor Unions. Of this number three were granted to the following Internationals: Operative Plasterers' International Association of the United States and Canada; Brotherhood of Railway Clerks; International Brotherhood of Pulp, Sulphite, and Paper Mill Workers of the United States and Canada. Two Departments as follows: Railroad Employes' Department and Union Label Trades Department. Two State Branches as follows: Nebraska and Wyoming. Forty Central Bodies were chartered during the year.

Membership and Strikes.

The membership of the unions affiliated with the American Federation of Labor, as indicated by their voting strength in the annual convention, increased from 824,000 in 1901 to 1,588,000 in 1909.

Reports from the Secretaries of 98 of our National and International organizations furnish us with the information that 1,476 charters have been issued during the past year and 1,345 surrendered —1,228 of the charters surrendered were locals of the National and International unions and 117 affiliated direct with the American Federation of Labor.

The gain in membership reported by the secretaries of 34 International organizations over the membership on the first of September last year is 83,601.

Full and complete reports have been received from 98 International organizations and from a number of local unions, which show that there were 693 strikes in which there were 87,031 involved. Of that number 53,971 were benefited and 9,432 not benefited. The total cost of the strikes reported on was $1,862,836.03. Adding to that amount the donations made by local unions to other unions, we have a grand total of $2,068,-276.94 expended to sustain members on strike during the past year.

Benefits Paid.

Benefits paid by 62 International organizations during the past year amounted to $2,509,258.04. This sum was divided as follows: Death benefits, $1,187,043.51; death benefits to members' wives, $49,200.00; sick benefits, $731,955.15; traveling benefits, $51,967.87; tool insurance, $5,063.02; unemployed benefits, $484,028.49.

The amount paid by the Federation for organizing work during the year was $48,359.63. Of this sum $1,205.63 was paid to district or volunteer organizers in sums ranging from $5 to $50. Thirty-four salaried organizers were engaged.

High Dues.

The prestige and power of the American Federation of Labor is growing each year. It is to-day recognized by all members of society as voicing the hopes and aspirations of the organized workers of America; yea, the organized and unorganized workers of the world.

Twelve years ago but 67 International Unions, 10 State Bodies and 82 City Central Bodies were affiliated, with an annual income of $21,808.27; to-day there are affiliated 119 International Unions, 39 State Bodies, 595 City Central Bodies, and four departments (Building Trades, Metal Trades, Railway Employes and Label Trades), with an income of $232,377.64 for the fiscal year.

Nearly every International organization has greater power to-day to protect its membership than 12 years ago. That still greater success has not been achieved by a number of International Unions is due in a great measure to the fact that they were organized and continued on the basis of a cheap per capita tax, a form of organization which fails to provide funds necessary for organizing work to hold and increase membership. In many instances when the organizers of the American Federation of Labor have formed unions of various crafts and callings in affiliation with these International Unions, the Internationals failed to retain the members, because, they did not have the necessary funds to support them during a prolonged strike or lockout. Nearly all the secession movements have occurred in the International Unions having a low per capita tax. Continued success of an International organization can only be achieved by a per capita tax that will enable it to protect its members, and those dependent upon them, in all exigencies. High dues, weekly strike benefits, out of work benefits, sick benefits, and old age pensions will hold members in good standing no matter how distressing may be their condition. International organizations without funds have no resources other than spasmodic efforts by strike to secure improved conditions, and for success, even then, must depend on voluntary contributions of other organizations to sustain their members. Those who are engaged in the work of our movement well understand the gigantic task which each organization has in hand, in maintaining and defending the interests of their respective memberships, and can realize that in doing this work alone, they are sometimes taxed almost to the full limit of their financial capabilities. It is difficult to secure ample funds from voluntary contributions to carry on a strike, except where conditions are brought to light that arouse the indignation of even the public, as in the case of the recent strike of the unorganized, alien, and exploited workers of McKees Rocks, Pa. I might say here that before an adjustment of that strike was secured, a demand was made by the American Federation of Labor for an investigation by the Government, as to whether or not these workers were receiving the American standard of wages, the standard which the representatives of the companies of the iron and steel industry declared, before a committee of Congress, would be retained as the result of a high tariff, while, on the other hand, a reduction of the tariff or its abandonment would mean a reduction of wages. Notwithstanding the fact that a high and prohibitive tariff has been enacted, we find two of our International Unions struggling against the efforts of a subsidary company of the Steel Trust to destroy their organizations and thus sweep out of its way every vestige of organized effort, which has in the past stood as a barrier to the exploiting of the alien workers below the level of the conditions at McKees Rocks, if, indeed, a lower level is possible. The tasks and work of an International Union demand a high per capita for resultant benefits.

TREASURER LENNON'S REPORT.

It is with a considerable degree of satisfaction that I submit this, my twentieth annual report, as Treasurer of the American Federation of Labor. In all the years that I have been Treasurer, there has never been a time when it would have been possible to have submitted so favorable a financial report as at present. The funds of the organization are at high tide. The income in excellent and the expenses as reasonable as it is possible for them to be and carry on the work of the Federation. When I reported to you a year ago, our money which was deposited on certificates was only bearing two per cent, with the exception of three certificates. During the year, however, I have been enabled whenever certificates were renewed, to renew them bearing three per cent, which I find is as good interest as can be had anywhere in the country from financial institutions of first-class standing. The detailed statement of receipts and expenses and the balance on hand and where it is deposited you will find below. During the year there has been collected interest and turned over to the Secretary the sum of $2,950.

Total Funds	$369,005.53
Deduct total expenses	203,702.07
Leaves in hands of Treasurer	$165,303.46
Leaves in hands of Secretary	2,000.00
October 1, total funds	$167,303.46

Treasurer Lennon reported that during the twenty years he has served that office he has handled a total sum of $2,015,320.83.

(To be Continued.)

The Dominicans are very fond of music. The larger towns of the republic have municipal bands which play weekly in the central plazas. A great many of the men are skilful performers on the guitar and mandolin, while in the homes of the well-to-do you find pianos and graphophones.

News from Abroad.

Field Marshal Prince Yamagata has been appointed President of the Japanese Privy Council, succeeding the late Prince Ito.

The bubonic plague has reappeared in Caracas. Five new cases have been reported, three of which terminated fatally.

Arrangements were completed at Peking on November 19 for the opening of Hun-Chun, Manchuria, to international trade on January 1.

The Chief of Police of Buenos Ayres, Senor Falcon, and the police secretary were assassinated on November 14 when driving on Callao street.

Women voted at the general election in Norway on November 5 for the first time in the history of that country. The radical Government was defeated.

The Irish Land bill was passed in the British House of Lords on November 17, with some change in amendments recently proposed by the Lords, to which the House of Commons on November 5 refused to agree.

News from inside sources is that official information has been received that an understanding has been reached between England and Germany that may result in an end to their rivalry in naval construction.

The Russian authorities in Harbin, Manchuria, have adopted a more energetic policy since the visit of Finance Minister Kokovsoff. The police have been instructed to begin immediately the collection of taxes from foreigners.

The plan for the reform of the British administration of India, designed to give India an embryo constitution admitting the natives to an important share in the legislation of the country, went into effect on November 15.

In the Italian Chamber of Deputies on November 18 Signor Cabrini, Socialist, described the mining disaster at Cherry, Ill., and urged that the Government request the United States to afford better protection to foreign workmen.

The Italian Chamber of Deputies reopened on November 18. The Government presented a plan for the reduction of indirect taxation, chiefly as affecting sugar, the loss of revenue in this direction to be offset by a progressive income tax.

The mail steamer La Zyne, of the Messageries-Maritimes service, running between Java and Singapore, collided on November 14 with the steamer Onda, of the British-India line, and sank two minutes later. About 100 lives were lost.

The Catholic clergy at Nantes, France, on November 12, refused absolution to Catholic children in the public schools who are using the textbooks interdicted by the Church. This is in fulfillment of a warning sounded when the Church put its ban upon certain books used in the public schools which were held to be offensive to Catholicism.

Strong efforts to stop the emigration of Sweden's sons are to be made throughout the country. A campaign to that end has been begun by the Chamber of Commerce of Malmo, which has adopted resolutions calling upon the Government to divide its holdings of land into farms of ten to twenty acres and to people these with thrifty workers.

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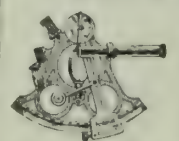
INFORMATION WANTED.

Anyone knowing the whereabouts of seaman Ernst Dau, please notify the German Consul at San Francisco.

James Thoburn was at the Seamen's Institute about 1902. Letter awaiting him at 242 Steuart street, San Francisco.

W. Wilson, fireman, who joined the steamer Coma at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

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INFORMATION WANTED.

The five sailors who left the schooner A. J. West at Honolulu, on March 30, 1908, are requested to communicate with the Secretary of the Sailors' Union of the Pacific. The libel against the A. J. West has been adversely decided by the Federal Court at Honolulu.

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Andersen, A. B.
Akesson, C. A.
Andersen, Lars
Andersen, Carl P.
Aposholokos, P. G.
Apps, P.
Atkinsen, S.
Baek, M.
Berentsen, Rolf.
Berentsen, Alex.
Blomquist, B. W.
Bohman, Eric
Boad. ——
Brown, Jim
Brakke, Hans
Buck, F.
Buth, Sigfried
Carmell, Geo. B.
Carlson, Thure
Christiansen, Andrew
Chapman, F. G.
Christoffersen, Emil
Christie, W.
Chotard, Emil
Conee, A.
Draw, J.
Eichel, Chas.
Elliot, W. V.
Elsted, John
Eliasen, C.
Elboidt, Alfred
Elwood, Alfred
Engstrom, Chas.
Ernst, Geo.
Ericksson, A. R.
Fasig, Don
Fredriksen, B. D.
Glasheen, John
Gonyette, Joseph
Grohn, John
Grise, J. H.
Gustafson, K. O.
Hansen, K. Johan
Hansen, Harold O.
Hansen, T. S.
Harris, E.
Hansen, John
Hansen, Ernest
Helbwood, ——
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Kahning, Jacob
Kahlhetser, F.
Kaald, Johan
Kisher, K.
Klingenberg, J.
Knutson, E. A.
Kohler, Albert
Krentz, Karl
Kristofferson, Alfred
Kristiansen, Louis
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Kristofferson, Emil
Kuhl, Hans
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Lof, Oscar
Malmberg, A. C.
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Mattson, E. -1856
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McFadden, W.
McGuire, O. S.
Mitchell, S.
Mietman, John
Mikkelson, Kr.
Morrison, J.
Molver, Olof
Monsson, S.
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Rugland, Ole
Sandstrom, Th.
Saaleness, T. J.
Sandstrom, O. S.
Scherlan, R.
Seidel, G.
Skarin, R.
Sorensen, Hans
Sally, Ed.
Steen, Ivar -1999
Sundley, E.
Swanson, Emil
Swanson, B.
Thomas, W.
Thonesen, Tonger
Thompson, T. G.
Zebr, G.
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INFORMATION WANTED.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

Henry Laurent, who has been sailing between San Francisco and Honolulu, is inquired for by his mother. Anyone knowing his present whereabouts will please communicate with the Coast Seamen's Journal.

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INFORMATION WANTED.

Arthur John Martin. Was in San Francisco last March. Any news of him sent to Seamen's Institute will be appreciated.

Andreas L. Jansson is requested to call upon, or communicate with, Attorney F. R. Wall with reference to his suit for damage.

Henry D. Steele, No. 2166, of the Sailors' Union of the Pacific, is inquired for. Address, Coast Seamen's Journal.

Robert Fordyce Bowers, age 33 years, height over 5 feet, stout build; correspondence awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

John M. Murphy, dark hair, blue eyes, height 5 feet 8, smooth face. Last heard of at Oakland. Any information, communicate Seamen's Institute, 242 Steuart street, San Francisco.

Alfred Douglas Brakel, a native of Russia, also known as Fred Hansen, left the Russian cruiser Lena; last heard of about three years ago, is inquired for by his mother. Address, "Coast Seamen's Journal."

Oswald Schnaubelt, a native of Schneidemuehl, Germany, born 1883, last heard of 1903, is inquired for by his mother. Address Mrs. M. Schnaubelt, Neu Beelitz, near Bromberg, Germany.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

John Johnson, a native of Norway, born September 15, 1858, at Blegeleidet Bamle; last heard from in 1904 living at 230 Third street, San Francisco. Any one able to give any information kindly communicate with his nephew, M. Olsen, 165 Third street, San Francisco, Cal.

Relatives are inquiring for the following missing sailors: Alf. Carter of Wellesley Street, Auckland, New Zealand. John Cruickshank, late mate of Br. bark "Kilmeny," was in St. Mary's Hospital last August. Charles Seymour; made trip in transport S. S. "Sherman" in January, 1907. Was at Vancouver 1907. Address Seamen's Institute, 242 Steuart St., San Francisco.

Domestic and Naval.

It was reported at New York recently that the Atchison, Topeka and Santa Fe Railroad is negotiating for the purchase of the Atlantic, Gulf and West Indies steamship lines, a combine including four of the great coastwise shipping lines.

Secretary of the Navy Meyer on November 11 settled the controversy as to whether a line officer or a medical officer shall be placed in command of the hospital ship Solace by designating Surgeon George Pickerell of the medical corps to command the vessel.

Official figures indicate that the new battleship North Dakota is in a class by herself so far as steaming radius is concerned. The figures show that the North Dakota, steaming at an average speed of twelve nautical miles an hour, is able to travel 9000 knots without recoaling.

Seventy-two more vessels arrived at Philadelphia last month than in the same month last year. The figures also shows an increase of 131 vessels in the number that have arrived at that port since January 1, as compared with the number that docked during the same period last year.

Six members of the crew of the barkentine John S. Bennett, bound from New York to Halifax, with a cargo of coal, were drowned on November 8 when the vessel was sunk in a collision off Block Island with a four-masted schooner supposed to be the Merrill C. Hart of Thomaston, Me.

In recommending a naval program for next year, Secretary Meyer will ask Congress to provide for a repair ship equipped with a complete machine shop for all emergencies or, failing to get the repair ship, the equivalent in cost of such a craft in torpedo boat destroyers.

The British Board of Trade on November 6 held that Captain Imrie was to blame for the loss of the Allan liner Laurentian off Cape Race on September 6, in having altered the vessel's course landward and continuing at full speed in a fog. The captain's certificate was ordered suspended for three months.

Negotiations have been completed by Cunard Steamship Company for the purchase of three vessels to take the places of the Saragossa, Apollo and Cherbourg in the Liverpool-Mediterranean service. The vessels purchased are the following: Oceano, 2715 tons gross, built 1896; Oro, 3354 tons gross, built 1900; Orono, 2891 tons gross, built 1898.

The North German Lloyd Steamship Company is considering making Calais a regular port of call for its transatlantic liners. If this plan is carried out, it may result in the abandonment of the regular stop at Cherbourg, because of the difficulties in making suitable train connections between Cherbourg and Paris, and the expense entailed in a special train service.

The first results of the magnetic survey of the Atlantic Ocean now being made by the Carnegie Institution on the non-magnetic yacht Carnegie have been recorded. The first results prove that, when a complete survey has been made, masters of transatlantic liners will be able to clip some time off their schedules by following revised charts of the magnetic survey.

World's Workers.

Hodcarriers at Perth, West Australia, went on strike recently for 10s. per day, and won.

The New Zealand sheep shearers are agitating for a further increase in wages for permanent shearing employes.

A movement is on foot in Melbourne, Australia, to bring about a federation of stage employes for the purpose of raising wages.

The Federated Seamen's Union of Australasia will send a representative to England in 1910 to attend the International Conference of Seamen.

The employment in Victoria, Australia, of child labor is rapidly increasing. The increase between 1903 and 1906 was 1182, as against 266 in New South Wales.

According to statistics the average annual wage paid to the New Zealand factory employe is £84 18s., which is something better than is paid in Queensland factories.

Indications in the New South Wales coal regions are not wanting to show a very stormy industrial upheaval, if the colliery proprietors are not more reasonable toward the men who dig the dusky diamonds.

In the 416 trade-unions, with a net membership of 695,720 making returns to the British Board of Trade, 51,749 (or 7.4 per cent) were reported as unemployed at the end of September, as compared with 7.7 per cent, at the end of August, and 9.3 per cent at the end of September, 1908.

The average earnings of employes in the British shoe-making trade in the last pay-week of September, 1906, of the 2,307 men employed by firms making returns, including those who worked less or more than full time, were 26s. 2d. The average of the 1,985 men who worked full time was 27s. 3d.

The total number of persons employed in factories and workshops in the shoe-making trade of Great Britain in 1906, covered by the returns received, was 41,508 or 33 per cent of the total number employed in the industry in 1904. Of this number 38,582 were engaged in the wholesale manufacture of boots and shoes, and the remainder in the bespoke and repair branches of the trade and in clog making.

According to the Reichs-Arbeitsblatt (the journal of the German Labor Department), the total membership of trade-unions in Germany in 1908 was 2,421,950, of whom 2,201,808 (or 91 per cent) were organized in three federations known as the "Gewerkschaften," which are identified with the Social-Democratic movement, the Hirsch-Duncker unions, which are non-Social-Democratic, and the "Christian" unions.

In Great Britain the United Workers' Anti-Sweating Committee are challenging, by the broadcast circulation of a manifesto, the Salvation Army, on the question of the conditions under which the workshops of the latter are managed. It appears that the "Army'" is running certain establishments where destitute skilled workmen are employed in return for their board and lodging—estimated at 12s. 6d. per week; and the products of these unfortunates is being put on the market, to the detriment of employers and employes alike, in trades where the workers are paid the standard rate of wages.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abbors, Arne
Akerson, Chas. A.
Alander, O. J.
Amundsen, Albert
Andersen, Chr.
Andersen, -1108
Andersen, Lars T.
Andersen, Oscar
Andersen, Soren M.
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Andersen, -1620
Anderson, John
Anderson, David
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Aronsen, Halfdan
Austin, -1040

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Behnke, Heinrich
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Berntsen, Eilert
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Black, Victor
Bliesath, Max
Blumel, Max
Berge, Peder R.
Bohm, Emil
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Bung, B.

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Christensen, Anton
Christensen, E. H.
Christensen, Hans
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Christensen, -1244
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Classen, Henry
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Claus, C.
Cobac, Pierre
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Dannielsen, John
Davidsen, Jakob
De Baere, Henry
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Folvik, Carl L.
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Gronros, Vicktor
Gulberson, A.
Gunnarsen, John
Gunther, Chr.
Gundersen, Krist.
Gunderson, Ole
Gustafsson, Ivar

Hallstrom, J. E.
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Hamilton, B. L.
Hansen, Enok
Hansen, Charles
Hansen, Hans P.
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Hegener, Reinhold
Henriksen, Adolf G.
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Holt, Karl C.
Holst, Richard
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Huisman, K.
Hultman, Albin

Ingvalsen, Ing.
Isaacson, Hans
Itvelt, F.

Jacobsen, -1786
Jakobsen, Hans H.
Jakobsen, Halvor
Jakobson, S. Thure
Jansen, Eilert
Jansson, Andreas L.
Jensen, Hans
Jensen, Lauritz
Jensen, Niels G. V.
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Jensen, -2012
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Johnson, A. L.
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Jordfald, Theo.

Kaasik, Aug.
Kaho, H.
Kane, G.
Karlsen, Konrad
Karlson, -1324
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Karthauser, Otto
Kavall, John
Kayser, Karl
Kermagoret, A.
Kerch, Geo. C.
Klahn, Karl
Knutsen, Halfdan
Knudsen, Lars
Koop, J. F. O.
Koschmieder, F. W.
Krautschard, F.
Krestensen, C. E.

Lahr, Otto
Lang, Gust
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Lane, Leland
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Laurenson, Hugh
Lebrun, Leon
Lehto, Alex.
Leibold, Fritz
Lersten, J. O.
Lexberg, Gust.
Liedtke, B.
Lieberg, Gustaf
Lind, Gus A.
Lindroth, Gust.
Lindvist, Carl A.
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Mengert, Fred
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Meyer, Frank
Michaelsen, Johan
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Miller, Jas.
Monroe, Geo. E.
Morken, Kristian
Moren, E. H.
Munze, Dick
Musch, Karl

Nagel, A.
Nago, A.
Nelson, C. M.
Nelsman, Martin
Nesbitt, J.
Nielsen, -950
Nielsen, Sivert
Nielsen, -1030
Niemi, Fr.
Nilsen, Theo.
Nilsen, -985
Nord, G. E. C.
Norris, N. A.

O'Daly, John
Ojstedt, S. A.
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Olsen, O.
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Olson, John
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Olsson, Alf.
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Olsson, Karl
Olsson, Johan
Ostlund, Edward
Osterdahl, Chas.

Pearson, J. T.
Pedersen, N. B.
Pedersen, Olav
Peratis, W.
Petersen, S.
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Peterson, Lars
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Pettersson, -1062
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Pietschman, Geo.
Pitkanen, J. W.
Pohlman, Hans
Pratt, Mr.

Raahange, J. F.
Rand, Jacob
Rasmussen, Pedar
Rathjens, J.
Reese, Wm. H.
Reuter, Ernest
Rigoulot, B. A.
Roalsen, Fred
Robinet, G.
Rogenes, Anfin
Roussel, Fernand
Ruckle, E.
Ryits, A.

Sampson, Carl
Sandell, -2222
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Sauer, Emil
Scarabosio, M.
Schevig, A. B.
Schelenz, Hans
Schlosser, Ludv.
Schmalkuche, Fritz
Schmidlen, John
Schmitt, -1793
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Schultz, Ernest
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Sprogue, Theo.
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Stolt, Anders
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Till, Chas.
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Torkilsen, Olaf
Torvig, Olaf
Tralnes, Peder
Trenton, Louis
Turan, R.
Turner, Ted.

Udbye, Sigurd

Valentinsen, G.
Vega, F. A.
Vejvoda, Franz
Verdick, C.
Vetland, John
Vicreck, Henry
Vickers, John
Villman, Gust.
Visser, L.
Vogel, Martin
Vognild, Gerhard

Walberg, Rudolf
Wallrath, K.
Watson, A. J.
Wells, Geo. A.
Welure, J.
Wetzel, Curt
Weyman, Emil
Wideberg, Oscar
Wiklund, Chas.
Wilke, Wm.
Willman, Frans
Winblad, M.
Winsens, P. G.
Winters, Ch.
Wirtanen, Carl
Wren, Wm. J.
Wolter, John

Young, P. R.

Ziffer, Chas.
Zimmerling, F.
Zweygberg, John

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Apply to Secretary of Sailors' Union of the Pacific.

Andersson, Vicktor
Dahlman, Axel
Hansen, Chas.
Holmstrom, Carl A.
Johnson, Edv. -1980
Johannessen, -1863
Kolstad, Anton
Morken, Kristian
Oetjen, Fred
Skogman, Arnold
Zimmerman, F.

INFORMATION WANTED.

Johan Pommer, a native of Russia, aged about 38, supposed to be somewhere in a Pacific Coast State, is inquired for by Alex Pommer, Sailors' Union of the Pacific, 44-45 East street, San Francisco.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

Ellis Owen Pritchard, last heard from on the Pacific Coast four years ago, is inquired for by his sister. Anyone knowing his whereabouts please communicate with the Coast Seamen's Journal.

Alfred Nilsen, a native of Norway, aged 24, last heard from at Bath, Me., Sept. 3, 1908, when paid off from the schooner Elvira Ball, is inquired for. Anyone knowing his present whereabouts, please notify his father, Nils Oidal, Kartseno, Namdalen, Norway.

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Portland, Or., Letter List.

Aalte, Johan
Andersen, Ole
Adams, Steve
Buchtmann, F.
Bartels, Otto
Berg, Chas.
Bach, Louis
Bergstrom, P.
Cassidy, Peter
Carlson, A. M.
Cox, H. E.
Erickson, Edwin
Ek, Thure
Engberg, Oscar
Farm, J. B.
Ford, Edwin
Grimes, Donald
Hogen, Lars
Hancen, Clarence
Jensen, Kristan
Karlson, A. M.
Klahn, Chas.
Kjorsvik, Johan
Lagerman, Johan Leonard
Lorin, Kristian
Mastak, Mihkel
Millini, Oscar
Muller, Oscar
Nilssen, Haakon
Norman, S. L.
Oilgren, Carl
Panler, August
Petersen, F. G.
Peterson, Paul
Pettersson-911
Petersen, Chas.
Sollen, P. Le
Silvan, Emil
Scott, Wm.
Sweedris, Albert
Solberg, Thomas Th.
Sorensen-1607
Sable, F. L.
Scott, Ed.
Straten, W.
Sorensen-2118
Tiksmann, Carl
Thomason, Thomas
Thulin, C. J.
Thomason, P.

Tacoma, Wash., Letter List.

Anderson, A. B.
Buckland, W.
Buhmeister, John
Carlson, Martin
Carnaghan, William
Chapman, F. G.
Eliasen, E. -396
Hanson, Peter
Harris, J.
Jenson, Chas. -769
Johansson, -1396
Kamagoret, Anatole
Larsen, Holger
Lindroos, A. W.
Lowe, John A.
Mandrick, Max
Meyers, Chas.
Ness, John
Olsen, Sigvald
Peters, F.
Ratshet, August
Saunders, F.
Soderberg, Chas.
Stabell, Frank
Swanson, Ben
Turner, Alfred
Turner, Richard
Wells, Leo. L.

Aberdeen, Wash., Letter List.

Ahrens, W.
Anderson, E.
Alexander, K.
Arnold, E. B.
Anderson, P. T.
Anderson, Harry
Andersson, J. R.
Anderson, -1534
Abbors, A.
Anderson, Sven
Appelgreen, J.
Buchtman, F.
Birkelund, R.
Busse, Ch.
Brandt, N.
Benson, Jon.
Boosban, Ch.
Carlson, K. J.
Christensen, H.
Christensen, C. E.
Duval, Benoit
Dorles, H.
Dowe, J.
Domhoff, J.
Drager, Otto
Eichel, Ch.
Eliassen, H. -599
Eliassen, G. -1427
Focketyn, F.
Furman, F.
Frank, F. -499
Goepper, Ch.
Godley, Geo.
Hansen, H. M.
Haniger, A. J.
Hammond, J. A.
Hammerquist, A. J.
Hope, Ole
Jacobsen, -1786
Johansson, 1700
Johannesson, J.
Jacobsen, Erland
Jensen, L.
Jalonen, J.
Johannesen, Carsten
Kristiansen, L.
Kavander, W.
Koskinen, W.
Long, L.
Lerch, Paul
Lewis, G. H.
Lundgreen, C.
Matsson, Karl
Morris, Oscar
Mulley, James
Malbom, H.
Metge, G.
Morden, J.
Michalsen, J.
Nielsen, V. -1000
Olen, Thom.
Orten, S.
Pierson, A.
Pederson, -896
Petersen, C.
Pedersen, James
Rantanen, -770
Rustanious, J.
Quistgard, C.
Swales, A. E.
Swansen, Carl
Syversen, H.
Tuvfeson, Knut
Taddiken, A.
Vongher, Ed.

Pt. Townsend Letter List.

Anderson, Sven
Bianea, F.
Boyle, John
Chapman, F. S.
Duval, Benot
Gram, Erik
Holtberg, John C.
Johansen, J., -2021
Karlsen, K. G. -270
Knuelsen, T.
McCallum, Charles
Peterson, Paul
Rosenfeldt, J.
Selberg, G. -2336
Walzer, Ernest

ALASKA FISHERMEN'S LETTER LIST.

San Francisco, Cal.

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Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

Andersen, August
Benson, John
Bowman, Bernard
Di Mauro, Guiseppi
Ellman, Arvid
Green, John
Hagen, G. L.
Johnson, George P.
Johannesen, August
Jokl, John
Olsen, Oscar
Peterson, Frank V.
Pettersen, Isaac
Riise, Wm.
Swanson, Chas.
Tonnessen, Jorgen
Walstrom, John

Eureka, Cal., Letter List.

Anderson, H. A.
Anderson, John
Anderson, S.
Anderson, Olof
Armmi, Walter
Beary, Charles
Blunt, H.
Bostrom, C.
Brander, Frank
Christensen, Ole M.
Clemensen, Carl M.
Conaughton, H.
Gowjette, Joseph
Gottberg, Hendrick
Gustafson, Edvard
Gunther, Theo.
Horllins, Frank
Isaacson, Gustave
Johnsen, J.-25
Karlson, Anders E.
Lombar. Erminio
Lorensen, Orgt C.
Melander, G. L.
Michalsen, Johanes
Michell, Agojtino
Mittemeijer, J. F.
Niccolai, Sant
Nilsen, Ruder
Nilsson, O.
Nyland, Sven.
Olson, Bror
Oman, Victor
Pedersen, P. G.
Penny, Matthew
Salminen, K. W.
Shuils, Christ
Sjellman, Jonas
Sorosen, A.
Selander, C.
Svensen, Olof
Teigland, T.
Thoresen, Petter
Walbrath, Carl
Yani, C.

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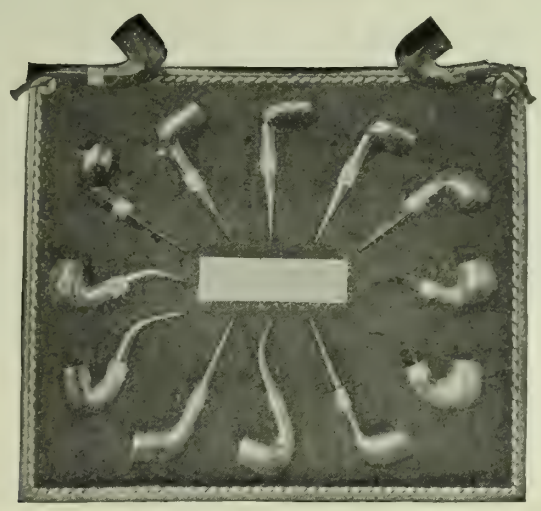
INFORMATION WANTED.

Wilhelm Drews, born at Breitenfelde, Germany, who was first mate on the American schooner "Philippine" in 1906 at Aberdeen, is inquired

John Ernest Meyna (Meiner), supposed to be sailing on the Pacific Coast, last heard of 9 years ago, is inquired for by relatives. Address, Coast Seamen's Journal.

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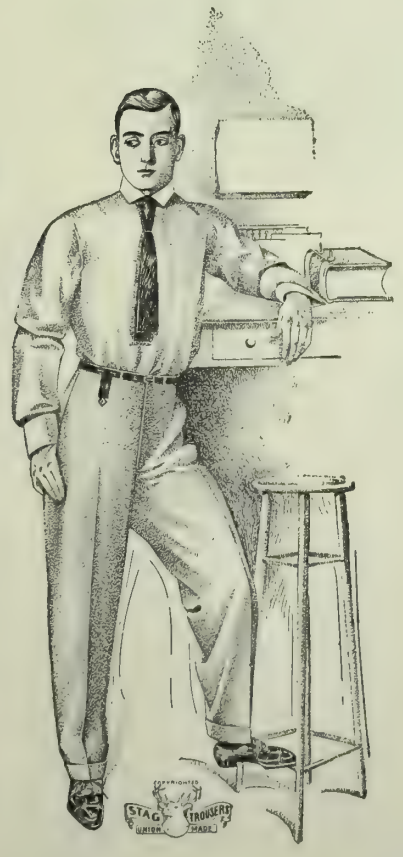
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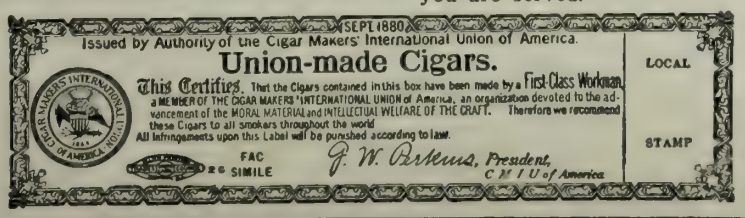
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Labor News.

The United Hatters of North America announce that four more factories have recently been unionized and several others have applied for the union label.

A year's truce was declared by the A. F. of L. convention, at Toronto on November 18, in the dispute between the brewery workers, firemen, teamsters and engineers.

A resolution, introduced in the Toronto convention of the American Federation of Labor, by the Piano and Organ Workers, suggests that "the time has come for the wageworkers to become a factor in politics," and urges the early formation of a Labor party.

Thomas L. Lewis, President of the United Mine Workers of America, indicated in an interview at Pittsburg recently that the miners will make a stand for higher wages in the spring. President Lewis declared that work at the mines is improving and bound to continue so.

The American Federation of Labor convention, at Toronto, on November 15 unanimously adopted a resolution declaring the United States Steel Corporation to be the "most formidable and aggressive enemy" with which the organized labor movement has to contend.

Affiliation of the American Federation of Labor with the International Labor Congress of Europe and other international bodies is proposed in a resolution presented at the American Federation of Labor convention by the delegates of the Street and Electric Railway Employes of America.

The conductors and trainmen of the Eastern railroads have decided to demand a uniform schedule and wage increase of about 12 per cent. The movement involves 125,000 men, and includes every railroad east of the Illinois Central's main southern line, and north of the Chesapeake and Ohio Railroad.

An extraordinary session of the Pennsylvania State Federation of Labor has been called for December 9, to deal with the "startling development of industrial and political tyranny" which has taken place in connection with labor disputes at McKees' Rocks, New Castle, Pittsburg and other points.

The Committee on Industrial Education recommended to the American Federation of Labor convention that any technical education of the workers in trade and industry being a public necessity, it should not be a private, but a public function, conducted by the public and the expense involved at public cost.

The convention of the American Federation of Labor went on record on November 13 as favoring woman suffrage. Other projects favored include an eight-hour day for postoffice clerks; legislation for better protection of actors and actresses; a Postal Savings Bank Act; deep waterways projects; a continuation of the fight against tuberculosis; American citizenship for the people of Porto Rico, and the construction of a twenty-six foot channel through the Great Lakes from Buffalo to Duluth and from Buffalo to Chicago. Resolutions looking to the establishment of a national defense fund by the Federation to assist unions in distress were voted down.

With the Wits.

He Does Now.—Teacher—Tommy, you should know better than to fight with that Smith boy.

Tommy—I know, sir, but I thought I could lick him.—Exchange.

The Real Trouble.—"Woman's ignorance of cooking is the bane of married life."

"No; it's woman's ignorance of her ignorance of cooking."—Boston Transcript.

Invites Disaster. Scott—The married man who takes his stenographer to dinner is an idiot.

Mott—Yes; he's the idiot who rocks the boat on the sea of matrimony.—Life.

Advice From the Gallery.

"A horse! A horse!" the actor cried;
In accents of disdain
A little gallery god replied:
"G'wan, Git an aeroplane."
—Chicago Record-Herald.

A Noisy Remedy.—Willie—Mamma, teacher whipped a boy to-day for whispering in school.

Mother—Well, that was right.

Willie—But, mamma, he hollered ten times as loud as he whispered.—Exchange.

Knew the Attraction.—"That's right; rail and carry on because I spend an evening at the club. I don't expect to be able to make you see what attracts a man to a club."

"No, you don't make me see it, but you make me smell it, all right."—Houston Post.

Easy.—"Do you think that you can make my daughter happy?" asked Mr. Cumrox.

"She has been happy with you, hasn't she?" rejoined the confident youth.

"I think so, sir."

"Well, if she's that easy to please, there ought to be no difficulty."—Washington Star.

An Invitation

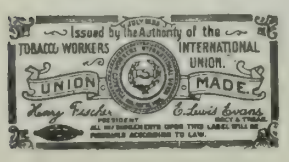
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FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

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VOL. XXIII, No. 11. SAN FRANCISCO, WEDNESDAY, DECEMBER 1, 1909. Whole No. 2045.

A. F. OF L. CONVENTION.

(Continued From Last Week.)

EXECUTIVE COUNCIL'S REPORT.

AMONG the more important matters of general interest to the labor movement reported upon by the Executive Council are the following:

Strike of Swedish Workmen.

Sweden, like many other countries, in the recent past has passed through an industrial crisis which has forced a great number of workers out of employment, leaving them, their wives and children destitute. Advantage has been taken of this situation by the employing classes to try and force the workers to accept such conditions as would eventually lead to the dismemberment of the organized labor movement. The Swedish conflict could not be avoided. Eighty thousand workmen were locked out, and the remainder threatened with a lockout to force the workers into an impossible position. The workers took the other alternative and declared for and went out on strike.

We endorsed the application made for an appeal to all organized labor for financial assistance in behalf of the wage-earners of Sweden, who are engaged in this controversy. We also issued a circular appeal to all organized labor, requesting that financial assistance be given to our Swedish brothers. We trust that our course meets with your approval, and that our appeal will find a ready response.

The Union Label.

The Denver convention recommended the continuation of the Union Label Conferences. In conformity therewith, the first conference after the Denver convention was held at headquarters in Washington, D. C., January 22-23, 1909. At our meeting, January 11, we directed President Gompers to notify the executive officers of the various organizations issuing labels to attend a conference in Washington to consider the feasibility of forming a Label Department of the A. F. of L., to devise means for the economic, effective and comprehensive distribution of products bearing Union Labels. This conference was held at Washington, D. C., March 29-30, 52 delegates being in attendance, 21 organizations being represented. The Union Label Trades Department of the A. F. of L. was thereupon formally organized, John B. Lennon, of Bloomington, Ill., elected president, and Thomas F. Tracy, of Boston secretary-treasurer.

There are now affiliated with this department 37 national and international unions that issue labels, store cards or buttons. The work of this department is progressing favorably, and it is hoped and believed that it will be greatly helpful to our movement in intelligently and systematically bringing to the attention of the members and friends of organized labor, as well as to the public generally, the advantage of buying products which bear union labels, and the advisability of patronizing such places as display in their establishments the union store cards.

In conformity with the instructions given us by the Denver Convention for the revision and reissuance of the Union Label Bulletin, we directed Secretary Morrison to proceed with this work. The bulletin is in print, ready for distribution. It can be secured by any organization upon application to headquarters.

In accordance with instructions, as soon as the affiliated organizations issuing union labels, etc., made payment of their pro-rata share of the contributions toward the compilation and printing of a union label digest, arrangements were made with Attorney Eugene Clifford, of Chicago, to undertake the work of compiling the laws of the nation and the States, and the court decisions and mode of procedure. The work, we are glad to say, is well under way, and it is hoped that the book will be completed and in print ready for distribution within the next few months.

Buck Injunction Case.

On March 11, 1909, the Court of Appeals of the District of Columbia rendered a decision upon the appeal of the American Federation of Labor et al. from the injunction which Justice Gould of the Supreme Court of the District of Columbia issued December 18, 1907, upon the petition of the Buck's Stove and Range Company, of St. Louis.

The decision modified the original injunction. It eliminated the prohibition of free press and free speech as to printing or discussing "anything" in relation to the Buck's Stove and Range Company, or discussion of the injunction itself, but it still restrains freedom of the press, in that it forbids by injunction the publication of the "Buck's Stove and Range Company" on the "We Don't Patronize" list. This decision of the Court of Appeals, and the accompanying opinions form a most important addition to the history of judicial action in relation to labor.

The original injunction not only prohibited the publication of the Buck's Stove and Range Company in the "We Don't Patronize List" of the American Federation of Labor, but also enjoined the right of free press and free speech, forbidding any reference whatever to the Buck's Stove and Range Company, either oral or printed, and prohibiting the publication and mailing of the American Federationist or any other printed or written matter containing any reference to the Buck's Stove and Range controversy. The discussion of the injunction itself and the principle upon which it was based, were prohibited by the very terms of the order.

It will be remembered that the American Federation of Labor immediately complied with the original injunction issued December 18, 1907, which became operative December 23, 1907, to the extent of removing the Buck's Stove and Range Company from the "We Don't Patronize List." Editorially and by speech and circulars and in convention the officers of the American Federation of Labor, however, continued to protest against the deprivation by injunction of the constitutional liberties of free press and free speech.

President Gompers, Vice-President Mitchell and Secretary Morrison, upon the petition of the Buck's Stove and Range Company, were subsequently required to show cause why they should not be punished for alleged contempt of court, because they had exercised these rights, and on December 23, 1908, were sentenced by Justice Wright to imprisonment for twelve, nine and six months respectively. The appeal by the American Federation of Labor against the original injunction was then pending. It is upon this appeal that the decision of March 11, 1909, was rendered. An appeal from Justice Wright's opinion and sentence in the contempt case was taken to the same Court of Appeals.

In the April, 1909, issue of the American Federationist there were published the full text of the decision and the widely differing opinions of the three judges.

The Court of Appeals on Tuesday, November 2, 1909, handed down its decision, the majority and minority opinions. Much to our disappointment and contrary to our expectation, the majority opinion affirmed the decision and sentence of Justice Wright. President Gompers having fully covered the subject matter in his report, we do not deem it necessary to enter upon it in further detail.

We recommend that an appeal be taken from the decision rendered in both the original injunction, as well as the contempt cases growing out of it. We cannot permit these decisions to go unchallenged. They affect fundamental rights, and either the courts or Congress must safeguard them.

We again enter our protest against the application of the writ of injunction in labor disputes (unless where an injunction would lie if there were no labor dispute). We hold that the ordinary use of the injunction writ in contentions between workers and employers is an unwarranted interference with the rights and liberties of the workers and is intended and its influence used to intimidate workers, especially when they are engaged in a struggle for improved working condition. It is a fact, however, that such injunctions are issued.

It should be borne in mind that in these proceedings, Messrs. Gompers,. Mitchell and Morrison did not have the constitutional and traditional right of trial by jury. All the circumstances in this case go to prove that conviction would not have followed if the case had been submitted on its merits to a jury of their peers. We hold that, excepting where contempt is in the presence of the court, the liberty of no citizen should be committed to the keeping of any one man, regardless of who he may be or what position he may hold; on the contrary, we hold that a citizen charged with violating an injunction, the penalty of which involves imprisonment, should have the same legal right to a trial by jury that is always accorded to a person charged with violation of the criminal law. To deny the right of trial by jury is to take from the people the protection and priceless heritages which were secured by them after centuries of perseverance, struggle, sacrifice, exile and even martyrdom. Whatever differences of opinion may exist among men as to any controversy between labor and capital, no good citizen of our country who treasures freedom can rest secure until trial by jury becomes so well recognized and so firmly established in our legal jurisprudence that no man will ever again attempt to deny this essential and historic right. No class has suffered so much from the tyranny of autocratic power as the working people; none struggle more heroically than they to secure the blessing of true liberty, free government, free speech, free press and trial by jury, and it now

devolves upon the wage-earners to protect, defend and maintain inviolate this priceless principle of equity and justice.

For convenience we give a bibliography of the principles involved in our contention:

Bibliography of Buck Case.

Comprising Editorials and Extracts from American Federationist and References to Convention Proceedings of the American Federation of Labor 1907, 1908, 1909.

Oct., 1907—Editorial—American Federationist—"Van Cleave seeks injunction against A. F. of L."

Nov., 1907—Convention Proceedings—Report of President Gompers, p. 35-38.

Nov., 1907—Convention Proceedings—Report of Executive Council, p. 90-91.

Nov., 1907—Convention Proceedings—Report of Committee on Injunction suit (Buck's Stove and Range Co.), p. 6, 212-215.

Feb., 1908—Editorial—American Federationist—"Free speech and free press invaded by injunction against A. F. of L.—Review and Protest."

Feb., 1908—Order granting the injunction (Buck's Stove and Range Co.)

Aug., 1908—Editorial—American Federationist—"Essence of Labor's Contentions on Injunctions."

Aug., 1908—Editorial—American Federationist—"Van Cleave hales us to court for contempt."

Sept., 1908—Petition of Buck's Stove and Range Co. (Contempt Proceedings.)

Oct., 1908—Editorial—American Federationist—"Injunction Contempt Proceedings."

Nov., 1908—Convention Proceedings—Report of President Gompers, p. 14-16.

Nov., 1908—Convention Proceedings—Report of Executive Council, p. 80.

Nov., 1908—Convention Proceedings—Resolution No. 72 in re Buck's Stove Co. Injunction Suit, p. 158.

Nov., 1908—Convention Proceedings—Reports of Committee on Buck's Stove Co. Injunction Suit, pp. 217 and 233.

Jan., 1909—Judge Parker's Argument on Contempt Proceedings. (American Federationist.)

Feb., 1909—Justice Wright's Decision and Sentences. (American Federationist.)

Feb., 1909—Editorial—American Federationist—"Justice Wright's Denial of Free Speech and Free Press."

March, 1909—Editorial—American Federationist—"As Others View Justice Wright's Decision."

April, 1909—Court of Appeals' Decision. (American Federationist.)

April, 1909—Editorial—American Federationist—"Buck's Stove and Range Co. Injunction Modified."

May, 1909—American Federationist—"Judge Parker's Argument on the Appeal From Justice Wright's Decision."

Legal Defense Fund.

The American Federation of Labor authorized and levied an assessment, as well as an appeal, for voluntary contributions, so that we might be provided with sufficient funds to warrant a thorough defense of the officers of our Federation through the established legal tribunals.

The receipts from all sources, that is, assessment and voluntary contribution, netted the sum of $52,713.60. Up to the present we have expended for attorneys fees, retainers expenses, stenographic court reports, printing appeals, etc., $14,689.23. Much of the expenditure is yet to be made, but for the present additional financial assistance for legal defense is unnecessary.

Industrial Education.

Organized labor favors that plan of industrial training that will give our boys and girls such a training as will help them to advance after they are in the industry.

Organized labor believes that there are pressing educational needs which can be at least partially solved by the introduction of industrial training; it is aware that boys and girls do not always have the oportunity to enter the field of employment which will best contribute to their development either physically, morally or intellectually. Those who leave school change from one unskilled occupation to another, and gain but little or nothing in efficiency. Labor believes that industrial education between the ages of 14 and 16 years ought to awaken in these children a new school interest, and so help retain them in school longer and contribute more to their development; it believes that if such industrial training took the children between the ages of 14 and 16 when they are of little value in a business way, at a time when the education they have received is of advantage so far as it goes, but hardly fits them for actual working places, that it would serve to give them the proper training to prepare and enter some branch of actual vocational work.

We believe that as much attention should be given to the proper education of those who are at work in our industries as is now given to those who prepare to enter professional and managerial careers, simply to balance justice and make it necessary to give to the wage-earning classes and the common industries such equivalent as we can for what the present schools are doing for the wealthier classes, as well as for the professional and managing vocations.

The personal observations and first-hand information obtained here and in European countries which embrace the general plan of Industrial Education in the various countries; details of schools at present in operation, both as regards the courses of study and the administration and financing; the views of some of the foremost authorities in industrial education, and the attitude of both employer and organized labor toward the instruction provided by numerous schools operated by means of State, local and municipal subsidies, and by private funds, have all been collated.

That the impressions made by our individual and joint study were profound is not saying too much, and the magnitude of the problem did not lessen. In considering the subject of the present status of Industrial Education it seems necessary to emphasize the need of a thorough and intense study of the future effect on American industries and the efficiency of the American workers, and the full realization of their prosperity, and it is deemed expedient that this question be given the broadest and fullest consideration and discussion by this convention.

The report of the special committee on Industrial Education will be submitted to you in printed form. As that report itself shows, it is not sufficiently exhaustive, thorough and comprehensive to warrant final action, yet it is confidently believed that it is an accurate statement of fact, and the best that could be ascertained and presented within so brief a time as the committee had at its disposal.

We recommend that the committee be continued for at least another year; that they cooperate with the Executive Council and all other bodies having for their purpose extending public industrial education.

Immigration.

In regard to the subject of immigration, upon which previous conventions have directed investigation, your attention is again called to the report we had the honor to submit to the Denver convention, and in it the references to immigration from European countries, and particularly of Russia and Italy. You recommended that the president of the American Federation of Labor be authorized to confer with the representatives of the Italian government and report to the Executive Council thereon.

In connection therewith we would say that President Gompers reported to us that he held conferences at Washington with the ambassadors of several countries and had, later on, held conferences with the representatives of some of the governments in Europe, a most interesting interview having taken place with him, the Commissioner General of Immigration of Italy, and other governmental officers in Rome, and primarily had interviews and conferences with the representatives of the workers in many cities of Italy. From this report it would indicate that there is no subject more generally discussed in Italy by government representatives, as well as labor men of all occupations, than that of emigration of their countrymen to the United States. From the report of the Commissioner General of Immigration of Italy is shown the fact that fully one hundred thousand Italians left the shores of their country for the United States in the first three months of the present year. It is also clear that there are comparatively few of Italy's city skilled workmen who leave their country for the United States; that the stream of emigration is from Southern Italy, where the workers are agricultural and unskilled; that in many sections such large numbers have emigrated as to leave a dearth of toilers to perform the necessary work. One important influence of this fact has been toward raising the wages of those who remained.

It has been found that the government of Italy has sought to discourage emigration of its people, but finding that a most difficult task, has aimed to beneficially regulate it. In some quarters, agreements, or even treaties were suggested, into which, of course, it was not within the power of the president of the American Federation to enter into. At Naples the representatives of labor asked that the American Federation of Labor supply the funds for an office, with two or three men employed by us there, who would help in the organization of the Italian workers, and to aid in discouraging or diverting emigration of Italian workers.

In regard to Russian immigrants, we can only again call attention to the fact, that while we realize that some further restrictions are necessary to the immigration of these and other people to America, we also realize the fact that the deportation of immigrants who come from Russia to our shores would practically mean handing them over to the tender mercies of a brutal aristocracy.

This entire subject of immigration is so important in all its bearings upon the welfare of our people, that it deserves our deepest consideration and concern, and we urge further investigation and study in order that the most practical results may follow.

Compensation and Liability.

As a consequence of the agitation of organized workmen, several State governments have given consideration to the matter of legislation providing for the revision of antiquated principles of law relating to compensation and liability for those injured in the course of their employment. In the hope that some specific relief from the evils of our present liability laws may be obtained, the States of Minnesota, Wisconsin and New York have createrd commissions upon which representatives of labor have been appointed, whose duty it is to investigate into the cause and effect of industrial accidents, and to recommend such legislation as will either automatically compensate the victims of such accidents, or to recommend such modification of existing law as will make it less difficult to secure adequate recovery in suits for damages. Such legislation would do much to obviate the wastefulness and delay, which characterize and have been the history of suits in recovery of damages for industrial accidents. While we recognize that ultimately workmen's compensation for accidents must become the settled policy of government, and to attain which we must continue our earnest efforts, yet in the meantime we should give our assistance and support to legislation that will remove, or substantially modify the unjust bars to recovery founded upon the doctrine of "assumption of risks, contributory negligence, fellow servant and waiver of rights," and we urge upon the legislators and commissions, the passage of such measures as are necessary to the proper protection of life and limb, and where accidents in industry occur, from whatever cause, the victims or dependents should be legally entitled to adequate compensation or the means of recovering full recompense in suits for damages.

Anti-Tuberculosis Crusade.

The distribution of the circular containing the charts declared for by the Pittsburg convention and giving correct information how to prevent, and to assist in eradicating tuberculosis has been continued. The State Federations of Labor and the City Central Bodies have been particularly urged to secure the enactment of laws by the various State legislatures, requiring the provision of proper and sanitary sleeping accommodations and shelter for workmen engaged in the construction of public works. It is our desire and endeavor to co-operate in every way within our power in every fight which is being waged against the dreaded and insidious disease.

None are more interested in the prevention, arrest and eradication of the great white plague and other communicable diseases than are the men of labor. We have done, and will continue to do our duty in the premises. We distributed broadcast printed documents, urging our fellow workers as to proper laws, methods of sanitation, food, work and conduct, in order that the best may be done to save our people from the ravages of the disease. Investigation has demonstrated clearly that one of the most insidious means of communication and spread of the germs of disease is through second-hand clothing and bottles. We urgently recommend the adoption by this convention of a resolution demanding from the duly constituted authorities, Boards of Health included, that laws or regulations shall be enacted or formulated prohibiting the sale of second-hand clothing or second-hand bottles unless they have been cleansed and renovated under the direction and supervision of a representative of Boards of Health.

INDUSTRIAL EDUCATION.

The Special Committee on Industrial Education, appointed by authority of the Denver convention, presented an extensive report covering the entire subject. The Committee summarized the position of organized labor and submitted its conclusions and recommendations, as follows:

Organized Labor's Position.

Organized labor's position regarding the injustices of narrow and prescribed training in selected trades, by both private and public instruction, and the flooding of the labor market with half-trained mechanics for the purposes of exploitation, is perfectly tenable, and the well-founded belief in the viciousness of such practices, and consequent condemnation, is well-nigh unassailable.

Organized labor's record for years in regard to better sanitary conditions in factories and workshops, and its continued efforts toward safeguarding women and minors, have been the subject of wide discussion and much helpful legislation

Its advocacy of free schools, free text-books, and the raising of compulsory school age have been religiously adhered to, and closely allied to these subjects is that of Industrial Education, and any serious discussion of the proper kind of vocational training promotes discussion of the former.

There is a strong reaction coming in general methods of education, and that growing feeling, which is gaining rapidly in strength, that the human element must be recognized, and cannot be so disregarded as to make the future workers mere automatic machines.

Experience has shown that manual training school teachers without actual trade experience do not and can not successfully solve this great problem, and that progress will necessarily be slow, as new teachers must be provided, a new set of text-books will have to be written, and the subjects taught in a sympathetic and systematic manner.

In the last analysis, it is of greater moment to those engaged in industry whether this question should be discussed freely and fairly, than it is to mere theorists, who advocate industrial education without having any definite plan or purpose (other

(Continued on Page 10.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

OLD-AGE PENSIONS.

At the annual meeting of the Association of Chambers of Commerce of the United Kingdom, held in London on March 2, 3, and 4, the president of the association, Lord Brassy, in his opening address, as given in the Chamber of Commerce Journal, dwelt at considerable length on industrial legislation, having for its object the maintenance of good relations between the workers and their employers, the sweated industries, and old-age pensions. In regard to sweatshops he said: "There is a general sense that an effort should be made to prohibit the employment of helpless and unorganized labor at starvation wages, and when we remember that it is chiefly women who suffer from these hard and hopeless conditions, our sympathies are more deeply engaged." The president's references to old-age pensions, which were as follows, are still more interesting and pronounced:

"The Act lately passed giving pensions to the aged poor is not a party measure. Many regret that we have not dealt with pensions, as in Germany, on a contributory basis. In Germany the working man and his employer offered no resistance to this arrangement. The English are not a docile people. With us it would have been impossible to carry through a compulsory scheme. Nor in any country would it be practicable to compel contributions from the poorest classes. The improvement of their hard lot is the chief concern of the statesman. When we learn from the report of the poor-law commission that in the State of Hamburg alone there are 113 relief committees and 1,513 almoners, we have conclusive proof that vast numbers of the poor have not benefited—nor indeed is it possible that they should benefit—from a plan of pensions based on contributions.

"With our ample resources we are not crippling ourselves unduly in undertaking to pay pensions to the aged poor, nor is it probable that such expenditure will be without compensation. There is reason to believe that the number of the aged in the workhouses will be greatly reduced. An illustration may be given. When I first joined the admiralty, a committee had recently reported on the administration of Greenwich Hospital. The report contained a suggestion that outdoor pensions should be offered. This suggestion was adopted. Note the result. We had 2,000 pensioners in residence at Greenwich. They were maintained in comfort; they were surrounded by inspiring associations. But there can be no joy in the set gray life of a public institution, however spendid. Of the 2,000 inmates, 800 had left Greenwich at the end of one month. At the end of two months every man had gone except a few who were bedridden in the infirmary. If pensions largely diminish the number in workhouses, the effect must be to lessen the local burden of the poor rates."

The first discovery of gold in Australia was made by Surveyor M'Brien in February, 1823, on the Fish River, about midway between Tarana and O'Connell, and three miles above Locksley.

WHEN DOES "INCAPACITY" CEASE?

Compensation is payable during total or partial incapacity.

A coaltrimmer on board a steamship was injured by accident in July, 1908, in circumstances entitling him to compensation, and his employers agreed to pay him 12s. 7d. a week during total incapacity. On October 5 the man recorded a memorandum of the agreement. On October 24 he was examined by a doctor who certified that his incapacity had ceased. His employers accordingly paid him at the agreed rate to October 24 and refused to make any further payments. On December 26 he took proceedings to recover nine weeks' compensation. The employers obtained a suspension of the proceedings and applied for a review. This application was heard on February 23, 1909, when the Sheriff-Substitute found that the injured man had recovered, and made an order ending the payments, but declared that the incapacity only ceased on the day of his judgment. The employers appealed.

It was argued for the appellants in the Court of Session that the Sheriff-Substitute should have declared the incapacity to have ceased on October 24, the date of the doctor's certificate. The Court decided that neither of the dates suggested was the correct one; but that the proper date was that on which application for review was made, i. e., December 30.—Cowan vs. Donaldson Brothers, Court of Sessions, July 16, 1909.

IMPROVEMENTS AT HAVRE.

The French National Assembly has passed a law providing for the construction at Havre of a special avant-port, a tidal basin, and a dry dock 984 feet long and 115 feet wide, the following being the particulars:

The tidal basin will be the first one of its kind in Havre, all the existing ones (ten in number) being lock basins. Part of the tidal basin is to have sufficient depth to allow vessels drawing 39 feet of water to moor at every state of the tide alongside a quay measuring 3296 feet in length. Provision is also made for the construction of additional basins and docks whenever necessary, in order that the harbor facilities may keep pace with the increasing traffic.

The cost of the above improvements is estimated at $16,700,000, one-half of which amount is to be paid by the State and the other half by the Havre Chamber of Commerce, assisted by the city of Havre and the Department of the Seine-Inferieure to the extent of $772,000 and $1,560,000, respectively. It is claimed that this financial contribution of $8,350,000 is the largest ever assumed by a French port for similar purposes. According to the government engineers the improvements should be completed not later than 1915.

INFORMATION WANTED.

Anton Jacobsen, a native of Stavanger, Norway, is inquired for by his brother, John Jacobsen. Address, Atlantic Coast Seamen's Union, Mobile, Ala.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Union, 1½ Lewis St., Boston, Mass.
Marine Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.
Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.
Inland Seamen's Union, Whitehall, New York.
Harbor Boatmen's Union, 85 West St., New York, N. Y.
Lake Seamen's Union, 143 West Madison St., Chicago, Ill.
Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.
Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.
Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.
Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.
Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.
Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.
United Fishermen of Pacific, Box 42, Seattle, Wash.
Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London E., England.
Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.
Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques y puerto, Barcelona Mayor, 44, 2, I (Barceloneta) Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

Home News.

Continuous rains during the recent past have done considerable damage and interfered with work on the Panama Canal. The storm was the most disastrous since 1906.

The Iowa Supreme Court on November 17 handed down a decision holding that a private business concern under the Iowa statutes may legally refuse to serve a Negro.

Augustine E. Costello, one of the forty Fenians who sailed from the United States on a filibustering expedition in the Erin's Hope in 1867, died at New York on November 13, aged 60 years.

Nearly 400 miners were entombed in the St. Paul mine at Cherry, Ill., on November 13, due to fire and the subsequent closing of the shafts. The disaster is the worst in the history of the State.

The Pennsylvania State Department of Banking on November 17 ordered the American Trust Company of Philadelphia closed. A. L. Taylor, a State bank examiner, was appointed temporary receiver.

The inauguration of a new steamship service between New Orleans and Central American ports and the Panama Canal Zone is announced by the United Fruit Company. Six 5000-ton steamships, running on regular schedule time, have been placed in the service.

The Federal Grand Jury at Indianapolis on November 18 returned indictments against William H. Marker and Noah R. Marker, former cashier and assistant cashier of the First National Bank of Tipton, Ind., charging them with misapplying the funds of the bank.

Miguel Lozano, a Cuban, was ordered deported, and L. Guiterrez de Lara, a Mexican, was ordered released by Secretary Nagel of the Department of Commerce and Labor on November 15. Both men were under arrest at Los Angeles on suspicion of being anarchists.

The Western Union Telegraph Company was absorbed by the American Telephone and Telegraph Company on November 16. It is said that the Postal Telegraph Company will ultimately join the trust, thus consolidating all the wire communications of the country under a single head.

The Pennsylvania Railroad's last link in the steel chain which will connect New Jersey with Long Island has been completed, and the first passenger coach ran from Philadelphia to Long Island City on November 18 through the completed tunnels under the Hudson River, Manhattan Island and East River.

Captain Joseph F. Shipp, former sheriff of Chattanooga, Tenn., and five others were sentenced by the United States Supreme Court on November 15 to sixty and ninety days' imprisonment for contempt of court in permitting a mob to lynch a Negro prisoner while his case was under review by the court.

Forty-seven years after they served as volunteer soldiers to protect Cincinnati from a threatened raid by Confederate troops, the "Squirrel Hunters" of Cincinnati have received their pay. In the mail received by a number of Cincinnatians on November 7 were checks for $13, a month's pay for a private soldier in the United States Army.

SAN PEDRO, CAL.

Cannon's Clothing Store

SAN PEDRO, CAL.

BELL BRAND COLLARS AND CUFFS—UNION MADE.

We make a specialty of handling only the Best Union-Made Goods manufactured for Seamen.

BEN. B. LIPPMAN

532 BEACON & 531 FRONT, next to Fritz & Ernest

SAN PEDRO CAL.

COMPLETE SEAMEN'S OUTFITTERS

Union Goods for Union Men

SAN PEDRO WHOLESALE CO.

WHOLESALE DEALER IN THE CHOICEST OF OLD WINES AND LIQUORS.

Bottlers of San Francisco and Los Angeles Beers.

All goods sold at lowest San Francisco prices. We buy direct from Kentucky Distilleries and our California Wineries. Seafaring men invited to inspect our stock.

Beacon Street, near Fourth, SAN PEDRO, CAL.

M. BROWN

THE SAN FRANCISCO STORE
Now Located at San Pedro,
427 FRONT STREET.

I carry a full line of San Francisco goods for the seafaring people, having been established since 1886, and continually serving the seafaring. I am in position to know the class of goods you want. The San Francisco Hickory Shirt at 50 cents.

THE UNITED HATTERS OF NORTH AMERICA — A UNION MADE — REGISTERED

UNION LABEL OF THE

United Hatters of N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

CHAS. A. LUCAS

Undertaker and Embalmer

Fourth Street,
Between Front and Beacon Sts.,
SAN PEDRO.

WALK-OVER SHOES

SOLD EXCLUSIVELY BY

LEVY'S DEPT. STORE

SAN PEDRO, CAL.

515 Front St. 514 Beacon St.

JACOB OLSEN

Keeps the Best Brands of
CIGARS AND TOBACCO.

Also a Large Assortment of
STATIONERY AND NOTIONS.

FRONT STREET, bet. 4th and 5th, Front of Union Saloon, SAN PEDRO, CAL.

SAN PEDRO NEWS CO.

Sixth and Beacon Sts., San Pedro, Cal.
Dealers in
CIGARS, TOBACCO, STATIONERY.

Los Angeles Examiner and All San Francisco Papers on Sale.

Agents Harbor Steam Laundry.

H. N. STONE CO.

DRUGGISTS,

Headquarters for Pure Drugs, Patent Medicines, Soaps and Toilet Articles.

FRONT ST., OPP. S. P. DEPOT,
SAN PEDRO, CAL.

BOOT & SHOE WORKERS UNION — UNION STAMP — Factory NO.

Named shoes are frequently made in Non-Union factories.

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INFORMATION WANTED.

Samuel England, age 48 years, communicate with Seamen's Institute, 242 Steuart street, San Francisco.

James Sample, last heard of on ship Santa Rita in April, 1909, is inquired for by Seamen's Institute, 242 Steuart street.

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS

San Pedro Letter List.

Andersen, -1055.	Lofman, K.
Andersen, Peter F.	Lehtonen, John
Alander, K.	Lund, H. K.
Abbors, Arne	Lano, Emil
Albertsen, Johannes	Lerch, Paul
Andersen, Einar	Maguire, Thomas
Andersson, Axel	McKenzie, James
Amnel, Albert	Murie, Martin
Buchtman, F.	Mellin, Edward
Bentsen, Axel	Mygind, W. F.
Brose, R.	Mesak, Edward
Behrens, E. A.	Neuling, Albert
Boylan, Chris. J.	Nielsen, Svend
Bietila, Th. -1338	Nordman, John D.
Bower, Gosta	Osses, A.
Brogard, Nils	Olsen, Th.
Comstedt, Ernst	Olsen, O. -537
Carlsson, C.	Odman, Gus
Christiansen, Harold	Otto, John
Christiansen, G.-1054	Oseses, W. A.
Dahlberg, J. H.	Petersen, S. R.
Eckhardt, W.	Peterson, K. E., -903
Engberg, Oscar	Petersen, H. -1064
Ek, Thure	Peterson, Lauritz
Erickson, John	Pedersen, Gert C.
Fay, Joe	Pedersen, Alfred
Fredericksen, Harry	Pederson, Reinhold
Fisher, -556	Peterson, Hans
Folvik, Carl	Rudland, Jakob
Fleming, John	Reed, L. C.
Fasig, Don	Rasmussen, E.
Gabrielsen, K. -601	Scott, E. G. (pkg.)
Gask, A.	Schwitzer, H.
Gorgesen, Emil	San, B. -2113
Glausen, Harry	Scarabosia, M.
Guenther, Richard	Semberg, J.
Heggum, Louis	Sorensen, A.
Hermanson, K. -1554	Steen, J. C.
Hansen, Theodor	Solie, Ingvald
Hilke, Carl	Svenssen, Nikolaus
Hesse, Erick	Sindahl, J.
Haggenmuller, H.	Syversen, Ole
Hansen, Peter K.	Stalsten, Karl
Haarklau, I.	Sandstrom, J. -1347
Hansen, Carl	Strahle, Charles
Heinanen, C. (pkg.)	Southerland, A.
Johansen, C. -1191	Svendsen, C. -1050
Johanson, J. -880	Swanson, Charles
Jorgensen, E.	Tommis, Frank
Kuhne, W.	Tufvesson, J.
Koch, Carl	Trepetket, Frank
Keinanen, Emil	Touanne, Walter
Klappe, J.	Veyvoda, Frank
Kristiansen, Eigil	Quinn, W.
Kraushatz, F.	Wahrenheit, Otto
Karl, Matti	Wychgel, J.
Krohn, J. A.	Wahlstedt, R. -778
Larson, L.	Westerlund, T. F.
Louis, Mickel	



David Stove, age about 28, who is supposed to have shipped on some vessel from Puget Sound in January, 1901, is inquired for. Any one knowing his present whereabouts please notify Coast Seamen's Journal.

INFORMATION WANTED.

The salvage claim originating through the SS. Curacao and SS. Australian has been adjusted. All money due the crew who were aboard the vessel at the time the Australian was assisted will be found in the manager's office, 112 Market street. Parties applying for such money will first apply to the head of their respective department for identification. The names of the men are as follows: F. Mason, A. Mondini, R. Nelson, J. Jonasen, J. Lorenz, C. Swenson, H. Nelson, F. Rebases, C. Chidley.

John Rudolf Johnson, a member of the Atlantic Coast Seamen's Union, who left his coat in S. P. train No. 8, arriving at El Paso, on December 21, is requested to send his address to Union Passenger Depot Co., El Paso, Texas.

Pacific Coast Marine.

The following changes of masters were recorded at the San Francisco Custom-house on November 24: Steamer Aurora, W. H. J. Belisle vice William J. Atthowe; steamer Santa Rosa, Ezekiel Alexander vice J. O. Faria.

Port Townsend advices report the purchase of forty-seven acres of land on Kuhn's spit for shipbuilding purposes, alleging a combination between Heffernan, the Moran yards and E. W. Molander, an Everett boiler-maker.

The following changes of masters were recorded at the San Francisco Custom-house on November 26: Steamer St. Helena, William C. Jarvis vice E. S. Pigott; schooner Grace and Amy, William Brown vice John E. Gray.

On a warrant issued at Portland Captain Fosen of the steamer Melville Dollar was arrested at Tacoma on November 26, charged with violating Quarantine regulations by disregarding signals at Astoria during the plague scare some time ago.

The following changes of masters were recorded at the San Francisco Custom-house on November 20: Steamer Santa Rosa. E. Alexander vice J. O. Faria; steamer President, N. E. Cousins vice H. C. Thomas. The schooner Annie Maria, J. W. Johnson master, was enrolled.

The steamer Argo, from Astoria to Tillamook, struck the bar at the latter port on November 26, but afterward floated off. A boat from the Garibaldi Beach Life-saving Station capsized on the bar and three persons, a woman, a child and a member of the life-saving crew, were drowned.

After a year's idleness the freighter Eureka of the Pacific Coast Steamship Company will go into service again. She will ply between San Francisco and Puget Sound and will probably be engaged in the coal-carrying trade. For over a year the Eureka has been laid up in Oakland Creek.

E. J. Dodge of San Francisco announces that the steamship St. Helens will operate next summer between San Francisco, Puget Sound and St. Michael, connecting with the Yukon steamer Julia B., which will carry freight and passengers to Fairbanks. Three round trips are scheduled for the St. Helens.

During the present week the Western Pacific Railroad will ask for bids on two ferry-boats for its transbay service. It will require at least eight months in which to complete the two boats under rush orders and this is taken to mean that the company officers do not expect to carry through passenger traffic for several months.

The following changes of masters were recorded at the San Francisco Custom-house on November 22: Steamer State of California, L. N. Nopander vice C. T. Hall; steamer Sea Fox, George H. Mawdsley vice D. C. Thomsen; schooner Natalie, B. S. Olsen vice C. S. Christensen. The steamer Roma, H. G. Lawson master, was enrolled.

Captain Gueguen of the French bark David d'Angers, which arrived at Astoria on November 23 from London, reports the British ship Wiscombe Park on October 31 in latitude 16 degrees 27 minutes north, longitude 120 degrees 21 minutes west. The ship was sixteen days out from San Francisco for Liverpool and reported "all well."

Complaining that Captain Rose, master of the French bark Michelet, had treated them cruelly and failed to provide them with sufficient food, twelve sailors, comprising the entire crew, visited the office of the French Consul at Tacoma several days ago. Two sailors have since deserted and warrants are out for them. Captain Rose denies mistreatment.

The invitation from the United States for Great Britain to participate in an international conference with a view to regulating the killing of seals in the international waters of North America has been referred through the Colonial Office to Canada, as it is considered that the Dominion is more interested in this question than is the mother country.

Giving the British bark Matterhorn, Captain Salter, ten minutes the start, the British bark Howard D. Troop, Captain Durkee, which recently broke the world's record coming from Yokohama to Portland, crossed out of the Columbia River on November 26, bound for Europe. Both have grain cargoes, the former for Queenstown and the latter for Ipswich.

The German bark Bertha, from Newcastle for Carrizal, with coal, put into Sydney recently dismasted during a southerly gale. Captain Michelsen reported on arrival that when about 300 miles to the northeast of Sydney Heads, the Bertha was suddenly struck by a terrific squall from the direction of the southwest. The duration of the squall was only a quarter of an hour, but during that time the wind gained hurricane force, and the ship suffered considerable damage.

To build and operate another Yukon fleet of steamers and barges is the object of the Alaska Trading and Navigation Company, which incorporated at Tacoma on November 22 with a capital stock of $250,000. The company will build this winter two Yukon steamers and a fleet of barges at Tacoma. They will be operated next summer from St. Michael to Innoke River and thence up Innoke to the Iditarod gold diggings, where 2000 men are prospecting this winter with splendid results.

Unable to withstand the strain of the ever-swelling flood longer, the five log rafts anchored just above the Madison-street bridge, at Portland, swept down the river with terrific speed on November 26, tearing small craft from their moorings, carrying away everything movable lying in their path, and crashed into a boom near Vancouver and set adrift twenty-nine mammoth log rafts which contain from 10,000,000 to 12,000,000 feet of lumber. If not recovered the logs will entail a loss of $125,000.

Captain Daniels is back in San Francisco Bay with the revenue cutter McCulloch and has taken up his work of running down violations of navigation-laws among motor boats. On November 26 he reported to Collector Stratton a fine of $25 for the gasoline schooner Mary Carathuma, J. D. Johnson of Vallejo owner and master, because she was not equipped with a proper whistle. A similar fine was reported by him against the gasoline launch Galileo, Dominic Strausso of Black Diamond owner and master, for having no whistle nor side lights.

Word was received at San Francisco on November 24 from Honolulu of the death of Captain Underwood of the schooner Robert Lewers by drowning at sea. The schooner has arrived at the Island port and reports that Captain Underwood was washed overboard by a heavy sea on October 27. The Robert Lewers was bound from Port Ludlow for Honolulu when the mishap occurred. Efforts to recover the body were fruitless. Captain Underwood was well known on the Coast. He formerly commanded the bark Hesper for many years on the Island run.

A suit in admiralty was filed in the United States District Court at San Francisco on November 24 by the Slade Shipping Company, owner of the four-masted schooner F. M. Slade, against the steamer Cascade to recover $10,000 damages for a collision on the night of November 12. It is alleged that the night was clear and that when ten miles north of the San Francisco lightship the Cascade sought to cross the bows of the Slade and that through miscalculation or poor seamanship a collision occurred by which the schooner was damaged in the amount sued for.

Completing a fair passage of 167 days from Antwerp, the well-known six-masted barkentine Everett C. Griggs, Captain George E. Delano, arrived at San Francisco on November 22, bringing a cargo of general merchandise consigned to Balfour, Guthrie & Co. The big vessel encountered some severe weather at certain stages of the voyage and was forty-five days making it from 50 south in the Atlantic to 40 south in the Pacific. During this time she experienced constant heavy gales and very high seas which filled the decks to the rails. A whole suit of sails was blown away.

The burning of the steamship St. Croix off the most inaccessible stretch of coast between British Columbia and Mexico has emphasized the imperative need of quick communication between the Malibu mountains and Los Angeles or Santa Monica, and resulted in agitation for a wireless station on the Rindge estate. Property owners up the Coast have interested themselves, and the Government will be asked to provide better protective facilities, including a lighthouse. Business connections make a wireless station necessary. The St. Croix refugees could have been saved many hours of inconvenience and suffering with such facilities.

The arrival of the steam-schooner Acme at San Pedro from Eureka on November 23 was an event in the history of the inner harbor. For the first time a steamer went up the channel from the turning basin along the east side of Mormon Island to the new mill of the Consolidated Lumber Company a mile northeast of Wilmington. Not for a quarter of a century have vessels gone up to Wilmington, and never before has one gone north of Canal street. It is expected that by the first of the year the channel will be dredged to a depth of eighteen feet. The Acme drew fourteen feet of water, half of her cargo of 450,000 feet having been discharged at the Southern Pacific slip.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

Affiliated with
AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer,
1½A Lewis St., Boston, Mass.

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CHICAGO, Ill., 242 South Water St.
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Sub-Agency:
CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

Coast Seamen's Journal

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BY THE

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Established in 1887

WALTER MACARTHUR.....Editor
PAUL SCHARRENBERG.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, DECEMBER 1, 1909.

LABOR AND TUBERCULOSIS.

The recent convention of the American Federation of Labor devoted much time to the discussion of tuberculosis and the preventive measures undertaken in various quarters to control that disease. As will be noted in the JOURNAL'S summary of the convention's proceedings, President Gompers, in his annual report, spoke strongly on the subject. The Executive Council also reported upon the steps taken by organized labor to grapple with the disease. The time devoted and the earnestness displayed by the convention in the treatment of this subject is profoundly suggestive of the growing realization of its importance, when considered in connection with the pressing and immediate importance of many other problems confronting the convention.

The general sense of the convention is set forth in a resolution introduced by the delegation from the International Typographical Union. The resolution in question is as follows:

Whereas, The economic loss to society by reason of preventable disease has now reached such a total annually as to be almost beyond comprehension, the loss from a single preventable source being in the United States alone more than 150,000 lives annually—a greater number than have been summoned by death as the result of any modern conflict in the arena of war; and to this annual loss of life must be added the sum of suffering entailed on victims, and the inconvenience and added expense to their families and relatives, as well as to society in general, by reason of the fact that during a long period of time they are physically incapable of providing for themselves; and

Whereas, In the United States alone more than eighty per cent of this stupendous aggregate of death comes from the classes that are commonly referred to as the working class, and, therefore, the loss falls with especial force and weight upon those who are least prepared to meet the expense and inconvenience; and

Whereas, Scientific research and social experiments have proven that this dead scourge may be averted by the application of means easily within the reach of all who are properly situated as regards correct conditions of life; and that these means of obviating the effects and avoiding the consequences due to the existence of the great white plague among our people are so well established that it seems astonishing that the ravages of the disease should go unchecked; therefore, be it

Resolved, That the American Federation of Labor, in convention assembled, enjoins on its delegates and the membership of affiliated organizations the duty of combating the scourge of tuberculosis at all times and in all places, by the rational means that have been found to be of service and effective in overcoming this dreadful menace to humanity; that it be the duty of our members where employed to insist upon improvement in workshop conditions and surroundings to the end that so far as is humanly possible men and women, boys and girls, be not required to work in surroundings that are a continual invitation to the attack of disease; that all efforts be put forth to secure proper lighting, heating and ventilation in workshops; and that all other necessary provisions for the health and physical well-being of the workers of America be given such attention as will secure, so far as may be, their immunity from possible contamination by tuberculosis or other forms of contagious or infectious disease;

Resolved, That the affiliated organizations of the American Federation of Labor be advised to secure for the information of their membership such written and printed matter as may be easily obtained, giving directions as to the proper course to pursue in the carrying out of the recommendations of this resolution; and be it further

Resolved, That this convention of the A. F. of L. advise all local unions to participate in tuberculosis exhibits, showing on their own part the conditions under which they are compelled to labor that make for the propagation and spread of tuberculosis, especially as to those forms of unprotected machinery whose operation is conducive to the respiratory diseases; and at these exhibits to make particular effort to interest the general public in the necessity for radical reform in the working conditions under which so many of the toilers are compelled to labor.

The International Typographical Union is conspicuous among the organizations affiliated with the American Federation of Labor for the extent and efficiency of its work in the crusade against tuberculosis. This fact is due, of course, to the conditions of the craft, which are more than usually conducive to the spread of that disease among those employed in it. The example set by the Typos may be followed by other crafts equally and even more subject to attack. Among the latter the seamen occupy a position of unenviable prominence. It is notorious that the death-rate from tuberculosis among seamen is very large, due to the unsanitary conditions under which they live and work. The action of the American Federation of Labor appeals with particular force to the seafaring craft and will doubtless constitute an inducement to the unions and members of that craft to make a concerted effort for the amelioration of conditions in this respect. The present world-wide crusade against tuberculosis ought to command the active co-operation of all crafts and classes, upon personal as well as humanitarian grounds, in order that humanity may rid itself of a scourge which annually decimates the race.

GREETINGS TO CONVENTION! PACIFIC COAST EXTENDS TO LAKE SEAMEN CONGRATULATIONS AND ASSURANCES OF CONTINUED SUPPORT. "DON'T GIVE UP THE SHIP!"

E. ELLISON, Secretary pro tem.,
Sailors' Union of the Pacific.

These greetings were sent by the Sailors' Union of the Pacific on the 29th inst. The convention of the International Seamen's Union of America met in New York on that day, and will continue in session throughout the week. These greetings from the Pacific Coast are but an indication of the sentiment prevailing throughout the entire membership of the International toward the men now assembled for the discussion of all questions affecting the craft. The International Seamen's convention is probably composed of about fifty delegates, but every man who sails under the Stars and Stripes is with these half-hundred in spirit, also a fair representation of the men who sail under every other flag.

Our hearts, our hopes, are all with thee—
Our hearts, our hopes, our prayers, our tears,
Our faith triumphant o'er our fears,
Are all with thee—are all with thee!

"AFTER THE STRIKE."

Discussing the strike in Sweden, our contemporary, Sjofolkets Tidning, of Stockholm, prints the following summary of conditions as they now exist:

The capitalists are making "business" out of the situation, and are acting the part of grave-robbers.

When the last issue of this paper was published the negotiations between the Swedish Employers' Association and the National organization of the workers were still pending. No result was obtained from these negotiations. The workers determined that the individual groups (unions) should continue the struggle as long as they were able, and when they were unable to continue it any longer, declare it off and resume work.

Prior to this the employers had already commenced to work their revenge. The usual means was to prevent the "objectionables" from obtaining employment and to starve out those who were weak. Thousands of workers were in this manner kept out of work. Another way was to let those who were reinstated suffer reductions of wages and worse working conditions. Yes, they tried to make capital and to grind dividends out of the weakened condition of the labor organizations after the conflict.

In the front ranks of the exponents of the latter tactics were the shipowners of Gothenburg. Among other things they compelled the longshoremen to enter into individual "slave contracts," and they further arranged the working conditions in such a way that from 300 to 400 of the old employes were unable to get work. These are the days for the grave-robbers in our land. But we are hoping for different times, since, according to all reports, the markets of the world are improving.

The seamen have had a smaller number of victims to support; but all seamen and firemen are reminded of their duty to make liberal contributions for the support of the victims of the strike—support which the latter have the right to claim from their brothers who have secured employment and income. Do not let us deliver our fellow workmen to the tyranny of the employers.

Of course, this is all quite logical and natural. The inhumanity and blindness of men in the hour of victory (?) is not a peculiarity of the Swedish employing class. The history of every great industrial war evidences the same disposition toward an aftermath of extermination. This is unfortunate, and would be more so but for the "law of compensation," which sets up a counter tendency—a tendency on the part of labor to resist extermination. In the final outcome the result has been to strengthen labor, to enable it in many instances to snatch victory from apparent defeat. The Swedish workers have made a gallant fight against the labor crushers of their country, a fight that has elicited the sympathy, admiration and assistance of the labor world. With a continuance of this attitude and an increase in the latter particular, we predict that the Swedish labor movement will shortly be able to record a triumph, despite the Pyrrhic victory of its would-be destroyers.

There is no mistaking the temper of the American Federation of Labor in respect to the attitude of the courts in the case of Gompers, Mitchell and Morrison. The Toronto convention went further than any of its predecessors in declaring its determination to maintain at any cost the rights of free press, free speech and peaceable assemblage. So long as this attitude be maintained we are assured that in the outcome the Constitutional liberties of the people will experience a new birth.

Police Judge Shortall, of San Francisco, has sentenced a man convicted of grand larceny to a "long cruise on some sailing vessel." In this Judge Shortall has followed a long line of precedents. It is high time the line were broken. A stiff denunciation of this practice by the Seamen's convention, addressed to the right quarter, might possibly accomplish good results.

MANNING BILL INDORSED.

Whereas, The Seamen are still subject to involuntary servitude—being by law compelled to render service or labor against their will; and

Whereas, Seamen quitting work in foreign countries are still, under treaties between nations, treated as criminals, arrested and returned to their masters;

Whereas, Vessels, even those which carry passengers, are permitted to go to sea with crews the members of which have no knowledge either of their work or the language of the officers, thereby sacrificing property and human lives to unnecessary dangers and loss in the interests of cheap transportation by water; and

Whereas, H. R. 11193, to amend the law as relative to American Seamen, to prevent undermanning and unskilled manning of American vessels, and to encourage the training of boys in the American Merchant Marine, introduced by the Hon. Mr. Spight, of Mississippi, is designed to correct these and other evils; therefore

Resolved, By the American Federation of Labor in convention assembled that we indorse this bill and urge its speedy enactment into law.

The foregoing resolution, introduced by the delegates from the International Seamen's Union of America, was unanimously adopted by the recent convention of the American Federation of Labor. The Spight Manning bill has been before Congress for several sessions. Although the subject dealt with is of the highest importance to the country—not only to the personal interests of those who travel by sea, but to the National interests of commerce and defense—no action has been taken by Congress, due to the general policy of "masterly inactivity" by which that body has been guided in the recent past. The facts concerning the present status of the American seaman under the law constitute at once a National disgrace and a National menace. The voice of labor, as manifested by the adoption of these resolutions, is the voice of the people, if not of God, calling for action in a situation that is little, if any, short of desperate. Let us hope that that voice will be heard and heeded by those responsible for the fact that the United States is to-day without seamen to man even the present meager foreign-going merchant fleet, to say nothing of seamen to man its Navy in time of need.

We have formerly made mention of the facts of the great struggle in progress on the Great Lakes in America, between the employers and the seamen. In view of the conditions of this struggle, we are agreeably surprised to receive from the American seamen the sum of $200 for the support of the seamen participating in the general strike in Sweden. At the same time we are informed that the reason why the donation is not greater is that the American union has to furnish the means to maintain the strike of the 9,000 or more members on strike on the Lakes.

A beautiful expression of their sympathy, for which we are sincerely thankful.

The foregoing, from Sjofolkets Tidning, of Stockholm, is accepted in the spirit in which it is offered. From the day of its birth, twenty-five years ago, to the present time, the Sailors' Union has endeavored, with more or less success, to discharge the obligation of unionism to assist other crafts. In the discharge of this obligation the Union profits more, if possible, than do the recipients of its aid, in the moral strength that comes to those who prove true to their own ideals.

The Red Cross Society has placed on sale its "Christmas Stamps," the proceeds of which are devoted to the work of fighting tuberculosis. No better way of expressing the sentiment of goodwill can be conceived than by the purchase of these stamps, the results being beneficial both in an educational and a financial way. By contributing in this way to the anti-tuberculosis fund, the labor organizations may act in a practical way upon the urgent recommendations made by the American Federation of Labor at its recent convention.

One of the natural effects of the Injunction crisis in the affairs of the American Federation of Labor was manifested at the recent convention of that body. The usual resolution favoring Socialism was introduced and reported by the committee in the usual terms—i. e., recommending non-concurrence. At this point the usual ended and the unusual began. The delegates who introduced the resolution, instead of insisting upon their right to discuss it, if only for the sake of "propaganda," requested permission to withdraw it. This unusual procedure was explained upon the ground that in the face of a situation such as that contained in the Injunction crisis division upon any question of tactics would be both unseemly and dangerous. The request for permission to withdraw the resolution on Socialism was granted unanimously.

The burning of the steamer St. Croix has produced the usual crop of obvious suggestions on the part of the press. It is suggested that all passenger steamers should be compelled by law to carry "wireless" apparatus; that they should be made as nearly fireproof as "Class A" hotels, etc. These suggestions are as obvious as they are belated. The press is notorious in this respect. Whenever a shipwreck occurs the press is as voluble as a flock of crows. But whenever a suggestion is made in Congress looking to the enactment of the remedies proposed the press is as silent as—the press. The press having delivered itself of its views on the construction and conduct of ships, will now relapse into utter silence until awakened by another "great tragedy of the deep."

In this and the preceding issue the JOURNAL, following its custom of many years, presents a condensed yet comprehensive report of the American Federation of Labor convention held at Toronto during the past two weeks. Our readers are thus enabled to gain a serviceable knowledge of the convention's work in handy form and in advance of the issuance of the Official Proceedings. We commend the JOURNAL's digest to the careful perusal of our readers, with the understanding, of course, that the complete report issued by the Federation must be read by all who would keep thoroughly posted upon the progress of the labor movement in the present history-making epoch.

JAPANESE EMIGRATION CONCERNS.

The consolidation of various industrial and other concerns by means of amalgamation has now become quite the order of the day. The emigration companies, whose business has suffered a severe blow owing to the practical stoppage of Japanese emigration to America and elsewhere, have a proposal on foot to merge all the existing companies into one substantial institution. The Kokoku Tairiku, Sanyo and five other companies have already signified their approval for the amalgamation scheme, and negotiations are now said to be proceeding with the Nippon and the Tokyo emigration companies. It is the intention of the promoters to establish a concern with a paid-up capital of 500,000 yen ($249,000) under the name of the Teikoku Shoku-i min Kaisha (Imperial Colonization and Emigration Company).

Patrons of our advertisers are requested to mention the JOURNAL when making purchases.

Demand the union label on all Christmas purchases, and on all other purchases.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Nov. 29, 1909.
Regular weekly meeting was called to order at 7:30 p. m., Robert Rollo presiding. Secretary reported shipping slack. Shipwreck Benefit amounting to $550 was ordered paid to eleven members wrecked in the steamer St. Croix. Ten dollars was donated to the San Francisco Society for the Prevention and Study of Tuberculosis.
NOTICE: The semi-annual election of officers will take place in the four regular meetings held in December at Headquarters and Branches.
E. ELLISON, Secretary pro tem.
44-46 East St., Phone Kearny 2228.

Vancouver, B. C., Nov. 22, 1909.
Situation fair.
JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, Nov. 22, 1909.
Shipping medium; prospects fair.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Nov. 22, 1909.
Shipping poor; prospects medium.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Nov. 22, 1909.
Shipping slack; prospects uncertain.
WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Nov. 22, 1909.
Shipping and prospects good.
WM. GOHL, Agent.
P. O. Box 62. Tel. 225.

Portland, Or., Agency, Nov. 22, 1909.
Shipping medium; prospects uncertain.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Nov. 21, 1909.
Shipping and prospects poor.
JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Nov. 22, 1909.
Shipping slack; prospects uncertain.
HARRY COOK, Agent pro tem.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, Nov. 16, 1909.
No meeting; no quorum. Shipping and prospects poor.
CHAS. SORENSEN, Agent.
Cor. Queen and Nuuanu Sts. P. O. Box 314.

MARINE COOKS' AND STEWARDS' ASSOCIATION.

Headquarters, San Francisco, Cal., Nov. 26, 1909.
Regular weekly meeting was called to order at 7 p. m., Wm. Brisco in the chair. Secretary reported shipping quiet. The Shipwreck Benefit was ordered paid to nine members of the steamer St. Croix. Balloting for officers was proceeded with.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Nov. 18, 1909.
Shipping slow. Elected T. C. Stapleton as delegate to the convention of the State Federation of Labor, which will convene in Hoquiam, Wash., on January 11, 1910.
LEONARD NORKGAUER, Agent.
P. O. Box 1335. Phone Sun Main 2233.

San Pedro Agency, Nov. 22, 1909.
Shipping slow. Plenty of men ashore.
ED. BARRY, Agent.
P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Nov. 23, 1909.
Strike situation good.
ALEX. McKECHNIE, Acting Secretary.
674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Nov. 23, 1909.
Shipping good; indications are that conditions will be fairly good this winter. A. Furuseth addressed the meeting.
WM. H. FRAZIER, Secretary.
1½A Lewis St.

DIED.

Manne Nordin, No. 1004, a native of Sweden, aged 50, died at Port Townsend, Wash., on Nov. 27, 1909

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

FEDERATION APPLAUDS SEAMEN.

That the Federation of Labor will give its sympathy and, if necessary, any financial support possible to the sailors of the Great Lakes, now out on strike, was decided at this morning's session of the organization. The strike, and the peculiar conditions which led up to it, were explained by men who know the inside of this life, principal among them being Mr. J. H. Wilson, head of the British Sailors' Union, who was called upon to address the convention when the Resolution Committee reported in favor of the strike of 9,000 sailors, marine firement, and marine cooks, declared in April last, on the Great Lakes. The struggle arose over the formation of what has been called the "Welfare" plan by the Lake Carriers' Association, it being a declaration for the "Open Shop." The plan, it was claimed, was patterned after the English Shipping Federation, "under which all liberty vanishes and life becomes unbearable." The "Welfare" plan is even more vicious than that, says the resolution, as it establishes "a black list and exile from the calling."

President Gompers introduced Mr. Wilson as the man who organized the British Seamen's Union, and a man whose work will live in history.

"As a union man of 31 years' standing, I do not criticize the right of employers of labor to organize," said Mr. Wilson, "but I do object to employers combining working men on their own lines."

He instanced that under the English Shipping Federation no seaman can be engaged unless through the "Employers' free labor office," and he must at all times carry with him a certificate declaring he is not a union man.

"Before a man is engaged he must undergo a medical examination at the hands of a 'bum, blackleg, quack' doctor, who discovers some imaginary illness and sends him to purchase some medical contrivance upon which the doctor receives 'a little on the side.'

"Things have even gone so far," he said, "that now they stamp upon the back of the seaman's hand a certificate that he has passed the medical examination. Was the workingman ever so degraded before?

"If you will pardon the expression I will call that plan the 'Hellfare' plan," he stated, referring to the "Welfare" plan, inaugurated by the Lake Carriers' Association on the Great Lakes.

An international body is being formed now which is to be extended to every port throughout the world, taking in every stevedore employed. This international body is branding its employes as "criminals," for it not only prints on its certificates full descriptions of the men, with distinctive characteristics, such as birthmarks, but it is now taking thumb prints, so if a man leaves one employ he can not secure another.

"Never in the history of the world has it been known that employers would go so far as to try to degrade their workmen in this way," he declared.

"I find it easier to organize the British seamen on this side than the other," he said, the reason being that in America the obnoxious spotter is not so frequently met with.

"As far as Great Britain is concerned either the Shipowners' Federation must go out of business or we will go out of business. There will be a fight to the death, because the men of the sea are not cowards. We will go the pace every time." (Applause.)

"They want to make cowards of us, and then want us to man ships," stated Victor A. Olander, referring to the Lake Carriers' Association.

One of the main bodies in the association is the Steel Trust, which owns big fleets of boats running on the upper Lakes.

"We have declared that there will be no marks on our hands," he stated, amid applause.

So far the 9,000 men on strike have not found it necessary to ask for outside help, but by reason of the strong interests opposed they may have to make such an appeal.

"We have been deprived of everything: we have been stripped," declared Andrew Furuseth. "There is not 10 per cent of our men who have any family ties. When we go to prison, why prison is our home just as was the ship.

"I tell you this to show you the position we are in. We have been picked out because of our supposed weakness, but I tell you we are not going to be branded like the industrial serfs of centuries ago.

"When we are through with this fight there will be but very little left of the merchant marine that now exists in the United States." (Applause.)

"Complaint has been made about the difficulty experienced in the States in securing recruits for the navy," said President Gompers, "but you can't expect to secure recruits when the American boy and man is eliminated from the merchant marine on the Great Lakes.

"No one could dare understate the importance of this great struggle. No matter how little financial support we may subscribe, I know our hearts and our hopes, our prayers, and our work will be on the part and on the side of the struggling seamen here and abroad."

The resolution was carried by a mighty "Aye!"—Toronto News.

SAME OLD STORY.

SAULT STE. MARIE, Nov. 17.—The steamer Reed, up bound, this afternoon became disabled and stranded in the channel below Sailors' Encampment. It was feared she would further block traffic, but the boat succeeded in releasing herself about an hour afterward.

The Reed left Conneaut at 11 P. M. November 11, short-handed. She was six days making the Soo. She had two ordinary seamen and one fireman leaving here; paid ordinary seamen $65, fireman $90. I reported her to United States Steamboat Inspectors, but, of course, they took no action.

W. H. JENKINS.

Conneaut, O.

Demand the Hatters' label when buying a hat.

CHICAGO LOSING TRADE.

Chicago papers have been filled with columns of matter the past few weeks telling the mournful tale of the enormous loss of shipping that has overtaken the biggest city on the Lakes in the last twenty years. Startling figures are given illustrating the fact.

In 1887 the total receipts at the port of Chicago for classified and unclassified merchandise, ore and ore products, coal, grain and building material amounted to 5,525,622 tons. That was a good figure for those days. In 1907, twenty years later, the receipts by Lake amounted to only 3,007,074 tons. This is a direct loss, after twenty years of great municipal expansion, of 2,518,548 tons. The figures comprehend the main Chicago River and harbor only.

At present it would be a great deal safer to predict that Toledo, Cleveland, Milwaukee or Buffalo will be the real ports on the great Lakes, and that they will control the commerce, for even the most radical vesselowners have failed to boom Chicago as being the port to fill the bill.

The great falling off in Chicago's Lake trade is due in large measure to her inadequate harbor facilities. Tunnels and bridges have prevented the expansion of the river to meet the increased tonnage of the Lake shipping, and, while spending tens of millions on other improvements, the city has practically barred out of the river the fleet of big ships which now carry the commerce of the Lakes.

All the other Lake harbors have been booming along, making 2,000,000 or 3,000,000 or 4,000,000 tons a year increase in the last ten years, but Chicago's trade has either stood still or decreased. In 1887 the grain shipments from the original harbor and river of Chicago amounted to 66,812,037 bushels. In 1907 they had dropped to 40,978,375 bushels. In the meantime the other Great Lakes ports divide the spoils which at one time went to Chicago, and so far as they are concerned, at least, no complaints will be heard.

LETTERS ACKNOWLEDGED.

I take pleasure in acknowledging receipt of letters from Comrades Martin J. Carroll and Peter Caulfield. Both comrades have been on the Atlantic and Gulf coasts during the strike on the Lakes, and are full of praise for the officers of the Atlantic unions, particularly Comrades Bodine and Sheraton, Comrade Carrol is on the U. S. dredge Benyard, at Burrwood, La., and Comrade Caulfield is quartermaster on the tank steamer Winnifred. W. H. JENKINS.

Conneaut, O.

Abandoned on the rocky shores of Isle Royale, the steamer Trevor of the Pittsburg Steamship Company will lie until spring. The wrecking tugs Favorite and Hackett arrived at the Soo on November 14 with all wrecking outfits, having been unable to release the steamer. Five air compressors had been put in operation with no success.

LETTER OF CONDOLENCE.

Members of the Marine Engineers' Beneficial Association, local No. 2, recently forwarded a letter of condolence to the Lake Carriers' Association as the result of the losses entailed by the damaging of the lock at the Soo a few days ago. The communication comments on the accident and declares that it would have been avoided had the boat responsible been properly manned with engineers. The letter, which is signed by William Kelly, secretary, follows:

"The great number of accidents to life and property on the Great Lakes this season, culminating in the wrecking of the Poe lock at the Soo, and resulting in the elimination of 20 per cent of the tonnage from active operation, moves the members of the Marine Engineers' Beneficial Association to extend our sympathy to the managers and stockholders in the steamers controlled by the Lake Carriers' Association in this, their hour of trouble, and to disclaim any responsibility for the present unsatisfactory condition on the Lakes.

"We hope the officials of the Lake Carriers' Association will consult the managers of the Anchor, Western and other bulk freight steamboat lines (who believed us when we told them that their steamboats could not be successfully operated under the contract system and "Welfare" plan then proposed), and who have been operating them under real "Open Shop" conditions, before making arrangements for 1910, as we point with pride to the successful operation of the 400 ships, not enrolled in the Lake Carriers' Association, under conditions considered fair by the Marine Engineers' Beneficial Association.

"We sympathize with the managers and stockholders of individual lines who have been compelled to subscribe to the contract system and "Welfare" plan, against their will, as we found it impractical in 1908, and refused to sail under it in 1909.

"We sympathize with the captains and their mates, who are compelled to perform the duties of ordinary seamen to operate their ships, but we do not sympathize with the fleet chiefs and former members of this Association, who knew that the ships could not be operated successfully under the new system, and who scoured the country for engineers regardless of character or ability, when they should have informed the managers of the true state of affairs.

"The Marine Engineers' Beneficial Association stands for the advancement and maintenance of the rights of the marine engineers as it has stood for the last forty-six years. We tried the contract system in 1908 and condemned it, and the present season has shown the wisdom of our decision, and if the Lake Carriers' Association is in the market for engineers of experience and ability, we've got plenty of them, and all they ask is an appointment to operate a steamboat under the rules of the United States Seamboat Inspection Service and to ship their crews wherever they wish.

"In conclusion, we invite all the members of the Lake Carriers' Association to our twenty-ninth annual ball, at the Chamber of Commerce this winter, in the hope that satisfactory arrangements will be made for the season of 1910."

Demand the union label on all purchases.

BRANSFORD GOES ASHORE.

The unknown boat reported ashore at Isle Royale turned out to be the Bransford of the Hawgood fleet. She was first reported to be in a bad way and in danger of going to pieces, but Captain W. A. Hawgood said recently that the ship was in no danger, and that he felt confident that she would soon be released and proceed on her way.

A Duluth dispatch contained the following about the boat: The Booth line office received a telegram from Captain E. L. Smith of the steamer Easton, at Port Arthur, confirming the news of the wreck. He stated that he had put in to Port Arthur for coal and assistance for a steamer ashore at Isle Royale, but he did not state the name of the vessel. It is believed to be the Bransford. She is said to be on the rocks six miles from Menagerie Island light.

The steamer Dunham, which was reported aground at Ashland recently, was released and is apparently undamaged.

"FOG," OF COURSE!

According to a dispatch received from North Point, Mich., the steamer Falcon stranded on South Fox Island in the fog, on November 7. The fog whistle was not blowing at the time, and this is said to have caused the ship to go on the rocks. She was almost released later on, when a northwest gale sprang up, and the crew were forced to leave her. They returned to her on the following morning, and found her full of water, and badly twisted. Her deck was shoved up amidships, and she was otherwise disabled. The boat is almost a total loss.

The Falcon was built in 1881. She is 174 feet long by 31 feet beam and has a gross tonnage of 865. She is a wooden ship, owned by the Cleveland-Cliffs Iron Company. The crew of the Falcon left her in the small boats, and reached shore after some difficulty. The wreck will be inspected by an expert wrecking-master with a view to learning whether or not she can be saved.

SHAW HONORED BY LABOR.

Members of the Lake Seamen's Union at Bay City, Mich., are congratulating Comrade William Shaw, Agent of the Union at that port, and incidentally themselves, upon the election of the former as President of the Central Trades Council of Bay City. The ability and loyalty of Comrade Shaw have long been recognized by the seamen of the Great Lakes, and they are gratified to know that these qualities are also recognized by the members of the labor movement. President Shaw takes office with the fullest confidence of his friends and associates in the success of his administration.

David Torrence of Detroit, chief engineer of the steamer C. C. Hand of the Gilchrist fleet, has been suspended ninety days by the Milwaukee Steamboat Inspectors. He was charged with drunkenness while on duty.

The Lake Seamen's Union has elected the following delegates to the convention of the International Seamen's Union of America: Thomas A. Hanson, Alexander McKechnie, Gus Pedersen and W. H. Jenkins.

JOHN P. MORGAN LAUNCHED.

The big freighter John P. Morgan was dropped overboard at the Lorain yard of the American Shipbuilding Company on November 13. The Morgan is the second of two 600-foot steamers building at the Lorain yards of the Pittsburg Steamship Company. She is a duplicate of the steamer Schiller, which was launched last month. Her dimensions are: Length over all, 600 feet; keel, 580 feet; beam, 58 feet; depth, 32 feet. The new boat will have a capacity of 12,000 tons. She will be equipped with triple expansion engines with cylinders 24, 39 and 65 inches with a 42-inch stroke. She will have two boilers 16 feet in diameter and 11 feet 6 inches long, to develop a working pressure of 170 pounds.

INFORMATION WANTED.

Donald McIvers, No. 19,060, Lake Seamen's Union, last heard of in Buffalo last spring, is inquired for by I. H. McDonald, Walkers, Ontario.

Comrade William Burke, of the Marine Firemen, Oilers and Water Tenders of the Great Lakes, is inquired for by his sister, Miss Ella Burke, Little Falls, New York.

Wm. A. Nicholson, No. 13,156, Lake Seamen's Union, is inquired for by his sister, Miss Alice Nicholson, 356 Lake street, Oak Park, Ill.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

Mrs. D. Ingraham, N. Mentor, Ohio, inquires for her son, Daniel Ingraham, No. 7373, Lake Seamen's Union. Any one knowing his whereabouts please communicate with the above address.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

674 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.

TOLEDO, O.....54 Main Street
Phone Bell 1890.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.

SUPERIOR, Wis.....213 Banks Avenue
Telephone, Old Phone, 4428 L.

BAY CITY, Mich.....108 Fifth Avenue

OGDENSBURG, N. Y.....70 Isabella Street

KINGSTON, Ont., Canada.....(Box 96) King Street

ERIE, Pa.....305 French Street
Telephone Bell 682.

CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.

SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.

SANDUSKY, O.....510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Mich.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

A. F. OF L. CONVENTION.

(Continued from Page 2.)

than a selfish one), in their advocacy of the same, and it is believed that a unification rather than a multiplication of effort is needed in order to help solve this immense problem.

Conclusions.

It is believed that the future welfare of America largely depends on the industrial training of our workers and in PROTECTING them.

The inquiries of the Committee seem to indicate that if the American workman is to maintain the high standard of efficiency, the boys and girls of the country must have an opportunity to acquire educated hands and brains, such as may enable them to earn a living in a SELF-SELECTED vocation, and acquire an intelligent understanding of the duties of good citizenship.

No better investment can be made by taxpayers than to give every youth an opportunity to secure such an education. Such an opportunity is not now within the reach of the great majority of the children of the wage-workers. The present system is inadequate and unsatisfactory. Only a small fraction of the children who enter the lower grades continue through the grades until they complete the high school course. The reasons which seem to be the prime causes for withdrawal are, first, a lack of interest on the part of the pupils; and secondly, on the part of the parents, and a dissatisfaction that the schools do not offer instruction of a more practical character. The pupils become tired of the work they have in hand, and see nothing more inviting in the grades ahead. They are conscious of powers, passions and tastes which the school does not recognize. They long to grasp things with their own hands and test the strength of materials and the magnitude of forces.

Owing to past methods and influences, false views and absurd notions possess the minds of too many of our youths, which cause them to shun work at the trades and to seek the office or store as much more genteel and fitting. This silly notion has been shaken by the healthy influence of unions, and will be entirely eradicated if industrial training becomes a part of our school system, and in consequence of this system of training, he will advance greatly in general intelligence, as well as in technical skill and in mental and moral worth, he will be a better citizen and a better man, and will be more valuable to society and to the country.

Recommendations.

Supplemental Technical Education.—The importance of this kind of school, for those who have already entered the trades, has been a matter for serious consideration by the Committee.

The demand for such instruction is measured by the necessity for training in particular trades and industries, and the chief aim of such instruction should be to present those principles of arts and sciences which bear upon the trades and industries, either directly or indirectly.

The economic need and value of technical training is not to be disregarded, and cognizance should be taken of the fact that throughout the civilized world, evening and part-time day, technical schools enroll twenty pupils to every one who attends the other types of vocational schools.

And the Committee submits for consideration and discussion, to the Convention, the proposition that there be established, at public expense, technical schols for the purpose of giving supplemental education to those who have entered the trades as apprentices.

We Further Recommend.—1. The continuance of progressive development of supplemental trade education, as inaugurated by trade unions, and call special attention to the work undertaken by the International Typographical Union in the establishment of a school for the higher education of its members.

It is a practical application to a trade union of a necessity that exists, and is admitted.

It is administered by printer-tutors who have never been afflicted with pedagogical cramp, and never expect to be; is within the reach of every man within the industry, and has succeeded in developing the latent talents and of widening the sphere of usefulness among its students, and ought to appeal to every ambitious printer.

A significant fact in connection with this school is that educators, as well as others of wide experience, believe that, for the adaptation to an end, this school has no equal. It also marks a new era in education, and one of its chief assets, other than the education of its students, is that public and private interests are emulating its example.

While other trade unions are engaged in activities of a like nature, though expressed in various forms, for the sake of brevity elaborate descriptions are omitted.

It is worthy of mention, however, that large sums of money are annually expended by trade unions for education, through the channels of official journals, and in some instances its members are being trained for the teaching profession; and the preparation of text-books is another undertaking.

And the Committee further recommend that all trade unions which have not adopted a system of technical education give the matter the consideration it so richly deserves; and we further believe that the present undertakings of the unions call for the most enthusiastic admiration, and are entitled to the most cordial and loyal support.

Follows a list of organizations who have undertaken an extension of education for their members:

International Typographical Union, Electrotypers and Stereotypers, International Photo-Engravers of North America, Printing Pressmen and Assistants' Union, International Granite Cutters, International Horseshoers' Union, Pattern Makers' League of North America, and the Carpenters of Chicago and Cook County.

Technical Industrial Education.—2. We favor the establishment of schools in connection with the public school system, at which pupils between the ages of fourteen and sixteen may be taught the principles of the trades, not necessarily in separate buildings, but in separate schools adapted to this particular education, and by competent and trained teachers.

The course of instruction in such a school should be English, mathematics, physics, chemistry, elementary mechanics and drawing. The shop instruction for particular trades, and for each trade represented, the drawing, mathematics, mechanics, physical and biological science applicable to the trade, the history of that trade, and a sound system of economics, including and emphasizing the philosophy of collective bargaining. This will serve to prepare the pupil for more advanced subjects, and in addition, to disclose his capacity for a specific vocation.

In order to keep such schools in close touch with the trades, there should be local advisory boards, including representatives of the industries, employers and organized labor.

3. The Committee recommends that any technical education of the workers in trade and industry being a public necessity, it should not be a private but a public function, conducted by the public and the expense involved at public cost.

4. We recommend the continuance of the life of the Committee and final report to the 1910 Convention.

5. That the Convention request the United States Department of Commerce and Labor to investigate the entire subject of Industrial Education in this country and abroad.

6. To request the Committee to co-operate with the Department of Commerce and Labor in said investigation.

7. To request the Executive Council of the A. F. of L. to act with said Committee ex-officio.

8. To request the officers of all organizations affiliated with the American Federation of Labor to supply us with all information they may have relative to Industrial Education as soon as possible. And this for the purpose of getting an up-to-date report with up-to-date methods of how Industrial Education should be taught, conducted and promoted.

Appended to this report is a Brief prepared for the use of the Committee, which purposes to show, with reasonable brevity, just what is being done, and what has been begun in the recent past in regard to Industrial Education, including the problem; what has been done in foreign countries, methods of accomplishment in this country, showing systems and types of systems; that which is being accomplished by philanthropy and private interests; also that which is being done by the Federal Government, together with the State laws on the subject, and the attitude of employers and organized labor.

John Mitchell, Chairman; Samuel Gompers, James Duncan, John B. Lennon, Dr. Charles P. Neill, Edward Hirsch, Frank Morrison, Hon. W. B. Wilson, Rev. Charles Stelzle, Hugh Frayne, Frank Duffy, John Golden, Margaret Drirer Robins, Agnes Nestor, James Roach, Jas. O'Connell, Stuart Reid, Charles H. Winslow.

The report was referred to the Committee on Education, which recommended the adoption of the report and compliance with the recommendations therein contained. Upon motion the Convention adopted this course.

COMMITTEE ON PRESIDENT'S REPORT.

The report of the Committee on President's Report presented a summary of the history and progress of the Injunction, concluding with the following recommendations:

We, therefore, recommend that the Executive Council be instructed to take such steps as may be necessary to carry this injunction case, and the contempt cases growing out of it, to the Supreme Court of the United States, in order that we may secure a decision that will define our rights in so far as it can be done in considering these cases, and we further recommend that the Executive Council be authorized to raise funds, either by assessment or appeal, if more be needed, to carry the former recommendation into effect. No matter what position the Supreme Court may take upon the cases at issue, our experience with injunctions during the past 30 years makes it necessary to secure such legislation as will clearly mark the dividing line between Equity Courts and Law Courts and prevent the Equity Courts from ever again usurping the powers of our legislatures and our courts of law.

We have examined H. R. 3058, introduced in the 61st Congress by Representative Wilson of Pennsylvania, and believe it will accomplish the results desired, if enacted into law, and that in addition it will remove the strained construction of the Sherman Anti-Trust Law made by the

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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GEORGETOWN, Wash.
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Supreme Court and destroy any possibility of making the said Sherman Anti-Trust Law apply to the laborer instead of to the product of his labor.

We recommend that this bill be endorsed, and every effort be put forth by the American Federation of Labor and its affiliated branches to secure its enactment into law.

We deem it incumbent upon us to emphasize the warning of President Gompers against the so-called "Life-Savers" injunction bills, introduced for the various reasons enumerated. Most of these bills concede a statutory right to the courts which they do not now possess—to issue injunctions in labor disputes, and then provide a trial by jury in contempt proceedings. Our contention is that when an injunction is issued in a labor dispute, irreparable injury is done to the parties enjoined and to the cause of labor, which no court can compute and no bond can indemnify. The remedy lies in remanding the courts to their proper functions in law and equity, as defined in the Wilson Bill.

Until some change has been secured in the practices of the courts, either through Supreme Court decisions, or legislative enactment, we recommend that every answer to a writ of injunction or a citation for contempt shall insist upon our constitutional right of free speech, free press, peaceable assemblage and freedom from interference with our personal rights by the Equity Courts, and the denial of their authority to assume that anyone has a property right in man, his good-will or his patronage.

We can not pass from the consideration of this question without entering our earnest protest against the unjudicial and intemperate language of Justice Wright when passing sentence upon Brothers Gompers, Mitchell and Morrison.

The report of the committee was adopted by unanimous rising vote.

Other subjects dealt with by the Committee are as follows:

Department of Labor.

We are in hearty accord with the suggestion that a demand be made for the establishment of a Department of Labor, independent of any other department under the Government, with a secretary at its head, who shall be a member of the President's Cabinet, and recommend that the resolution adopted at the Boston convention, and quoted in the President's report, be reaffirmed.

On motion, the report of the committee was adopted.

Ship Subsidy.

Every convention of the American Federation of Labor, beginning with the Detroit convention, in 1899, has gone on record in opposition to Ship Subsidy in any form. We heartily endorse what President Gompers says in his report upon this subject, and recommend that we re-adopt the action of former conventions relative to this subject.

On motion, the report of the committee was adopted.

Asiatic Exclusion.

We note with regret that no progress has been made in any definite legislation to exclude Asiatics from the United States. Japanese, Koreans and Hindoos are constantly arriving in ports of the Pacific Coast, and though there are some departures, their numbers are constantly increasing.

We recommend that this convention reaffirm the position taken by the Norfolk and Denver conventions, to the effect that the Chinese Exclusion Act be so extended that it will apply to all Asiatic races.

On motion, the report of the committee was adopted.

Labor's Political Action.

We endorse the recommendations made by President Gompers to the meeting of the Executive Council in April of this year, as follows:

"In connection with the subject of legislation, I beg to suggest that inasmuch as there appears to be little disposition on the part of Congress, particularly in its present make-up, to give the relief that we should have from the decision of the Supreme Court of the United States in so far as concerns the Sherman Anti-Trust Law, relief from the abuse of the writ of injunction, or to enact legislation for the extension of the Eight-Hour Law, for the protection of seamen's rights, or for the regulation of convict labor, etc., I recommend that we urge upon organized labor and all reform forces to begin an agitation and to organize so as to be prepared to take action in the next Congressional election. In centering the effort of labor and its friends upon Congressional and State legislative action, we shall be following the direct instructions of a number of conventions of the American Federation of Labor, emphasized by the direction of the Denver convention."

The urgent need for the adoption of a policy of this character is expressively stated by the President under the caption of "Convict Labor," when he says:

"Representatives of such a plastic mold, who neither dare to do nor dare to openly deny, should be kept home among their neighbors, and labor should see to it that men from its own ranks go to Congress, men who understand what labor is and what laborers want, and who will have enough American grit to assert themselves for the bone, brain and brawn of their constituents. The average Congressman either does not know or he does not care. Give us men who do know, who do care, and who will dare, and labor legislation will then come as a natural sequence."

We recommend that the development of the plans for carrying this policy into effect be placed in the hands of the Executive Council.

On motion, the report of the committee was adopted.

RESOLUTIONS ADOPTED.

Among the more important resolutions adopted were the following:

Authorizing the Executive Council to make recommendations to the President of the United States respecting the appointment of judges.

Favoring the eight-hour day or forty-eight-hour week for Postoffice clerks.

Reaffirming the demand for woman suffrage.

Calling upon the United States Bureau of Labor for statistics showing the relation of wages to value of production.

Urging the passage by Congress of the National Eight-Hour bill.

Recommending the creation of a department of the Bureau of Labor for the investigation of the conditions of working women.

Indorsing the Deep Waterways project.

Favoring a continuance of the campaign of education for the prevention of the spread of tuberculosis.

Favoring full American citizenship for Porto Ricans.

Extending sympathy and condolence to the families and dependants of the men killed in the St. Paul mine at Cherry, Ill.

Recognizing the United States Steel Corporation as the most formidable and aggressive enemy that the movement has to contend with, and providing for a campaign of organization among the employes of the corporation.

Referring to the Executive Council the matter of organizing Federal Labor Unions composed of farmhands and unskilled workers.

Favoring a change in the date of inaugurating the President of the United States.

Pledging support in the movement to maintain the Ten-Hour Law for Working Women in Illinois.

Favoring a restoration of the rights of citizenship to the residents of the District of Columbia.

Indorsing the work of the International Typographical Union in the crusade against tuberculosis.

Declaring for the observance of the Sunday preceding Labor Day as "Labor Sunday."

Favoring the maintenance by the Federal Government of Washington's estate at Mount Vernon.

Providing for a Congressional investigation of the methods of the United States Steel Corporation.

Providing for the payment of fair wages by Government contractors for clothing supplies.

For the issuance of a statement and appeal on behalf of the Swedish strikers.

Providing that not more than three Federal Labor Unions shall be chartered in any one city.

Providing for co-operation by affiliated bodies in campaign against tuberculosis.

Commending Lloyd-George, British Chancellor of the Exchequer, for his efforts to improve the conditions of the working people by the advocacy of the principle set forth in the British Budget.

Favoring extension of Chinese Exclusion Act so as to exclude from the United States and its insular territory all races native of Asia.

Favoring legislation for the establishment of Old Age pensions.

Favoring the enactment of an illiteracy test for immigrants, the money test, an increased head tax upon steamships, and the abolition of the Distribution Bureau.

Instructing President Gompers to visit the Pacific Coast during the coming year.

Favoring legislation compelling contractors dealing in prison-made goods to label them as such.

RESOLUTIONS DEFEATED.

Favoring the creation of a defense fund.

Providing for the translation into Spanish of the literature issued by affiliated bodies.

For a universal union label.

For right of appeal to convention in case of locals suspended for violations of laws.

For change in composition of Executive Council.

Providing for the payment of one-half cent on all members of affiliated bodies to State Federations.

JURISDICTION DISPUTES.

In the dispute between the United Brotherhood of Carpenters and the Amalgamated Woodworkers, a plan was adopted for the amalgamation of these organizations.

A similar method was adopted in the dispute between the Machinists and Elevator Constructors.

The dispute between the Plumbers and Steam-Fitters was referred to the Building Trades Department and, failing settlement there, to the Executive Council.

A truce was declared for one year in the dispute between the Brewery Workers, Firemen, Teamsters and Engineers.

The dispute between the Electrical Workers was referred to a special committee of three, consisting of Frank Duffy, A. L. Elrick and John P. Frey, with power to effect a settlement binding upon all parties.

OFFICERS ELECTED.

All incumbent officers were re-elected, as follows:

President, Samuel Gompers.
First Vice-President, James Duncan.
Second Vice-President, John Mitchell.
Third Vice-President, James O'Connell.
Fourth Vice-President, D. A. Hayes.
Fifth Vice-President, Wm. D. Huber.
Sixth Vice-President, J. R. Valentine.
Seventh Vice-President, J. R. Alpine.
Eighth Vice-President, H. B. Perham.
Treasurer, J. B. Lennon.
Secretary, Frank Morrison.

Delegates to British Trade-Union Congress—W. B. Wilson and T. V. O'Connor.

Delegate to Canadian Trades and Labor Congress, John J. Manning.

St. Louis was chosen as the next convention city.

WHALE OIL IN GERMANY.

Whale oil in Germany is used principally in the tanning trade, and to some extent for illuminating purposes. It comes packed in petroleum barrels, and the prices are understood to be for goods delivered in Hamburg warehouse, duty unpaid. Prices have reached as much as $10 per 220 pounds c. i. f. Hamburg. Business from the United States is done on the consignment basis, sales being effected after the goods have been inspected by the buyers. Prices vary, according to quality and color, on refined and crude oil, and are subject to rapid fluctuations, which vary with the prices of Japanese fish oil, of which Hamburg imports large quantities.

Importations of all classes of fish oil at Hamburg, according to the latest available figures, were as follows in 1907: Quantity, 26,430 tons, valued at $2,578,352, of which 1,864 tons, valued at $169,554, were from the United States. The share of Japan in the total imports was 8,696 tons, valued at $809,283.

The other countries from which Hamburg imports fish oil are Newfoundland, Argentina, Brazil, Chile, China, Fiji and Friendly Islands, Great Britain, Norway, Spain, Denmark, France, Belgium, Sweden, Portugal and the Netherlands.

The prices in June were as follows, per 220 pounds, landed weight, cash, less 1 per cent discount: No. 0, $8.33 to $8.80; No. 1, $8.09 to $8.33; No. 2, $7.61 to $7.85; No. 3, $6.90 to $7.14; No. 4, $5.71 to $5.95.

DOGFISH ON ENGLISH COAST.

Dogfish continue to infest the southern and western fisheries in increasing numbers and do much damage. No remedy has been found, and it is evident that the fisheries are surely and rapidly being depleted by their activity. While there is a considerable consumption of dogfish in Plymouth and other large places in England, it is not at all in proportion to the number of fish. They have been sold for 1s. (24 cents) per score, and later they had to be given away for fertilizer. While the dogfish are in request, the fishermen can supply as much as the buyers can possibly handle, but as the big fishing plants on the east coast commence to operate there is not sufficient market for them at remunerative prices. Dogfish have been sold up to 1s. 9d. (42 cents) and lower than 6d. (12 cents) per score, but the latter price will not pay for the labor of catching. The person who can devise a way of ridding the waters of this plague without injury to the fisheries will confer a great boon to the industry.

News from Abroad.

The chief features of the German naval budget provide for a total expenditure of $108,500,000, an increase of $7,000,000.

The condition of Bjernstjerne Bjornson shows marked improvement and the Norwegian author is now considered out of danger.

Fifteen prisoners were hanged at Saratov, Russia, on November 23. Two men convicted of lynching have been condemned to death.

It is reported that several Amerisans are in jail at Managua and other places in Nicaragua, having been arrested on orders from Zelaya.

The new British Dreadnought Vanguard completed an eight-hour trial on November 23, in which she attained 22.4 knots an hour, a knot in excess of the Admiralty's stipulation.

A Madrid special to the London Morning Telegram says it is reported there that Sir Maurice de Bunson, British Embassador to Madrid, will soon replace Embassador Bryce at Washington.

The Lokal Anzeiger of Berlin learns that the Russian Government intends to close a contract with an American syndicate to develop the Transsiberian Railroad, which will be double-tracked throughout its length.

A report is current in London that should the House of Lords reject the budget, Premier Asquith and his Cabinet will immediately resign, with the object of throwing upon the Conservative leaders the onus of providing for the country's financial needs.

A dispatch from Iquique says that the Norwegian steamer Bismarck is a total loss in that harbor. The steamer was loaded with nitrate, and an explosion started a fire, which spread rapidly. There was no loss of life, so far as known.

The Alsop claim against Chile for more than $1,000,000, pending for thirty-five years, has assumed a critical stage. It is said that unless Chile shall agree to negotiations for the settlement of the matter the United States Minister will be withdrawn.

Nicaragua has granted 16,000 acres of land for the purpose of forming a colony of Sioux Indians in that country. The project is supported financially by F. S. Dellenbaugh, head of the American Geographical Society, and several wealthy New York people.

The Finnish Diet was dissolved on November 18 because of its refusal to sanction the bill introduced by the Government, asking for an appropriation of $4,000,000 for the defense of the Empire. An election will be held February 1, and the new Diet will assemble March 1.

Two American citizens, Leonard Grace and Leroy Cannon, were shot at Managua, Nicaragua, on November 18, on the charge of insurrection. The United States Government has demanded an explanation from President Zelaya and has ordered ships to the scene to protect American interests.

Louis Arturo Undurraga, the Chilean engineer, has definitely determined to abandon his efforts to obtain from the Colombian Government a concession for his canal project, owing to the fear entertained by Colombia of reprisals on the part of the United States. Undurraga's plan was to construct a rival to the Panama Canal.

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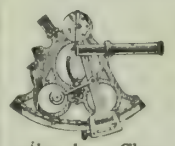
INFORMATION WANTED.

Anyone knowing the whereabouts of seaman Ernst Dau, please notify the German Consul at San Francisco.

James Thoburn was at the Seamen's Institute about 1902. Letter awaiting him at 242 Steuart street, San Francisco.

W. Wilson, fireman, who joined the steamer Coma at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

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INFORMATION WANTED.

The five sailors who left the schooner A. J. West at Honolulu, on March 30, 1908, are requested to communicate with the Secretary of the Sailors' Union of the Pacific. The libel against the A. J. West has been adversely decided by the Federal Court at Honolulu.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, A. B.	Krentz, Karl
Akesson, C. A.	Kristofferson, Alfred
Andersen, Lars	Kristiansen, Louis
Andersen, Carl P.	Kristiansen, Nils
Aposholokos, P. G.	Kristofferson, Emil
Apps, P.	Kuhl, Hans
Atkinsen, S.	Larsen, Chr.
Baek, M.	Larsen, Hans
Berentsen, Rolf.	Latz, K.
Berentsen, Alex.	Lauritsen, Hans
Blomquist, B. W.	Lind, H. E.
Bohman, Eric	Lof, Oscar
Boad, ———	Malmberg, A. C.
Brown, Jim	Mayers, P. M.
Brakke, Hans	Masterson, D.
Buck, F.	Mattson, E. -1856
Buth, Sigfried	Mathison, Nils
Carmell, Geo. B.	McDonald, James
Carlson, Thure	McFadden, W.
Christiansen, Andrew	McGuire, O. S.
	Mitchell, S.
Chapman, F. G.	Mietman, John
Christoffersen, Emil	Mikkelson, Kr.
Christie, W.	Morrison, J.
Chotard, Emil	Molver, Olof
Conee, A.	Monsson, S.
Draw, J.	Mortimer, Ernest
Eichel, Chas.	Ness, Carl
Elliot, W. V.	Nelson, Peter
Elsted, John	Nicholsen, O. T.
Eliasen, C.	Optiger, Geo.
Elboidt, Alfred	Olsen, E. K.
Elwood, Alfred	Olason, Axel
Engstrom, Chas.	Olsen, B. -597
Ernst, Geo.	Olsen, Hans P.
Ericksson, A. R.	Olsen, Anton
Fasig, Don	Olsen, Ragwold
Fredriksen, B. D.	Overland, T. -912
Glasheen, John	Pederssen, Olaf
Gonyette, Joseph	Pedersen, Chr.
Grohn, John	Pel, J. Van
Grise, J. H.	Penny, W.
Gustafson, K. O.	Petterson, Meyer
Hansen, K. Johan	Peterson, Peter
Hansen, Harold O.	Petersen, E. P. -668
Hansen, T. S.	Penningrud, L.
Harris, E.	Price, Bruce
Hansen, John	Rasmussen, And.
Hansen, Ernest	Rasmussen, Harold
Helbwood, ———	Rasmussen, Ackton
Hedlund, Arvid	Ruman, Karl
Hermansen, L.	Riehbrack, Paul
Herbert, Chas.	Rides, Arthur
Holden, W.	Robertson, D. A.
Ingalls, Lewis	Rugland, Ole
Jacklin, C.	Sandstrom, Th.
Jacobson, T.	Saaleness, T. J.
Jacobson, Carl	Sandstrom, O. S.
Jersch, W.	Scherlan, R.
J. W.	Seidel, G.
Johanson, C. J. -1566	Skarin, R.
Johanson, K. -1592	Sorensen, Hans
Johanson, Chas.	Sally, Ed.
Johanson, Hans	Steen, Ivar -1999
Johnson, Alf. -1700	Sundley, E.
Johnson, Eric	Swanson, Emil
Jorgensen, Julius A.	Swanson, B.
Kalning, Jacob	Thomas, W.
Kahlhetser, F.	Thonesen, Tonger
Kaald, Johan	Thompson, T. G.
Kisher, K.	Zebr, G.
Klingenberg, J.	Winnie, Clifton
Knutson, E. A.	Worm, Albert
Kohler, Albert	Woolridge, C. C.

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INFORMATION WANTED.

Andreas L. Jansson is requested to call upon, or communicate with, Attorney F. R. Wall with reference to his suit for damage.

John Johnson, a native of Norway, born September 15, 1858, at Blegeleidet Bamle; last heard from in 1904 living at 230 Third street, San Francisco. Any one able to give any information kindly communicate with his nephew, M. Olsen, 165 Third street, San Francisco, Cal.

Relatives are inquiring for the following missing sailors: Alf. Carter of Wellesley Street, Auckland, New Zealand. John Cruickshank, late mate of Br. bark "Kilmeny," was in St. Mary's Hospital last August. Charles Seymour; made trip in transport S. S "Sherman" in January, 1907. Was at Vancouver 1907. Address Seamen's Institute, 242 Steuart St., San Francisco.

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INFORMATION WANTED.

Robert Fordyee Bowers, over 5 et in height, rather stout, was in merican Navy during 1906. Letter waiting him at Seamen's Institute, 2 Steuart street, San Francisco.

Henry Laurent, who has been sailg between San Francisco and Honolu, is inquired for by his mother. nyone knowing his present whereouts will please communicate with e Coast Seamen's Journal.

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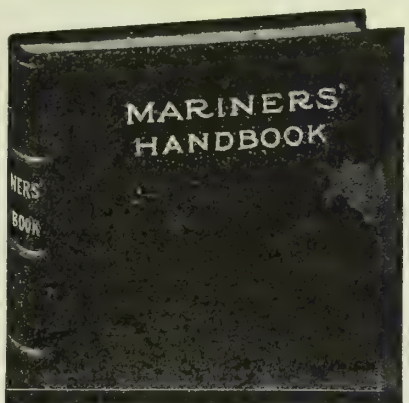
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A. R. ABRAHAMSEN, Prop.

INFORMATION WANTED.

Arthur John Martin. Was in San Francisco last March. Any news of him sent to Seamen's Institute will be appreciated.



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Domestic and Naval.

The bark Ethel V. Boynton, from Hillsboro for Chester, Pa., arrived at Boston recently leaking at the rate of five inches per hour.

Sir Thomas Lipton announced at New York on November 17 that he will issue a challenge for the America's Cup, the race to take place in 1911.

Captain Robert C. Barr, master of the Cunard liner Campania, has been appointed master of the Mauretania, succeeding Captain Pritchard, who has been assigned to shore duty after being 46 years at sea.

The Norwegian bark Paposo, from Pensacola, put into Pernambuco on November 10 for medical assistance, every member of the crew suffering from beri-beri. The crew were unable to work the vessel any further.

Captain Leeman, who was formerly in command of the three-masted schooner Robert J. Barr, which traded between Philadelphia and West Indian ports, died at Sailors' Snug Harbor, Staten Island, several weeks ago.

A special to the Paris Figaro from Madrid says that Eugene Higgins, the New York yachtsman, has made a present of $5000 to the man who rescued him when the Varuna was wrecked on the northwest coast of the Island of Madeira.

There was no loss of life when the yacht Varuna, owned by Eugene Higgins of New York, was wrecked on the northwest coast of Madeira. The yacht was driven ashore during a severe storm and is believed to be a total loss.

Canada's naval plans provide for the construction of three cruisers of the "Improved Bristol" class, and four destroyers of the improved river class. The cost of the cruisers is estimated at $5,750,000, and that of the destroyers at $1,500,000.

A large piece of wreckage, apparently part of a vessel, bottom up and dangerous to navigation, was passed on November 6 in latitude 26 and longitude 86 by the British steamship Traveler, which arrived at New Orleans from Liverpool on November 11.

Captain Cabot, of the British steamship Delaware, reports that while towing the dismasted German schooner Johanna to Plymouth on October 23-24, during a strong gale with mountainous seas, he used vegetable oil from forward pipes, they being close to the water, with much success in smoothing the seas.

The schooner R. W. Hopkins, which registers 829 tons, has been purchased by Crowell & Thurlow, of Boston, from Washburn Brothers, of Thomaston. The vessel will be added to the firm's fleet plying between the West Indies, Porto Rico and United States ports. Captain B. Balamo, who has been master of the schooner several years, will retain command.

In pursuance of the policy of curtailing the transatlantic service during the winter months, the American liner St. Paul and the White Star liners Teutonic and Majestic have been withdrawn from the service until spring. The mails which were carried by these vessels will be taken by an American liner and White Star liner sailing alternately from New York on Wednesdays.

World's Workers.

Queensland has now forty wages boards, with more to follow.

There was a decrease in the Australian Commonwealth during 1909 of sixty farmers who employ black labor, and an increase of ninety-two farmers who employ white labor.

At the opening session of the Italian Chamber of Deputies, on November 18, the Government proposed that railway employes shall participate in the dividends of the State-owned railways.

Representatives of the Operative Painters' Unions of the various Australian States met in Sydney recently, and decided to recommend to their respective societies that united action be taken to secure registration under the Federal Arbitration Act.

A French law provides that whenever it appears advisable to prohibit the employment of women or children in any employment dangerous to health or morals, the President issues the necessary order and it becomes as binding as law.

Labor is rapidly organizing in Japan, practically every trade or occupation now having its organization, the constant exchange of ideas among the wage-earners bringing also the power of organized effort and the knowledge of such power.

Through the efforts of the organizing committee of the Trades and Labor Council two new unions were formed in Brisbane, Australia, recently. The plasterers enrolled under the banner of organized labor, and the brewery employes followed suit.

In South Africa a law has been proposed that prohibits the natives from owning any land, even for cultivation; they may not engage in trade. This is done on the open avowal of forcing them to work for wages, so the white people may have wealth without work.

Giving evidence before the Coach, Rail, and Tramcar Wages Board in Sydney, Australia, recently, Dr. Gordon Craig declared that coach-painters are not long-lived. There were, he said, only two occupations more dangerous to health, and those were rockchopping and stonecutting.

The Salvation Army proposes to establish a home for discharged prisoners at Island Bay, New Zealand, and the trade-unionists intend taking action to prevent sweating of workers in skilled trades, and consequent cut-throat competition with the products of labor remunerated at standard rates of wages.

At Palmerston North (N. Z.), the Inspector of Factories prosecuting, F. Hall was recently fined £5 for paying less than the award rate to two of his workmen, and these in turn were fined 10s. each for accepting. Hall was also fined lesser sums (1) for failings to keep a proper wages-book, (2) failing to pay wages to four workmen, and (3) failing to keep a register of employment.

Minister of Communications Rukhloff has ordered the officials of the Russian railroads to equip their lines in Finland with officers and managers chosen from the staffs in direct control of the general management. This step is taken in anticipation of railway strikes in Finland, which may be called as an expression of the passive resistance of the Finns to the new legislative relations between the Empire and the duchy.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abbors, Arne
Abel, Paul
Aga, Johan K.
Amundsen, Albert
Amundsen, Daniel
Andersen, Chr.
Andersen, Lars T.
Andersen, -1055
Andersen, -1620
Anderson, John
Anderson, Carl O.
Anderson, -1574
Anderson, L. E.
Anderson, Sven H.
Andersson, -1246
Andersson, Ernst
Andersson-1552
Andresen, Mogens
Andresen, Anton
Antell, Fred
Austin, -1040

Bastion, W.
Behnke, Heinrich
Bensen, S.
Berentsen, -1755
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Berg, Julius
Berg, H.
Berggren, Oscar
Bertuz, Emil
Bettila, -1338
Bjork, Algot J.
Bjorkman, C. H.
Blankenfeldt, O.
Blasich, M.
Ehesath, Max
Blomquist, B. W.
Blumel, Max
Boers, M.
Boye, C.
Boylan, C. J.
Brandt, Oscar
Brandt, Fred
Bregler, Fred
Brelin, Adolf
Buck, E.
Bung, B.

Cainan, Geo. T.
Carlgren, -644
Carlson, Fred
Carlson, Chas.
Carlsson, -760
Chaler, B.
Chapman, Frank
Chauche, J. A.
Christensen, E. H.
Christensen, Hans
Christensen, -850
Christensen-1332
Christensen, -878
Christensen, -905
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Christensen, C.
Christensen, Harold
Classen, Henry
Classon, John
Claus, C.
Cobac, Pierre
Connor, Wm.
Coughlan, -1174

Dannielsen, John
Davidsen, Jakob
De Baere, Henry
De Young, A. R.
Diez, Th. H.
Dixon, John
Dories, H.
Drausmann, Chas.
Dryden, John
Duffy, John
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Duncan, G. M.
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Eckley, O.
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Ek, Thure
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Ellingsen, Fred
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Ericksen, Gerhard
Erickson, Erik W.
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Eriksson, Konrad
Espensen, E. N.

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Faulkner, John E.
Fitzgerald, Eddie
Fogland, Arthur
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German, R. B.
Gerner, Hans
Gibbs, Harry D.
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Gronros, Vicktor
Gulberson, A.
Gunnarsen, John
Gunther, Chr.
Gundersen, Krist.
Gunderson, Ole
Gustafsson, Ivar

Hallstrom, J. E.
Halvorsen, Chas.
Halvorsen, Wm.
Hamilton, B. L.
Hansen, Enok
Hansen, Charles
Hansen, Hans P.
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Hesterberg, Max
Hewston, Jas.
Hingren, J.
Holmstrom, C. A.
Holt, Karl C.
Holst, Richard
Huchlassen, Thomas
Huisman, K.
Hultman, Albin

Ingebregtsen, Hilmar
Ingebretsen, Olaf
Ingvalsen, Ing.
Irwin, Robert
Isaacson, Hans
Isaacsen, Isaac
Itvelt, F.

Jacobsen, -1786
Jakobsen, Olai
Jakobsen, Halvor
Jakobson, S. Thure
Janson, Edward
Jansson, Andreas L.
Jensen, Lauritz
Jensen, Niels G. V.
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Jonasson, C. A.
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Kaho, H.
Kamp, Gus
Kane, G.
Karlson, -1324
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Kayser, Karl
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Kerch, Geo. C.
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Knutsen, Halfdan
Koso, Peter
Koschmieder, F. W.
Krautschard, F.
Krestensen, C. E.
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Lahr, Otto
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Lawberg, Albert
Lehto, Alex.
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Lexberg, Gust.
Lindblad, C.
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Mangels, Carl
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Mehent, Joe
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Moe, John M.
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Monroe, Geo. E.
Morken, Kristian
Mullen, J.
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Musch, Karl

Nagel, A.
Naumann, Alf.
Nego, A.
Nelson, C. M.
Nelson, C. J.
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Nicolaisen, Carl
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Nielsen, Daniel
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Norris, N. A.
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Paulsen, Theo.
Pearson, J. T.
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Pedersen, Olav
Petersen, Henning
Petersen, Richard
Petersen, S.
Peterson, -396
Peterson, Jas. P.
Peterson, Lars
Peterson, -1164
Pettersen, O. T.
Petterson, -1318
Petterson, Axel
Petterson, Oscar
Petterson, Anton
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Phillips, Aug.
Pietschman, Geo.
Pitkanen, J. W.
Pitkanen, J. W.
Pohlman, Hans
Polson, Carl
Pradena, Carlos
Pratt, Mr.

Raahange, J. F.
Rand, Jacob
Rasmussen, Pedar
Rathjens, J.
Reuter, Ernest
Rigoulot, B. A.
Roalsen, Fred
Robinet, G.
Rogenes, Anfin
Roussel, Fernand
Ruckle, E.
Ryits, A.

Sampson, Carl
Sandell, -2222
Santos, Joe
Sauer, Emil
Scarabosio, M.
Schevig, A. B.
Schelenz, Hans
Schlosser, Ludv.
Schmalkuche, Fritz
Schmidlen, John
Schmitt, -1793
Schulz, G.
Schulz, E.
Schultz, Ernest
Schwartz, Jos.
Schwencke, Karl
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Sexon, Chas.
Sievers, Herman
Simens, Ole L.
Simonsen, Barney
Simpson, Joe
Skold, C. A.
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Soderlund, A.
Soland, Hans
Sorensen, -1664
Sovik, H.
Sprogue, Theo.
Steen, Hilmar
Stolt, Anders
Strand, Chas.
Strom, -1678
Sutierez, Arthur
Sutterman, M.
Svensen, Anker
Svendsen, Otto F.
Svendsen, Otto
Swanson, Carl
Swansson, Emil
Swensson, Martin

Tergesen, Tom
Terente, M.
Terwedow, Rich.
Thompson, Ch.
Thomsen, Grouland
Thorn, Arvid
Thorne, Gus
Thorsen-689
Till, Chas.
Tipp, Joe
Tofte, H.
Torkilsen, Olaf
Torvig, Olaf
Tralnes, Peder
Trenton, Louis
Turan, R.
Turner, Ted.

Udbye, Sigurd

Valentinsen, G.
Vega, F. A.
Vejvoda, Franz
Verdick, C.
Vetland, John
Vicreck, Henry
Vickers, John
Villman, Gust.
Visser, L.
Vognild, Gerhard

Walberg, Rudolf
Wallrath, K.
Watson, A. J.
Wells, Geo. A.
Welure, J.
Wetzel, Curt
Weyman, Emil
Wideberg, Oscar
Wiklund, Chas.
Young, P. R.
Ziffer, Chas.
Wilke, Wm.
Willman, Frans
Winblad, M.
Winsens, P. G.
Winters, Ch.
Wirtanen, Carl
Wren, Wm. J.
Wolter, John
Zweygberg, John

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, -1274
Andersson, Vicktor
Bastion, -1282
Gronman, H. R.
Hansen, -989
Hansen, Chas.
Johannessen, -1863
Josephson, E. W.
Lackey, C. H.
Lewis, H.
Morken, Kristian
Oetjen, Fred
Runnavist, O.
Skogman, Arnold
Wahlberg, R.
Yourine, W. -2019

INFORMATION WANTED.

Wilhelm Drews, born at Breitenfelde, Germany, who was first mate on the American schooner "Philippine" in 1906 at Aberdeen, is inquired

John Ernest Meyna (Meiner), supposed to be sailing on the Pacific Coast, last heard of 9 years ago, is inquired for by relatives. Address, Coast Seamen's Journal.

Johan Pommer, a native of Russia, aged about 38, supposed to be somewhere in a Pacific Coast State, is inquired for by Alex Pommer, Sailors' Union of the Pacific, 44-45 East street, San Francisco.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

Ellis Owen Pritchard, last heard from on the Pacific Coast four years ago, is inquired for by his sister. Anyone knowing his whereabouts please communicate with the Coast Seamen's Journal.

Carl Wilhelm Swensson, a native of Kalmar, Sweden, born September 15, 1881, supposed to be sailing on the Pacific Coast, is inquired for by his sisters and parents. Address, Klaes Swensson, Sodra Lauggatan No. 26, Kalmar, Sweden.

Portland, Or., Letter List.

Aalte, Johan
Andersen, Ole
Adams, Steve
Buchtmann, F.
Berg, Chas.
Bach, Louis
Bergstrom, P.
Cassidy, Peter
Carlson, A. M.
Cox, H. E.
Erickson, Edwin
Ek, Thure
Engberg, Oscar
Farm, J. B.
Grimes, Donald
Hogen, Lars
Hancen, Clarence
Karlson, A. M.
Klahn, Chas.
Kjorsvik, Johan
Lorin, Kristian
Lagerman, Johan
Leonard
Mastak, Mihkel
Norman, S. L.
Ollgren, Carl
Petersen, F. G.
Peterson, Paul
Pettersson-911
Petersen, Chas.
Sollen, P. Le
Silvan, Emil
Sweedrls, Albert
Solberg, Thomas Th.
Sorensen-1607
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Scott, Ed.
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Sorensen-2118
Thomason, Thomas
Thulin, C. J.

Tacoma, Wash., Letter List.

Anderson, A. B.
Buckland, W.
Buhmeister, John
Carlson, Martin
Carnaghan, William
Chapman, F. G.
Eliasen, E. -396
Hanson, Peter
Harris, J.
Jenson, Chas. -769
Johansson, -1396
Kamagoret, Anatole
Larsen, Holger
Lindroos, A. W.
Lowe, John A.
Mandrick, Max
Meyers, Chas.
Ness, John
Olsen, Sigvald
Peters, F.
Ratshet, August
Saunders, F.
Soderberg, Chas.
Stabell, Frank
Swanson, Ben
Turner, Alfred
Turner, Richard
Wells, Leo. L.

Aberdeen, Wash., Letter List.

Ahrens, W.
Anderson, E.
Alexander, K.
Arnold, E. B.
Anderson, P. T.
Anderson, Harry
Andersson, J. R.
Anderson, -1534
Abbors, A.
Anderson, Sven
Appelgreen, J.
Buchtman, F.
Birkelund, R.
Busse, Ch.
Brandt, N.
Benson, Jon.
Boosban, Ch.
Carlson, K. J.
Christensen, H.
Christensen, C. E.
Duval, Benoit
Dories, H.
Dowe, J.
Domhoff, J.
Drager, Otto
Eichel, Ch.
Eliassen, H. -599
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Focketyn, F.
Furman, F.
Frank, F. -499
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Hansen, H. M.
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Hammerquist, A. J.
Hope, Ole
Jacobsen, -1786
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Johannesson, J.
Jacobsen, Erland
Jensen, L.
Jalonen, J.
Johannesen, Carsten
Kristiansen, L.
Kavander, W.
Koskinen, W.
Long, L.
Lerch, Paul
Lewis, G. H.
Lundgreen, C.
Matsson, Karl
Morris, Oscar
Mulley, James
Maibom, H.
Metge, G.
Morden, J.
Michalsen, J.
Nielsen, V. -1000
Olen, Thom.
Orten, S.
Pierson, A.
Pederson, -896
Petersen, C.
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Quistgard, C.
Swales, A. E.
Swansen, Carl
Syversen, H.
Tuvfeson, Knut
Taddiken, A.
Vongher, Ed.

Pt. Townsend Letter List.

Anderson, Sven
Bianea, F.
Boyle, John
Chapman, F. S.
Duval, Benoit
Gram, Erik
Holtberg, John C.
Johansen, J., -2021
Karlsen, K. G. -270
Knuelsen, T.
McCallum, Charles
Peterson, Paul
Rosenfeldt, J.
Selberg, G. -2336
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ALASKA FISHERMEN'S LETTER LIST.

San Francisco, Cal.

Letters at the Alaska Fishermen's office will be advertised for six months only and will be returned to the Post Office at the expiration of seven months from date of delivery.

Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

Andersen, August
Benson, John
Bowman, Bernard
Di Mauro, Guiseppi
Ellman, Arvid
Green, John
Hagen, G. L.
Johnson, George P.
Johannesen, August
Joki, John
Olsen, Oscar
Peterson, Frank V.
Pettersen, Isaac
Rilse, Wm.
Swanson, Chas.
Tonnessen, Jorgen
Walstrom, John

Eureka, Cal., Letter List.

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Anderson, S.
Anderson, Olof
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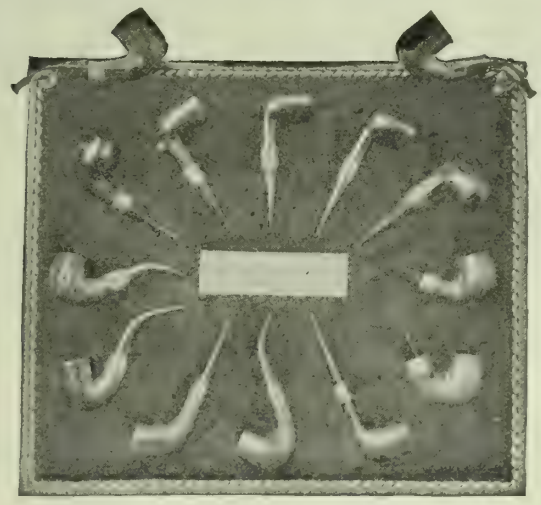
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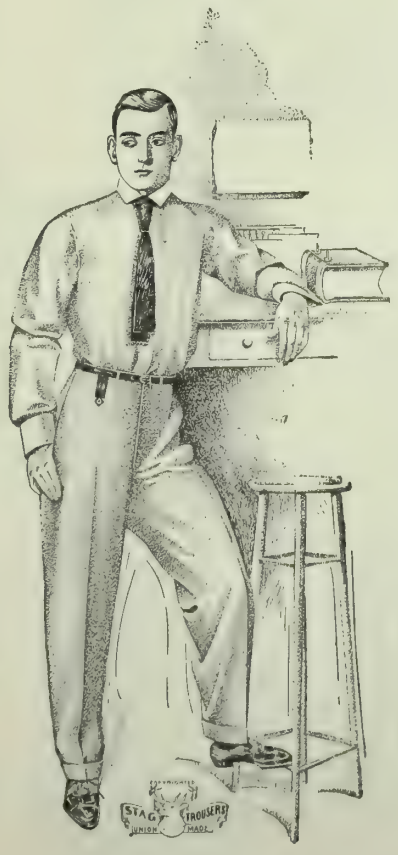
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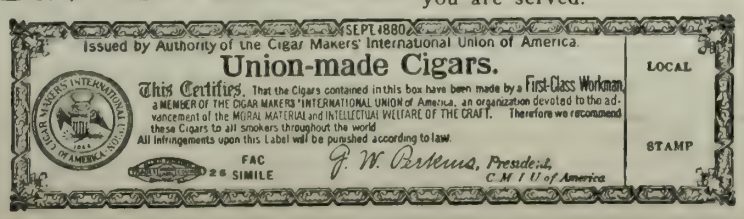
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Labor News.

The strike of press feeders in San Francisco has been settled by arbitration on the basis of an increase of $1.50 per week. The press feeders asked for a $3 increase.

Broughton Brandenburg, charged with enticing James S. Cabanne III from the home of his grandmother, was convicted at St. Louis on November 13. He was fined $500.

Prompt action will be taken by President Taft to prevent contractors engaged in building railroads in South America from enticing laborers away from Panama. Last month these contractors induced 1000 laborers to leave the Canal Zone.

The Court of Appeals of the District of Columbia on November 18 granted a stay until the 29th of the issuance of the mandate sending Gompers, Mitchell and Morrison of the American Federation of Labor to jail for contempt in the Buck Injunction case.

The American Federation of Labor convention at Toronto on November 19 voted to appeal the Buck Injunction case and the contempt proceedings growing out of it to the United States Supreme Court, and authorized the raising of funds for such an appeal.

The Employers' Liability law of 1906 was declared constitutional in territories of the United States and the District of Columbia by the Supreme Court of the United States. More than a year ago this law was declared to be unconstitutional when applied to the States.

President Gompers' recommendation that organized labor prepare for participation in the next Congressional and State elections, with a view of furthering labor legislation, was indorsed by the convention of the American Federation of Labor at Toronto on November 19.

The Homestake Mining Company of Deadwood, S. D., on November 17 issued a statement notifying its men that after January 1 the company will employ only non-union men, but that the present eight-hour shift and the present scale of wages will be maintained. The company employs 2500 men.

After unanimously re-electing President Samuel Gompers, Vice-President John Mitchell, Secretary Frank Morrison and other executive officers and selecting St. Louis as the place for holding the next meeting, the twenty-ninth annual convention of the American Federation of Labor adjourned on November 20.

Union employes of the Homestake mine at Lead, S. D., voted on November 21 to ask permission of their parent bodies to strike against the order that no union men are to be employed after January 1, 1910. Practically all the workers are members of the Western Federation of Miners or the American Federation of Labor.

The American Federation of Labor at Toronto on November 19 went on record as favoring a bill for an Eight-Hour day; a uniform Employers' Liability law; the establishment of a Department of Labor, independent of any other department under the Government; Asiatic exclusion; the Hatters' strike and the Porto Rican labor movement. Child and convict labor and Ship Subsidy were opposed.

With the Wits.

Very Likely.—"She thanked him with a look."

"I s'pose her gown was so tight that she couldn't trust herself to speak, eh?"—Louisville Courier-Journal.

Where Ignorance Is Bliss.—He—You don't know how nervous I was when I proposed to you.

She—And you don't know how nervous I was until you did so.—Meggendorfer Blaetter.

Sure Cure.—Elderly Lady—Doctor, I am troubled with a hallucination that I am being followed by a man. What sort of cure would you suggest?

Honest Physician—A mirror.—Cleveland Leader.

Stuck to His First Choice.—Mother—And when he proposed, did you tell him to see me?

Daughter—Yes, mamma, and he said he'd seen you several times, and he wanted to marry me just the same.—Philadelphia Inquirer.

Unbecoming Conduct.—"I want Bliggins dismissed from the Optimists' Club," said the indignant youth.

"What's the trouble?"

"He insists on referring to the money I borrowed from him instead of talking about something pleasant."—Washington Star.

Showed His Hand.—Conductor (on railroad train)—This isn't the right ticket, sir.

Absent-minded Passenger—What's the matter with it?

Conductor—This ticket calls for a diamond ring.—Philadelphia Evening Bulletin.

An "Advance of Savagery."—Mr. Grump (a savage bachelor)—I don't see why a man should get married when a good parrot can be bought for $25.

Miss Readywitt—As usual, we women are at a disadvantage. A grizzly bear can't be bought for many times that.—Boston Transcript.

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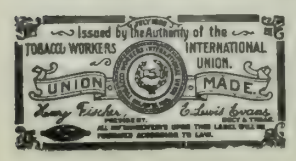
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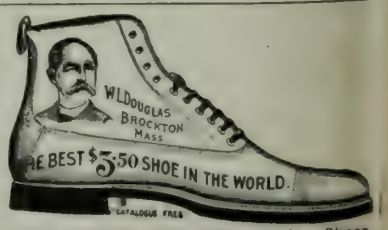
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Official Paper of the International Seamen's Union of America.

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VOL. XXIII, No. 12. SAN FRANCISCO, WEDNESDAY, DECEMBER 8, 1909. Whole No. 2046.

MITCHELL ON THE BOYCOTT.

ONE of the most significant and impressive features of the recent convention of the American Federation of Labor was the address delivered by John Mitchell on the subject of the boycott. Mitchell spoke in connection with the report of the Committee on Boycotts. Following we reprint the report and address in full:

We concur with the sentiment expressed by the Committee on Boycotts at the Norfolk convention that the boycott should only be resorted to after all efforts at adjustment have failed, but when instituted, it should be made so effective that speedy agreement between the firm and nnion affected will follow. In speaking of the boycott, the President, in his annual report, had this to say:

"While the discussion of greater issues in the past year has tended to relegate to the background such rights as that of the boycott, yet I should be recreant in my duty were I to remain silent upon that subject, and thus, perhaps, strengthen an impression which has been assiduously given out by our opponents, that the boycott—that is, the right to withdraw patronage, to bestow it upon whom we please—has been withdrawn from the workers of the country during the legal proceedings in relation to the injunction secured by the Buck's Stove and Range Company.

"It will be remembered that the injunction was sought primarily to restrain the people in their right to quit buying Buck's stoves and ranges. It over-reached itself so far that the right to freedom of speech and press became involved. However, no consideration of the injunction has been possible by the courts without taking up the principle involved in the boycott.

"We have always held, and we still hold that the workers, or any of the people, have the right to withhold or to bestow their patronage as they choose; that they have the right to advise friends and sympathizers of this action and of the reasons therefor. It is hardly necessary to state that in the case of the workers, the unfair attitude of the dealer in question has always been the reason for withdrawal of patronage. It has been made clear that he refused to pay the standard rate of wages, and to agree to other equitable conditions which the workers seek through their organizations, and hence the withdrawal of patronage. The boycotts declared by other citizens have sometimes been placed for other reasons, and they can safely be left to a defense of their own actions. I only wish to point out in passing that the boycott is by no means a weapon used by the workers alone. It is one of those inalienable rights which are at times used by all people. The right to withhold or bestow patronage is one of those things which can neither be enjoined, forbidden, nor punished."

With the sentiment expressed and the policy enunciated our committee is in most hearty accord. The wares of the labor boycotted enterprise, to the eye, are made up of the products of nature, fashioned by the hands of more or less unskilled workers; but to the individual with the capacity for analysis, there is visible the blood and innocence of the child, the health and virtue of the woman, and the disputed and denied right of the toiler to collectively bargain for the sale of labor. It impresses your committee that the opposition to the boycott, when it takes its legal form, is really intended to cover the economic iniquities of affected capital, to withdraw the attention of the public from the labor exploitation and center it on the ethics of the boycott, as wrongfully expounded, to becloud and befog the real issue, so that the unfair producer, the enemy of his own class as well as of the wage-earner, may be free to continue his industrial piracy while the consumer is sent chasing false gods and exploded economic theories. The protection of the law is sought by skillful pleaders for special privilege, in order that the rottenness, the tyranny and the horrible working conditions associated with the boycotted manufacturing plant may be obscured to the public gaze. If in instances where the boycott is now necessary the right kind of publicity could be had, the boycott would be unnecessary, for an aroused public conscience would speedily compel the manufacturing and the selling malefactor to put his establishment in industrial order or go out of business.

But under present conditions the boycott is a necessary legal and moral weapon, and one that, as the President well says, there should be no hesitation to resort to when other remedies fail and the occasion demands the unusual and drastic antidote. Lawyers' associations, medical societies, scientific bodies, even the fraternal societies, all forms of combined human endeavor—all resort to the boycott to achieve their legitimate, and in some instances illegitimate ends. Why then should not the labor union have that right with its cause a just one, and its desire the betterment and uplifting of those who follow the scriptural injunction, "In the sweat of thy face shalt thou eat thy bread." If an individual has the right to refuse to patronize, then that same individual has the right to enlist the sympathies of his fellow man, and it follows that if the two have the right to refuse to patronize, then labor in combination has the right to refuse to patronize.

We say that when your cause is just and every other remedy has been employed without result, boycott; we say that when the employer has determined to exploit not only adult male labor, but our women and our children, and our reasoning and appeal to his fairness and his conscience will not sway him, boycott; we say that when labor has been oppressed, browbeaten and tyrannized, boycott; we say when social and political conditions become so bad that ordinary remedial measures are fruitless, boycott; and finally we say, we have the right to boycott, and we propose to exercise that right.

In the application of this right of boycott, to paraphrase the President, we purpose to strive on and on.

Denis A. Hayes, chairman; James M. Lynch, secretary; W. Alex. Vickery, Charles Dold, D. F. Manning, M. Zuckermann, Wm. Q. Sullivan, Victor Altman, August Molter, Michael J. Hallinan, Thomas L. Hughes, P. J. Jordan, H. A. Cooper, Louis Kemper, C. W. Fry.

Speaking to the motion to adopt the committee's report, Mr. Mitchell said:

"I take advantage of this occasion to record, as positively as I can, my complete concurrence in the declarations of the committee. I recognize that, at this time, every statement made by the representatives at this convention, and particularly by those who on next Monday must present themselves in court at Washington, is being scrutinized with the greatest care. I want the delegates to this convention, I want the people of the United States to know that, so far as I am concerned, I shall not speak defiantly, but, let the consequence be what it will, I shall not surrender any right guaranteed to me by the Constitution of our country. I am not sure how much mental and physical suffering will be necessary to make me submit, but if I know myself, and I think I do, no amount of physical pain or mental suffering will persuade me that I have not the right to spend my money where I please, the right to speak and print whatever I choose, being responsible under the law for the abuse of that right.

"Speaking generally of the boycott, it may be, if properly and advisedly used, one of the most humane and beneficial weapons in the hands of organized labor. Used ill-advisedly, it may prove a detriment to us, but whether it be a benefit or a detriment, each man for himself must determine where he is going to bestow his patronage. I deny most emphatically that any merchant or any manufacturer has a property interest in my patronage. It is mine to give and bestow or withhold as suits my own pleasure, and any attempt through the subtleties of the law to take from me the absolute right to do what I please with my own money—any attempt to take from the people the right to do what they please with their own money—must be resisted at any cost and opposed to the very limit.

"Now, Mr. Chairman, this is the first time during this convention that I have had anything to say about the proceedings in court at Washington. I have information that cognizance has been taken there of utterances by men on the floor of the convention, and I want to go clearly on record so that no man may misunderstand my attitude, and that no man, no difference how designing, may be able to distort my attitude. I propose in the future, as in the past, to exercise the right guaranteed me by the founders of our country; I propose—if I am sent to jail—when I come from there to declare again that I shall not, for myself, purchase any product of the Buck's Stove and Range Company. I make this declaration not to tickle the ear of any man; I make it solely that I may declare publicly the conviction that is within me.

"Now, my friends, it seems to me that this whole proceeding should prove a lasting lesson to the workingmen of the United States and Canada. If all the workingmen had been true to themselves, if they had been true to their obligation, there would not have been a non-union product on the market for sale. The trouble with us is that we are so concerned with our own affairs that we pay little attention to the affairs of our fellow unionists. If the workingmen could learn to realize that they are the real employers of labor; if they will in their everyday life carry into effect their open professions, it will not be

(Continued on Page 11.)

UNSKILLED LABOR.

Eminent educators throughout the world of the laissez faire school of economics are unanimous in declaring that the great and ever-increasing number of social wastrels, which is such a disquieting symptom of our forced civilization, is due nearly altogether to a lack of proper manual training. The large employing concerns, say these gentlemen, are utterly unable to secure a sufficient number of skilled men to carry on their work. Hence, the apologists for the present order of things argue if the ordinary curricula in our schools and colleges were supplemented by a course of industrial training, fitting each youth to become a skilled mechanic or industrial producer of some kind, our present universal problem of unemployment would soon be reduced to a question of what to do with those who are unwilling to work.

This conclusion would be unassailable had the premises been stated correctly. Unfortunately for the logic of the eminent educators and others of that ilk it is a matter of common knowledge and observation that by far the greater part of the world's work comes under the head of unskilled labor, and that even in the busiest of times only a relatively small part of the workers can find employment at skilled labor. This being so, and economic conditions remaining what they are, how then, pray, would universal industrial education help to solve the problem of unemployment? Would it not rather have a tendency to still further complicate that problem? Why train men for work which the majority of them will in the very nature of things never have an opportunity to perform? It is notoriously true that none is so discontented, none so much a revolutionist at heart, as the skilled worker who through the fierce competition of modern industrial life has been forced into the ranks of unskilled labor—unless it be the college-educated man similarly placed, vainly striving to square the hoary shibboleth "knowledge is power" with the sordid actualities of a world in which "business" is "IT" and sentiment "nit."

With so much of Nature's realm yet to be conquered by man, all these learned disquisitions on the supposed glut of unskilled labor are just so many economic banalities based upon the conception that our present industrial structure rests upon foundations built in accordance with certain immutable laws, a presumption very pleasing to the type of mind naturally opposed to change. At no time in the course of human development has unskilled labor been more essential to the progress of the world than now, for without the breaking ground in the industrial field done by unskilled labor, skilled labor would have but mighty little on which to exercise its talents. Thus it would seem to be the policy of sane men to so order things that our young men would gladly engage in unskilled labor, secure in the knowledge that in so doing they were actually performing the most necessary work in the world.

But, are we carrying out that policy? No, indeed. Both by precept and example, directly and indirectly, are we discouraging the youth of our own race from engaging in the damning occupation of "common labor." In the popular mind there is such a stigma attaching to that term that only the most abject poverty will drive an intelligent man to seek work as a day laborer. For, mind you, good people, it is not the work per se, or even the low wages, of a "common laborer" which the average man objects to; but he does object to having his occupation branded as "low" by a world whose opinions he would rather ignore, but whose conventions hold him as with hooks of steel. Like those Spartan helots whose greatest grievance was that they were not thought good enough to worship the gods of their masters, he has an uneasy feeling that in joining the ranks of unskilled labor he abdicates his claim to a personal share in that sacred fetish of mediocrity, "respectability."

And yet, if our civilization is to endure on the basis of human equality, something must be done by society to remove the stigma attaching to "common labor." Much "common labor" will be needed in the centuries to come to develop the practically unlimited natural resources of this and other countries. But who is going to do it by and by at the rate our aristocratic spirit is obsessing us? With the growing aversion of the average man to engage, or have his sons engage, in "common labor," what must be the inevitable result? It is of the very essence of our civilization, and vital to our progress as a race, that the world's rough and dirty work be carried on from day to day without undue stoppages. A general cessation of that kind of work would, within a few years, inevitably force us back again into barbarism. If, therefore, we, the superior race, refuse to engage in "common labor," what then? To me it seems that, in defense of our civilization — and granting always that our present economic system will be adhered to by our descendants, especially our laws of land tenure—we must eventually revert to some form of slavery. It may be peonage such as now obtains in Mexico, or it may be outright chattel slavery like that on which most of the ancient civilizations were bottomed, but slavery in some form or other it will come to as surely as like causes produce like effects. Is this the "glorious destiny of man" which the great Caucasian race, with its much-vaunted civilization and loudly proclaimed motto of "liberty, equality, fraternity," is preparing for itself?

Happily there are demonstrably effective preventives against the consummation of such a fate, and it lies with the common people of this and other civilized countries to make use of them ere it be too late. Briefly, these preventives are, first, the abolition everywhere of private monopoly of all natural resources; and, second, that labor-saving machinery be made to actually and truly save labor for the many instead of, as now, saving money for the few. Nothing short of superior armed force gives a man such a control over his fellow men as a monopoly of something which is absolutely necessary to their life and well-being. And that is just what ails our civilization, private monopoly of natural resources. Were it not for that, men would not be compelled to herd in city slums like rats in a sewer, the wage-slave advance guard of the coming chattel slavery which that system will assuredly bring about.

Likewise it must be evident that if labor-saving machinery is to be of value to mankind at large, the saving of labor effected must in some way be made to accrue to the benefit of the community as a whole, and not to a few individuals only. Either that, or there is bound to be more and constantly increasing idleness among the masses of men. What shall it profit us to have "labor-saving" machinery if thereby we lose our jobs? Who is the gainer by that kind of "labor-saving"? Certainly not the lucky ones who still manage to have jobs, for were it not for their unions they would be working as many hours as ever, machinery or no machinery. In short, what with almost daily new inventions, and improvements in machinery already invented, the day will soon be here when workingmen everywhere will have to choose between owning and controlling the machinery of the world, or being owned and controlled by it. It is unthinkable that white men, with the lessons of history before them, and the heritage of thousands of years of Aryan civilization to inspire them, will choose any but the former alternative.

EL TUERTO.

HUMAN HAIR TRADE.

In the year 1907, 56,133 pounds of human hair were invoiced at Hongkong for shipment to the United States, while in 1908 207,414 pounds were declared for shipment. To comply with the quarantine requirements there are two courses open—storage under the supervision of the Public Health and Marine Hospital Service surgeon at Hongkong previous to shipment, or disinfection under the same supervision. In 1907 all the hair was stored before shipment, but in 1908 the demand was so much greater, and importers were so anxious to get the hair to the United States, that a heavy proportion of the shipments were fumigated and disinfected instead of being stored.

It is also interesting to note that in 1907 over three-fourths of the total quantity moved by way of the Suez Canal, 42,789 pounds going that way, while only 13,344 pounds went via the Pacific lines. In 1908 the situation was somewhat changed. Partly to lessen the time of transit and partly because of efforts made by the Pacific lines to secure a greater share of the traffic, the exporters began to ship via Puget Sound ports and San Francisco, so that while the Suez route secured 112,119 pounds, the Pacific route handled 94,909 pounds.

This hair is brought to Hongkong from the interior, and there cleaned and sorted, according to length and quality. It is then packed and either stored or disinfected, in accordance with quarantine regulations, and shipped to New York. It is said that the hair can be so treated in New York as to alter its color and texture, and that it is used in making the switches, curls and bands which are so fashionable in the United States at the present time.

Last spring, when the demand in the United States for false hair began to assume considerable importance, one concern sent a man to Hongkong for the purpose of making direct purchases. Other concerns buy through local export houses.

The electrification of the Grand Trunk Pacific Railway for the 460 miles between the St. Lawrence River and Moncton is being advocated to lessen the dangers of forest fires due to locomotive sparks.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

THE ESQUIMAU'S HABITS.

Since the return to the civilized world of Dr. Cook and of Commander Peary, the Esquimaux have been talked of more than ever. We have heard strange tales about them. The whole world knows now, for instance, thanks to Dr. Cook, that an Esquimau who possesses a gun and a few knives is a millionaire in his own country, and we have been informed that these mysterious inhabitants of the Arctic call the Pole the "Big Nail."

It may therefore interest the reader to know more details about the brown-skinned natives of Greenland, the men who live on blubber and are the indispensable companions of the Arctic explorer. Whatever the achievements of Cook and Peary, no one can deny that they were made possible by the assistance of men picked among the little and poor people who dwell "way up North" in desolate Greenland, near the limit-line of eternal snow.

What is an Esquimau like? His portrait is easily sketched: A small person (five feet five inches is the average height of the men and five feet that of the women), with a grayish-copperish and oily skin, thick lips, deep-set and oblique eyes like the Japanese, a flat, oval face and flat cheeks, a low, retreating forehead, and black, glossy, straight hair, which is allowed to grow to its full length. The hands and feet are remarkably small. The nose is abnormally flat.

The faces of the children are generally so fat that the eyes almost disappear and the nose is sunken between the cheeks instead of protruding.

The Esquimaux have a happy, careless, optimistic look about them. Nordenskjold used to call them "big children," and stated that "these unfortunate creatures, who are deprived of every comfort, are conceited and jocular. They are hospitable, too, and when brought into contact with Europeans they grow civilized quite rapidly, though they retain a number of their old habits."

As regards dress, it is almost the same for women as for men: A close-fitting sealskin coat, with a hood for the head and breeches of the same material.

Needless to say, the Esquimaux dislike water as a "cleansing agent," and they lack fascination. But they do not consider Europeans as very attractive, and the refinements of civilization are repulsive to them. The same Nordenskjold once told a very amusing story on this matter. He gave a bottle of eau-de-Cologne to an aged Esquimau lady to smell. She almost fainted and called the scent "dreadfully stenching." But she dwelt in a sordid hut where the air was "unbreathable" and lived on food of which one hesitates to think.

The Esquimaux have no religion worthy of the name. They are extremely superstitious, but how could they help being so, surrounded as they are by truly fantastic scenery—mysterious caverns and grottoes, mountains of ice, bathed in the weird light-effects of the Arctic atmosphere or in the awe-inspiring gloom of the Polar night?

The Esquimaux, however, have much respect for the "head of the family." Funerals are a complicated affair in Greenland, and the most curious custom in connection with such ceremonies is the burying of a dog's head—meant to act as a guide—together with the dead body.

They live under tents during the summer and under snow huts during the cold season. They possess a skin canoe called a kayak, a sledge and a few dogs.

They marry at an early age. The bride brings to her new home her clothes, a knife and a lamp. The husband gives her a cooking pot. Esquimaux etiquette compels the bride to object to marriage, and she must pretend to escape from her husband two or three times before settling down to her duties and accepting her share of responsibilities.—R. de C.

GERMAN AIRSHIP LINES.

The German Aerial Navigation Company, of Frankfort-on-Main, has established the first permanent airship lines in Germany. It is the purpose of the company at the start to connect fully 30 cities. It has already received patents for its turn halls for motor balloons, and it will erect the first halls in Berlin, Munich and Strassburg in Alsace. The extensive plans of the company have aroused the liveliest interest on all sides, and their execution appears to be financially assured.

The first line of connection planned is Munich to Dresden by way of Nuremberg, Plauen and Chemnitz. The second line is from Munich to Cassel by way of Ulm, Stuttgart, Mannheim, Mayence, Coblenz, Cologne, Dusseldorf, Elberfeld and Paderborn. The third line is from Berlin to Lubeck by way of Bremen and Hamburg. The fourth line is from Berlin to Konigsberg by way of Stettin and Danzig. The fifth line is from Strassburg to Berlin by way of Metz, Trier, Mayence, Frankfurt, Erfurt, Leipzig, Halle and Madgeburg.

REPORT ON HESTIA WRECK.

A court of wreck commissioners at Montreal has just completed an inquiry into the cause of the wreck of the steamship Hestia on Old Proprietor Ledge on October 25, in which thirty-five seamen were drowned. The commissioners found that the wreck was due to the following:

"An error in the compass, due probably to what is known as gaseous error, aided probably by the fact that the vessel carried a cargo of 800 tons of iron.

"Neglect of the master to take soundings when in sight of the Gannet Rock.

"Insufficient allowance for tides and the set of the wind; error of judgment on the part of the master in allowing his ship to get the bearing of the Gannet Rock light."

INFORMATION WANTED.

Anton Jacobsen, a native of Stavanger, Norway, is inquired for by his brother, John Jacobsen. Address, Atlantic Coast Seamen's Union, Mobile, Ala.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Union, 1½ Lewis St., Boston, Mass.
Marine Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.
Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.
Inland Seamen's Union, Whitehall, New York.
Harbor Boatmen's Union, 85 West St., New York, N. Y.
Lake Seamen's Union, 143 West Madison St., Chicago, Ill.
Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.
Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.
Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.
Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.
Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.
Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.
United Fishermen of Pacific, Box 42, Seattle, Wash.
Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London E., England.
Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.
Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques v puerto, Barcelona Mayor, 44, 2, I (Barceloneta) Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

Home News.

Representative David A. de Armond, of Missouri, was burned to death in his home at Butler, Mo., on November 23.

A prize of $100,000 has been offered by a prominent Yale alumnus to the first person who discovers a cure for tuberculosis within the next ten years.

Chief Justice W. J. Mills of the New Mexico Supreme Court has been appointed Governor of the Territory to succeed George C. Curry, resigned.

The gunboat Princeton has been ordered by the Navy Department to sail for Corinto, Nicaragua, to join the gunboat Vicksburg, already at that port.

Four true bills against former officers of the Lewiston National Bank were returned on November 22 by the United States Grand Jury at Moscow, Idaho.

John Schaffer and Jack Williams, prospectors, arrived at Denver on November 26 with the announcement of a big gold find in the new Goldstone camp, near Newcastle, Col.

A mummy, said to be one of the Rameses, arrived at Boston on the Hamburg-American liner Aragonia on November 26. The relic is valued at $30,000 and estimated to be 3000 years old.

That part of the West Indian zone which has been out of cable touch with the world since the hurricane of November 7, is again in wire communication with the United States and Europe.

Twenty miners were removed from the St. Paul mine at Cherry, Ill., after a week's imprisonment. One of these men subsequently died and two hundred and ninety men are known to have lost their lives.

John C. Calhoun, colored, aged 115 years, died in Pensacola on November 24, and the death certificate, as sworn to and filed in the office of the City Clerk, gives the date of the negro's birth as 1794.

An expedition to explore Crockett's Land, the territory discovered by Commander Peary in his dash for the North Pole, will start next July, according to Professor Donald B. McMillan, one of the Peary party.

The Baltimore and Ohio Railroad announced on November 26 that it would put the three-cent fare rate into effect in West Virginia on December 1. All the other trunk railroads running through that State have already done so.

Amendments which will so change the Hawaiian Land laws as to act as an incentive to settlement, especially with a view to encouraging the taking up of homesteads, will be submitted to Congress by Governor W. F. Frear, of the Territory of Hawaii.

The Denver Mint, which was shut down last July because of a surplus of all denominations of gold coins, will reopen the first of the year with between $18,000,000 and $20,000,000 in gold bullion on hand, which will be immediately coined into money of small denominations.

The United States Circuit Court for the Eastern District of Missouri, at St. Paul, Minn., on November 20, handed down an opinion declaring the Standard Oil Company of New Jersey an illegal combination operating in restraint of trade and ordered its dissolution. The company will appeal.

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Union Goods for Union Men

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All goods sold at lowest San Francisco prices. We buy direct from Kentucky Distilleries and our California Wineries. Seafaring men invited to inspect our stock.

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When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

CHAS. A. LUCAS

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FRONT ST., OPP. S. P. DEPOT,
SAN PEDRO, CAL.

David Stove, age about 28, who is supposed to have shipped on some vessel from Puget Sound in January, 1901, is inquired for. Any one knowing his present whereabouts please notify Coast Seamen's Journal.

Named shoes are frequently made in Non-Union factories.

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

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Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INFORMATION WANTED.

Samuel England, age 48 years, communicate with Seamen's Institute, 242 Steuart street, San Francisco.

James Sample, last heard of on ship Santa Rita in April, 1909, is inquired for by Seamen's Institute, 242 Steuart street.

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS

San Pedro Letter List.

Andersen, -1055.	Lofman, K.
Andersen, Peter F.	Lehtonen, John
Alander, K.	Lund, H. K.
Abbors, Arne	Lano, Emil
Albertsen, Johannes	Lerch, Paul
Andersen, Einar	Maguire, Thomas
Andersson, Axel	McKenzie, James
Amnel, Albert	Murie, Martin
Buchtman, F.	Mellin, Edward
Bentsen, Axel	Mygind, W. F.
Brose, R.	Mesak, Edward
Behrens, E. A.	Neuling, Albert
Boylan, Chris. J.	Nielsen, Svend
Bietila, Th. -1338	Nordman, John D.
Bower, Gosta	Osses, A.
Brogard, Nils	Olsen, Th.
Comstedt, Ernst	Olsen, O. -537
Carisson, C.	Odman, Gus
Christiansen, Harold	Otto, John
Christiansen, G.-1054	Oseses, W. A.
Dahlberg, J. H.	Petersen, S. R.
Eckhardt, W.	Peterson, K. E., -903
Engberg, Oscar	Petersen, H. -1064
Ek, Thure	Peterson, Lauritz
Erickson, John	Pedersen, Gert C.
Fay, Joe	Pedersen, Alfred
Fredericksen, Harry	Pederson, Reinhold
Fisher, -556	Peterson, Hans
Folvik, Carl	Rudland, Jakob
Fleming, John	Reed, L. C.
Fasig, Don	Rasmussen, E.
Gabrielsen, K. -601	Scott, E. G. (pkg.)
Gask, A.	Schwitzer, H.
Gorgesen, Emil	San, B. -2113
Glausen, Harry	Scarabosia, M.
Guenther, Richard	Semberg, J.
Heggum, Louis	Sorensen, A.
Hermanson, K. -1554	Steen, J. C.
Hansen, Theodor	Solle, Ingvald
Hilke, Carl	Svenssen, Nikolaus
Hesse, Erick	Sindahl, J.
Haggenmuller, H.	Syversen, Ole
Hansen, Peter K.	Stalsten, Karl
Haarklau, I.	Sandstrom, J. -1347
Hansen, Carl	Strahle, Charles
Heinanen, C. (pkg.)	Southerland, A.
Johansen, C. -1191	Svendsen, C. -1050
Johanson, J. -880	Swanson, Charles
Jorgensen, E.	Tommis, Frank
Kuhne, W.	Tufvesson, J.
Koch, Carl	Trepetket, Frank
Keinanen, Emil	Touanne, Walter
Klappe, J.	Veyvoda, Frank
Kristiansen, Eigil	Quinn, W.
Kraushatz, F.	Wahrenheit, Otto
Kari, Matti	Wychgel, J.
Krohn, J. A.	Wahlstedt, R. -778
Larson, L.	Westerlund, T. F.
Louis, Mickel	



INFORMATION WANTED.

The salvage claim originating through the SS. Curacao and SS. Australian has been adjusted. All money due the crew who were aboard the vessel at the time the Australian was assisted will be found in the manager's office, 112 Market street. Parties applying for such money will first apply to the head of their respective department for identification. The names of the men are as follows: F. Mason, A. Mondini, R. Nelson, J. Jonasen, J. Lorenz, C. Swenson, H. Nelson, F. Rebases, C. Chidley.

John Rudolf Johnson, a member of the Atlantic Coast Seamen's Union, who left his coat in S. P. train No. 8, arriving at El Paso, on December 21, is requested to send his address to Union Passenger Depot Co., El Paso, Texas.

Pacific Coast Marine.

The burned steamer St. Croix is now at the bottom of the ocean off Point Dume, the derelict having been sunk on November 21 by the revenue-cutter Perry.

Captain Robert Peterson of the barkentine Jane L. Stanford was arrested at Aberdeen, Wash., on November 27, charged with having assaulted Seaman Zeisler on the high seas.

Wreckage from the lost steamer Argo is coming ashore along the Coast from Tillamook to Vancouver. The pilot-wheel and several life-preservers were picked up at Fort Canby on December 3.

Secretary of the Interior Ballinger has come to the relief of Hawaii with a recommendation that Congress suspend the coastwise shipping laws in so far as they apply to passenger traffic to and from the Islands.

Receipts from all sources at the Portland Custom-house for November were $52,908.15, as shown by the Collector's report issued on December 3. There were twelve foreign and fifty-eight domestic clearances during the month.

The schooner Robert Lewers, which arrived at Honolulu on November 24 from Port Ludlow, Puget Sound, reported that Captain Underwood, master of the vessel, was washed overboard by a heavy sea and lost on October 27.

The American ship Governor Robie, of the California Shipping Company, has been chartered to load lumber on the sound for New York. It is reported that she will be sold to Eastern parties and remain on the Atlantic.

Owners of the steamer Argo, which went down off Tillamook bar on November 26, are planning to build a new steamer to place in the freight and passenger trade between Portland and Tillamook. In the meantime they will charter a vessel to place on the route.

The following changes of masters were recorded at the San Francisco Custom-house on November 29: Schooner Sophie E., Andrew Anderson vice A. C. Harn; schooner Martinez, Lars Jacobson, vice Robert Hansen; schooner Louise, A. C. Horn vice Hans Hansen.

King Victor Emanuel III of Italy will act as arbitrator for France and Mexico in the dispute between those countries over the possession of Clipperton Island. Clipperton Island lies off the west coast of Mexico, between Mazatlan and San Blas. Guano is the principal product.

It was officially announced on December 2 that the Canadian Pacific Railroad had let a contract in England for the construction of two steamers to be used in the Pacific coastwise trade with Yukon and Alaska. They will cost $1,500,000, and will be completed in 1911.

Fears for the safety of the British bark Buteshire, Captain Purdie, which has been long overdue at Portland from Panama, were dispelled through a dispatch received on December 2, stating that the bark arrived at Acapulco about December 1.

The British four-masted ship Matterhorn, from Portland for Ipswich, Eng., foundered seventy miles south of the Umatilla (Or.) lightship on November 28. Three members of the crew were drowned, the balance of twenty-seven men reached the lightship after being twenty-seven hours in a boat.

Captain H. A. Thompson, who sailed ships between Australia and San Francisco and Puget Sound ports for many years, and served as Port Warden of San Francisco under the Pardee administration, died at Alameda, Cal., on November 30. Deceased was a native of Denmark, aged 72 years.

According to London advices it is believed that there is little hope of saving the British steamer King George, which was previously reported ashore in the Straits of Sunda on a voyage from Hongkong for New York. It has been found that the vessel is badly punctured with rocks, and the tide runs in and out of her.

The steamship Beaver, under construction at the yards of the Newport News Shipbuilding and Dry Dock Company at Newport News, Va., for the San Francisco-Portland Steamship Company on the Pacific Coast, was successfully launched on November 27. The Beaver complete is to cost $500,000.

Charles N. King was recorded at the San Francisco Custom-house on December 1 as master of the steamer Fort Bragg in place of A. P. Christensen. The schooner William Olsen was enrolled with Daniel McDonald master. The steamer Homer, E. H. Pierce master, was registered.

John S. Baker, President of the Alaska Coast Company, has confirmed the purchase of the steamship Kentucky at New York by his company. Captain Moore of the steamship Portland will go to New York to bring the vessel around the Horn. The Kentucky will be operated between Tacoma and Prince William Sound.

The steamer Argo, previously reported as having struck Tillamook bar and afterward floated off, sank on November 26. With the exception of the three persons drowned at the time of the first accident, all hands were saved by the boats, one of which was picked up by the gasoline schooner Oshkosh and the other by the Columbia River lightship.

The Pacific Coast Steamship Company has announced its winter schedule which will give an excellent service, although the sailings will not be as frequent as in the summer months, when the traffic is heavier. The schedule calls for a change of sailings from every fourteen days to every fifteen days during the winter, for the four vessels in the coastwise service.

The following changes of masters were recorded at the San Francisco Custom-house on December 2: Steamer Fort Bragg, Charles N. King vice A. P. Christensen; steamer Helen Drew, J. P. Fagerstrom vice Thomas Gunderson; schooner Hermine Blum, Albert Wilson vice Hans Hansen. The schooner William Olsen, D. McDonald master, was enrolled.

The following changes of masters were recorded at the San Francisco Custom-house on November 23: Steamer Miss Mynx, James J. Isabel vice C. H. Hanks; schooner Horace Templeton, James A. Melville vice A. C. Guth; steamer Onisleo, A. R. Paul vice F. L. Kato; schooner Jennie and Edna, Anton Lorensen, vice Jacob Conrad. The steamer Jim Butler, W. V. Olsen master, was enrolled.

An unknown member of the crew of the German steamer Erna of the Jebsen line lost his life by falling into the sea off Acapulco. A fire drill was in progress and the seaman lost his hold while going aloft. He plunged headlong into the sea with a wild cry and was not seen again, although a search was made for the body. It is believed that the unfortunate man was devoured by sharks.

The recommendation for an international conference with a view to regulating the killing of not only seals, but whales and all other animals of the sea, along with other recommendations adopted at a conference of the Fisheries Commission was laid before Secretary of Commerce and Labor Nagel on November 24 by President David Starr Jordan of Leland Stanford University and Commissioner of Fisheries Bowers.

Announcement has been made by the Pacific Coast Steamship Company that beginning on December 6 rates between San Francisco and Los Angeles will be returned to almost their original figure. On the new liners the first-class rate will be $11.50. The second-cabin rate will be $8.35. On the Santa Rosa and the State of California, which will replace the City of Topeka, the first-class rate will be $10.50; second-class, $7.35.

Twenty days from Kodiak, the schooner San Buenaventura, Captain Borgenson, arrived at San Francisco on November 26, bringing 1175 barrels of salmon and sixteen tons of codfish for the Alaska Commercial Company. Four days out from Kodiak the main boom was broken in a succession of southeast gales which the vessel encountered all the way down the coast. Off Cape Mendocino 600 miles in a southwest gale, the schooner lost a small boat.

The schooner Eva, which put into San Francisco recently, sailed again on November 21 for Mahukona. The Eva was bound from Grays Harbor for the Hawaiian Island port when she sprung a leak in a heavy gale. The vessel became water-logged and it was only through good seamanship that she was able to make San Francisco. A portion of the vessel's cargo was removed and she is now in seaworthy condition again, having been caulked and strengthened.

The Matson Steamship Company has established a new schedule of runs for its steamships. Hereafter Hilo, instead of Honolulu, will be the first port of call for the Lurline, leaving only the new vessel, the Wilhelmina, for the direct run between Honolulu and San Francisco. The Enterprise, which has been running between San Francisco and Hilo only, is placed on the San Francisco-Seattle-Honolulu run. The Lurline will run from San Francisco to Hilo, to Honolulu, to San Francisco. The Hilonian will run from San Francisco to the Sound, to Honolulu, to Port Allen (Kauai), to Hilo. The Enterprise from San Francisco to the Sound, to Honolulu, to San Francisco. The Wilhelmina between San Francisco and Honolulu.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

Affiliated with
AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer,
1½A Lewis St., Boston, Mass.

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CHICAGO, Ill., 63 East Kinzie St.
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ASHTABULA HARBOR, Ohio, 74 Bridge St.
CLEVELAND, Ohio, 929 Superior Ave.
CHICAGO, Ill., 242 South Water St.
MILWAUKEE, Wis., 317 Virginia St.

Sub-Agency:
CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

Coast Seamen's Journal

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WALTER MACARTHUR.....Editor
PAUL SCHARRENBERG.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, DECEMBER 8, 1909.

THE SEAMEN'S APPEAL.

The delegates to the Toronto convention of the American Federation of Labor displayed great interest in the struggle of the Lake seamen's unions against the Lake Carriers' Association and its notorious "Welfare" plan. The situation on the Great Lakes was thoroughly discussed in the convention, after which that body by unanimous vote pledged the moral and financial support of the labor movement. The resolutions expressing the sense of the convention were published in these columns two weeks ago. The discussion of the resolutions was carried on mainly by Delegates Furuseth and Olander, representing the International Seamen's Union of America. Accompanying these comrades was Mr. Joseph Havelock Wilson, President of the National Sailors and Firemen's Union of Great Britain, who has been in the United States for several months in the interest of his work among the British seamen. Mr. Wilson was introduced to the convention as a prominent member of the British labor movement, as a Member of Parliament and former Fraternal Delegate to the convention of the American Federation of Labor. Being familiar with the work of organization among seamen, and especially with the details of the "Welfare" plan, the latter an importation from Great Britain, Mr. Wilson was invited to address the convention on the Seamen's resolutions then before that body. The remarks of Mr. Wilson, also those of Delegates Furuseth and Olander, are reprinted in another column of this issue, from the Official Proceedings of the convention.

The San Francisco Call has published a number of articles exposing the bad condition of the living and sleeping quarters for the crews on the steamers engaged in the bay and river traffic. The exposure is timely, and it is to be hoped that it will result in the reform which is badly needed.

Demand the union label on all Christmas purchases, and on all other purchases.

SLOW BUT SURE.

On January 1, 1910, the length of the workday for iron molders in San Francisco will be reduced from eight and a half hours to eight and a quarter hours, without any reduction of wages. "Tempus fugit!"

The flight of time has seldom been more strikingly demonstrated than in the situation described by the announcement of the reduction in the length of the iron molders' workday. In 1907 the members of the Iron Molders' Union in San Francisco went on strike for the eight-hour day. After being out some time, a conciliation committee was formed, the negotiations of which were aided by International President Valentine. This committee recommended a plan by which the length of the workday should be gradually reduced at the rate of fifteen minutes semi-annually. Under this plan the eight-hour day was timed to become effective on July 1, 1910. The committee's recommendation did not meet with immediate acceptance. On the contrary, there was much objection, protest and indignation. The proposed terms of settlement placed the consummation of the eight-hour day so far ahead as to be beyond the reasonable expectancy of human life. July 1, 1910, would never arrive, or if it did the men on strike in 1907 would then be dead, disabled or otherwise unable to benefit by the reduction of hours. Such were the arguments against the proposal for a gradual reduction of hours. Many were for continuing the strike for the eight-hour day, "if it took all summer." Others, again, were not slow or soft-spoken in accusing the committee of offering a "gold brick." It was only after the most strenuous efforts on the part of the committee, President Valentine and the more experienced members of the Union, that the plan was accepted, and the men returned to work on the old conditions, for the time being.

It was urged by those favoring the plan that an assurance of the eight-hour day in 1910 was preferable to the possibility of defeat in 1907, with the consequent likelihood that it would take many years to recover lost ground. It was argued, further, that, even did the prospects favor a victory in the strike for the eight-hour day, such victory would be won at the cost of bad feeling and future friction among the employers, and that the only victories which are permanent are those resulting from mutual concession. This paper favored the latter reasoning in 1907, and now upon the eve of the consummation of victory—real victory—it congratulates the Iron Molders and their employers upon the triumph of common sense in their relations. January 1, 1910, is upon us. The coming six months will have passed before we realize the fact, and the Iron Molders' Union of San Francisco will be in possession of the eight-hour day based upon a permanent foundation. Progress by concession may be slow, but it is sure. And, after all, it remains to be said that progress made by such means is probably more rapid in the end than that which is made by force, for the reason that in the nature of things it is likely to be more lasting.

Look out for the report of the Seamen's convention in next week's issue of the JOURNAL. Every member of the International Seamen's Union of America should make it a point to post himself upon the doings of that gathering.

INJUNCTION TO BE TESTED.

The United States Supreme Court, on the 6th inst., granted a writ of certiorari in the Buck Injunction case. The practical effect of this ruling is that the Court will review the entire case and pass upon the merits of the original injunction issued against the American Federation of Labor and its "co-conspirators." This action on the part of the Supreme Court will be welcomed by the labor movement as an important step toward determining finally the essential point involved in the issuance of injunctions in labor disputes. The point in question is that such injunctions commonly infringe upon the rights of the parties enjoined in that they prohibit the exercise of certain Constitutional guarantees, to wit, the guarantees of free press and free speech.

In numerous instances efforts have been made to bring this point before the court of last resort. These efforts have failed either because of assumed insufficiency in the grounds of appeal or because of refusal by the courts to permit such appeal to be taken. Notwithstanding the fact that in most instances the principal effect, and apparently the principal purpose of the injunction has been to deprive the given union of the right of appeal to the public by written, printed or oral statement of its grievances, the injunction itself has been so worded as to obscure this purpose and thus to confound the real issue with matters of secondary importance. Thus the unions have been forced to struggle against the incidental features of the Injunction evil, without hope of securing a determination of the principle involved.

As to the outcome in the United States Supreme Court, conjecture will vary according to one's conception of the principle at issue and faith in the capacity of the Court to clearly perceive and firmly declare for that principle. The JOURNAL, in common with its contemporaries of the labor press and the membership of the labor movement, and with a very large factor of public opinion, conceives the principle involved in "Government by Injunction" to be of the very first importance as an element of the people's freedom. We feel, too, that the United States Supreme Court will so regard the matter, and that its decision will make for the perpetuation of that great institution—the institution of free press and free speech—without which freedom is but a name and liberty but a mockery. The Supreme Court will either settle the question or place it in the position to be settled by a higher tribunal, the tribunal of the people's will.

The Garment-Workers' label on overalls, shirts, ready-made suits, etc., is a guarantee that the articles are made by white men and women. The absence of that label is a guarantee that the goods are made either by Chinese or in sweatshops where no consideration is given to the conditions of labor. See the point? Do your duty as a union man.

Demand the union label of the Cigarmakers and Tobacco-Workers when buying smoking materials. The labels of these crafts (printed in blue) appear on the box, package or plug of the respective articles.

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For fair products of all kinds consult the JOURNAL'S ad columns.

SEAMEN ADDRESS FEDERATION.

Following are the remarks of Mr. Joseph Havelock Wilson and Delegates Furuseth and Olander on the Seamen's resolution in the Toronto convention of the American Federation of Labor:

President Gompers—The chair would say that the gentleman you have invited to address you has been the organizer of the great Seamen's Union of Great Britain, with its international affiliations. The work done by Mr. Wilson will live in history. Mr. Wilson was a fraternal delegate from the British Trades Union Congress to the convention of the Federation of Labor, held in Nashville, Tenn. Mr. Wilson is a member of Parliament, but when the call came for a more thorough organization of the seamen of the United States and Canada, he deemed it of greater importance to come from Parliament and devote his energies and talent to the organization of the seamen. I have the pleasure of presenting our fellow unionist, Mr. J. Havelock Wilson.

Mr. Wilson addressed the convention at some length, and said in part: "I appreciate very much your kindness in giving me the opportunity of explaining to the delegates present what the Shipping Federation of Great Britain really means. Twenty-one years ago the seamen of Great Britain were not organized. As a result, they received sweaters' wages, and were paid as low as fifteen dollars a month. On that they were expected to maintain their wives and families. They organized, and in two years were able to build up a membership of 80,000. The ship-owners did not take the movement very seriously for the first years, because they had had experience in previous years of many futile attempts on the part of the seamen to organize. These previous attempts had generally ended in failure, but they discovered that a solid organization of seamen had been established, and then they laid their plans to break it up. They started what is known as the Shipping Federation. They established in every port throughout the British Islands Federation offices, and made it compulsory upon every seaman seeking employment to be engaged through the employers' free labor office, and provided, in addition, that every man must carry a certificate similar to this I hold in my hand, stating practically that he was a non-union man. We fought that vigorously, and for twenty years have been fighting it.

"The officials of the Shipping Federation are always on the watch for men they believe to be identified with the Seamen's Union. When those men present themselves for employment, the officials of the free labor offices whisper in the ear of the captain not to take them. After fifteen or sixteen years of that kind of persecution the seamen of Great Britain have been subjected to, you can well imagine the serious effect it has had on the Seamen's Union in the old country. It has reduced our membership from 18,000 to 25,000. The only men who have remained true and loyal to their organization were those who were good trade-unionists at heart.

"The Shipping Federation have gone so far that they degrade the men by compelling them to be examined as though they were being purchased like cattle. They have even gone to the extent of stamping on the back of the men's hands the fact that they have passed the medical test. I have here a facsimile of the stamp. It is placed on the back of a man's hand to show that he has passed the test of the medical examination of the Shipping Federation. I would like to know if there is any other class of workingmen in the world who have been degraded to that extent?"

Mr. Wilson spoke at some length of the international conference of the shipowners held in London in 1908, where representatives of the ship-owners of the United States were present and decided to adopt the system of the British Shipowners. He stated that in the United States it was called the "Welfare Plan." He spoke in detail of the methods employed by the Seamen's Union in America to keep the membership intact during the recent period of depression. He stated further that, in spite of the efforts of the Lake Carriers' Association, the organization had remained intact. Continuing, Mr. Wilson said:

"During the present year the shipowners of the Lakes, under instructions from London, commenced operations by asking every seaman before being engaged to accept and carry a book, known in England as the Federation book, but on this side as the Lake Carriers' Association Discharge Book. When a man is engaged on a ship he must produce this book. There is entered in it his name, the name of the ship, the time of his engagement, and at the end of the voyage the master of the ship has a right to enter, in a column especially set apart for the purpose, the character he intends to give the seaman. A man may have years of good service to his credit and then, through some small conflict with a captain, have his book marked 'Decline to Report,' or 'Bad,' and if he presents that book to another ship, he will be turned down. The Lake Carriers' Association claims the book is their property and that they can deprive a man of it at any time they see fit. All along the Lakes the Lake Carriers' Association offices have been established, and no man is to be engaged on a Lake vessel except through these offices. This is the same system that has done so much to cripple the organization of the men in Great Britain and has done so much to demoralize and degrade the man of our country. This is the system the seamen of the Great Lakes are standing against, but the Shipping Federation intends to establish it throughout the world.

"It may be asked how far this policy may be carried, as affecting other workers. The International Ship Owners' Federation has now declared that this policy shall be applied to the longshoremen in every part of the world as well as to the seamen. Every master stevedore who contracts for the loading and discharging of ships, has to sign an agreement that every longshoreman engaged by him must be through the shipowners' free labor office, and every longshoreman must carry the free labor passbooks. If their efforts are successful, these tactics will be employed to destroy other workingmen's organizations aside from those engaged in the shipping industry. We intend to fight this to the death.

"I have been absent now for five months from my Parliamentary duties, but I am very thankful to say it has been five months profitably spent. In three months I have organized, in the port of New York, 5,000 firemen and sailors sailing on British ships alone. I can organize them better here than on the other side, for there we cannot have a meeting unless the spies and spotters of the ship-owners are present to watch who goes in and out. On this side the men are not afraid of the spotters. We have resolved, as far as Great Britain is concerned, that either the Ship Owners' Federation will go out of business or we will go out of business. It will be a fight to the death, because the men of the sea are not cowards; we will go the pace every time. It may be necessary for the men of the Lakes who have been practically on strike for two years to appeal to you for your support.

"I thank you, ladies and gentlemen, for your courtesy."

Delegate Olander discussed the question at length, and in closing, said: "We do not know how long this fight will continue. We have put up a very good fight, but when the end will come, I do not know. Nine thousand of our men have been on strike since April of this year. There have been very few deserters. Our men have a great deal of patience. The men on the Lakes know that when the officials of the Lake Carriers' Association were boasting that they had imported this system spoken of by Mr. Wilson and intended to fasten it on us, that the men on the other side were being branded like cattle, and we made up our minds there were going to be no marks on our men. A few more hardships added to what we have suffered are not going to bother us very much, but on account of the strength of our opponents and the powerful interests arrayed against us, we felt that ultimately some aid may be necessary from the labor movement of this country. The resolution we introduced asks you, if such action is necessary, that you will give it. We are not going to ask for anything if we can help it, for down in our hearts we have a feeling that we will be able to do the job alone."

Delegate Furuseth—We are not apprehensive that the shipowners are going to have an ultimate victory. On the Pacific Coast many years ago we went up against that system and we ate it up. They tried to use the system against us, but they failed. There are some things that give the seamen an opportunity better than many of you have in a struggle of this kind. We have been deprived of everything to such an extent that we stand upon the wharves stripped; we have none of the ties that bind the rest of you, for not ten per cent of us have families. We simply do not earn enough money to support them. That gives us an opportunity the majority of you cannot take. When we go to prison no one cries, and when we can not find something to eat in a legitimate way by working on the ships, we can pick up a living somehow. I want to say these few words in order that you may understand the kind of fight we have been compelled to put up, and that we are prepared to carry on. They shall not begin their iron-bound industrial feudalism by imposing upon us the branding that was used by the shipowners some four hundred years ago. I want to say to you men and women and to our employers that when they are through they will know they have been fighting, and there will be very little left of the little that now exists of the American Merchant Marine Seamen of the United States.

President Gompers—On account of the selfish, short-sighted attitude of the powers in the merchant marine service, there has been largely eliminated the American seaman. Much complaint is heard of the inability of the United States Government to secure Americans in the naval service in the United States. You cannot recruit American men and boys into the naval service of the country when the merchant marine of the country has eliminated the American boy and man. The attitude of the Lake Carriers' Association in the last onslaught is a long step towards eliminating the American boy and man from the Lake carrying service. It is that to which Delegate Furuseth refers in his closing sentence. The importance of the matter no one dare underestimate. I am confident that the convention and the thinking men and women who have the faintest conception of the struggle, will be on the side of the seamen.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Dec. 6, 1909.
Regular weekly meeting was called to order at 7:30 p. m., A. Knimitzer in the chair. Secretary reported shipping dull. Balloting for officers was proceeded with and will be continued during the next three regular meetings in December.
E. ELLISON, Secretary pro tem.
44-46 East St., Phone Kearny 2228.

Vancouver, B. C., Nov. 29, 1909.
Shipping slack on account of several boats being laid up, but the sentiment of having a Union is still gaining ground.
JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, Nov. 29, 1909.
Shipping off shore fair; coastwise medium; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Nov. 29, 1909.
Shipping medium.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Nov. 29, 1909.
No meeting; no quorum. Shipping fair; prospects uncertain.
WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Nov. 29, 1909.
Shipping slack.
WM. GOHL, Agent.
P. O. Box 62. Tel. 225.

Portland, Or., Agency, Nov. 29, 1909.
Shipping dull.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Nov. 28, 1909.
Shipping slack; prospects good.
JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Nov. 29, 1909.
Shipping dull; prospects poor.
HARRY COOK, Agent pro tem.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, Nov. 22, 1909.
No meeting; no quorum. Shipping and prospects poor.
CHAS. SORENSEN, Agent.
Cor. Queen and Nuuanu Sts. P. O. Box 314.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Dec. 2, 1909.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping quiet. Balloting for officers was proceeded with.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Nov. 27, 1909.
Shipping dull.
LEONARD NORKGAUER, Agent.
P. O. Box 1335. Phone Sun Main 2233.

San Pedro Agency, Nov. 29, 1909.
Shipping slow; prospects poor; plenty of men ashore.
ED. BARRY, Agent.
P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Nov. 30, 1909.
Situation quiet.
ALEX. McKECHNIE, Acting Secretary.
674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Nov. 30, 1909.
Shipping slack.
WM. H. FRAZIER, Secretary.
1½A Lewis St.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

WRECK OF THE HOYT.

Stranded on Outer Island, Lake Superior, the Provident Steamship Company's steamer James H. Hoyt lies, a concrete example of the success (?) of the Lake Carriers' so-called "Welfare" scheme. The Duluth News-Tribune of November 22 says:

"KID" SAILORS TELL STORY OF DISASTER.

After eight days of more or less harrowing experience on board the stranded steamer James H. Hoyt, which went aground on Outer Island reef a week ago last Saturday in a blinding snowstorm, the crew arrived in Duluth yesterday from Ashland, where they had been brought from the scene of the wreck by the tug Bayfield.

"The baby crew" is what they have been christened by marine men, and from some appearances the term is no misnomer. A large percentage of the ship's company was composed of men ranging from 16 years to 24. Three are under 17, and one of them held the responsible position of watchman.

"That was a mighty 'skeery' day after we struck," declared P. J. Hogan, who was watchman at the time the boat stranded. "For many hours the seas went boiling over the boat, sometimes reaching to the top of the smokestack. Most of us never expected to see dry land again. We were in constant fear of the boat going to pieces, and if it had we could not have reached the island. There was only one yawlboat in commission besides the one in which Mate Chamberlain and three of the crew went ashore, and that was so covered with ice as to be unserviceable.

"Some of the boys constructed a make-shift raft of a couple of ladders and a lot of life-preservers, which might have saved a few of us if the boat had gone to pieces.

"Most of us were inexperienced men and didn't know what our duties aboard the boat were. I was on duty as watchman when the boat went on the reef. I had been told by the second mate to help wash down the ship and was doing that when we struck."

Captain Charles Ainsworth frowned when he was told of complaints made by several members of the crew, and said: "Just keep in mind the fact that they are green deckhands with not a trained seaman among them. In the storm their courage failed utterly, and it was with the greatest difficulty that they were kept at their posts."

Watchman Hogan told a News-Tribune reporter last night that the crew were not allowed to go ashore on the tugs which first came to the relief of the Hoyt.

"We wanted to go mighty bad," said he, "but Captain Ainsworth told us that if we did, we would not get our wages, so there was no choice but to stick. We were in constant danger of going on the rocks."

Captain Ainsworth's retort to this in an interview at the St. Louis last evening was characteristically to the point: "Did I tell the crew to stay on board? You can bet on it. Were we going to desert the ship at once without making an attempt to save her, because some chicken-hearted landlubbers were seasick? Not while I was in command."

The crew were disbanded in this city, being sent to their homes by the steamship company. They were recruited from Buffalo, Lorain, Ashtabula and Chicago.

The following are the members of the crew:

Captain, Charles Ainsworth; W. B. Chamberlain, first mate; Peter Stager, second mate; Max Harsen, wheelsman; Albert Abram, wheelsman; P. J. Hogan, watchman; Clarence La Barl, watchman; J. Bennett, chief engineer; John F. Sanborn, second engineer; Mr. and Mrs. Albert Ruchard, cook and his wife; Thomas Bever, W. J. Sharp, P. B. Williams, Leroy Osgood, G. Adams, Elmer Obert, C. Park, Fred Fisher, Ed. Andres, F. Carr, Jerry Salata, George Richards, Joseph Brain and Max Ableson.

Well, what do you think of that? "The baby crew!" A large percentage of the crew were composed of "men" ranging from 16 years to 24 years of age. Three of them were under 17 years. "There was only one yawl in commission." "Most of us were inexperienced men and did not know what our duties were." "Just keep in mind the fact that they are green deckhands, with not a trained seaman among them."

Captain Ainsworth's own words are: "Were we going to desert the ship at once, without making an effort to save her just because some chicken-hearted landlubbers were seasick?"

This, comrades, is their own language, the language of her "crew" and her master. "Ye gods and little fishes!" it is only part of the truth at that.

The important truth is that this vessel had only one boiler in commission, and only 60 pounds of steam on that one. The Jas. H. Hoyt drifted ashore!

The "Welfare-Hellfare-Farewell" plan is a success! Not one single seaman aboard.

Two hundred and fifty thousand dollars' worth of vessel property at the mercy of wind and wave, and not one single seaman aboard. The insurance companies pay the bills. The vesselowners sit back and say the "Welfare" plan is a complete success! Rats!! W. H. JENKINS.

Conneaut, O.

LAKES SHOW GRIM RECORD.

From the time that the shipping season opened on the Great Lakes until October 25, there were ninety-five lives lost, and property valued at $2,000,000 was destroyed. Sixty-one were drowned in wrecks, twelve accidentally drowned, eleven committed suicide and six were murdered. There were twenty-four collisions, with a loss of $632,000. Damages due to fire amounted to $106,000.

Two million, seven hundred and thirty-eight thousand dollars, according to the foregoing news item which appeared in the Cleveland Plain Dealer (not in the Marine News, but carefully tucked away in an inconspicuous place). Two million, seven hundred and thirty-eight thousand dollars, ninety-five lives, are the visible results of six months' war on the Lake seamen's unions! This amount takes no account of the millions of dollars spent in obtaining strike-breakers to scab on Lake Carriers' vessels, nor of many more millions spent in repairs to machinery broken by incompetent help, delays, bad navigation, "broken steering gear" and "fog," causing strandings, tug bills, extra time for employes' account. And all to no purpose.

Five million dollars is a conservative estimate of the money spent by the Lake Carriers in their causeless war against the unions. Now, after six months, the members of the unions look the situation in the face and grin, eager and ready for yet another year; treasuries full, plenty of money and men to continue the fight, a fight which will be continued until the curse of the shipping master and the "Hellfare" book is wiped off the Lakes.

We have shown the world what we are, and that we will fight till we force our employers to respect us, as men, and union men, who ask only the privilege of working as free men, without the brand of the Shipping Federation on our flesh.

Conneaut, O. W. H. JENKINS.

Four of the whaleback barges, instead of three of the fleet of seven owned by the Great Lakes Engineering Works, have been fitted out for operation this season. The steamer Fleetwood picked up two of them November 21 and started for the head of the Lakes, while the other two were picked up in the following week. The three 600-footers of the Mills fleet that have been delayed at Soo, were locked down on November 18.

A USEFUL DEVICE.

The metallic message case or carrier which has been invented by Captain F. J. Meno, of Detroit, and on which patents are pending, seems to be a useful adjunct to the equipment of Lake vessels. The case has been tested by Captain Frank Stewart, of the steamer Western States, by Captain William J. Crosby, of the steamer Starke, and by others. They have thrown the case overboard and it has come ashore and has been returned to Detroit, carrying information as to where and when it was tossed into the water, and also with a list of the crew.

Incidentally the drift of the cases that have come ashore has verified the Government charts that show the direction of Lake currents.

The case is circular and about twelve inches long and three inches in diameter. It is puncture proof and there is room in it for all the information that might be required in connection with the disabling or loss of a boat.

The purpose of the carrier is to provide ready and convenient means in which or by which to convey information as to the cause of casualties, location of the vessel, together with a list of the crew and passengers. This is in order to provide the Bureau of Navigation, the Inspection service, the owners or agents, relatives of the crew and others with information as to the total losses, the disappearance of a boat and other information not otherwise obtainable.

The case has been considered by the Board of Supervising Inspectors in Washington. The committee that gave it special consideration reported to the Board that it was a useful thing to have on shipboard, but made no specific recommendation. It is seldom that any direct recommendation is made by the Board on first presentation.

Vessels lost on the Lakes where the cause was not known include the Alpena in 1880, Manistee in 1882, Vernon in 1887, Gilcher, in 1892, Wokoken and Dean Richmond in 1893, Chicora in 1895, Idaho in 1897, Bannockburn in 1902, and more recently the Kaliyuga, Clemson, Soo City, Cyprus and Arcadian. There is a long list of schooners in addition to the steamers named above.

It is suggested that large steamers carry one of the cases in the engine-room and another in the master's cabin, and that the purser on passenger steamers have a full passenger list.

Comrade Thos. J. McCoy, Agent of the Lake Seamen's Union at Ashtabula, succeeded Comrade Alex McKechnie as delegate to the convention of the International Seamen's Union of America, Comrade McKechnie being unable to leave Chicago on account of stress of work.

The red spar buoy which heretofore has marked Vails Point Shoal, Georgian Bay, has been replaced by a combined gas and bell buoy, moored in ten fathoms of water, one and a quarter miles north, 45 degrees west, from the point. The buoy is black and cylindrical.

WARSHIPS ON LAKES.

The British Foreign Office, it is anticipated, will have the Great Lakes on its hands this winter. Unofficial information recently received in Washington indicates that the Canadian Government has been looking into the matter of the training-ships maintained on the Lakes by the United States for the benefit of the naval militia. From this and other hints it is expected that the British ambassador will ask presently that a joint board of naval experts from the two countries pass upon the question whether the United States has transgressed the agreement regarding armed vessels on the Lakes.

It has been learned that Canada has been making an inventory of the training-ships and the armament of each. The number, caliber and power of the guns on each training-vessel is on file in Ottawa, together with the statement, it is claimed, that these guns were mounted without the consent of Canada or Great Britain. It is said to be the Canadian contention that the training-ships were taken to the Lakes in each instance under a special permit from Canada, and that in none of the permits was there any agreement that the ships should be armed after they reached the Lakes.

As a matter of fact, it is asserted, not one of the boats carried a gun when she passed through the Canadian canals, yet in at least one instance, that of the Nashville, the vessel had barely left Canadian waters when heavy guns were hoisted aboard and mounted. The Nashville took on her armament at Buffalo. The Canadians allege that with a single exception every one of the warships sent to the Lakes by the United States now has on board her regular batteries. The exception is the old Yantic, and the Canadians would not care, apparently, if all the guns on the fleet were placed on her. They do not fear the Yantic, and perhaps not the others, but it is up to the British Foreign Office to find out for them.

HARD TIMES FOR OFFICERS.

There are some sore hearts among the Masters and Mates these days. A cut of $200.00 per year and a doubling of their work is what the Pilots drew for allowing their union to be broken up. Mates on third-class carriers were called upon to endure special hardship. What with a cut in wages, increase in hours, often long watches with no crew, or if with a crew then with rank incompetents, who did not know the first thing about their duties, many who do not know a word of the English language, Mates were compelled to act as strikebreakers, steering the vessel and doing all the work. And then to receive a cut in wages was exactly the thing to drive them into an organization. Masters, going with short-handed crews, are compelled to stand long watches also, and are rapidly becoming disgusted with the situation and to realize that the seamen's unions are all that stand between them and a cut.

W. H. Jenkins.

Conneaut, O.

A red gas buoy, showing a fixed red acetylene light, has been established by the Indiana Steel Company at the eastern end of the breakwater under construction at Gary Harbor.

LAKE MARINE ITEMS.

The steamer C. W. Watson, up bound with coal, ran aground at Bar Point on November 21. The tug Harding went to her assistance and released her.

The schooner Quickstep recently lost her deckload of 30,000 feet of lumber in a gale near Chicago. The schooner Belle Brown also lost a part of her cargo in the blow.

The Lake Shore engineer force is working on a survey for the east half of the river at Ashtabula for a 23-foot channel up as far as the Ashtabula Dock Company's slip.

Daily service between Detroit and Cleveland by the D. & C. line will be continued until December 5 or later. Service from Detroit to Buffalo has been discontinued for the season.

Superintendent Ross of the Canadian lock at Sault Ste. Marie, has wired President Livingstone of the Lake Carriers that the new gates have been successfully stepped, and that the Canadian lock is again open for business.

Captain John McQueen of Amherstburg, owner of the little steamer City of Mt. Clemens, that was run down and sunk by a Steel Trust steamer in Lake St. Clair last season, it is understood has received $4,500 in settlement of his loss, and is allowed to recover the engine and boiler from the wreck.

Captain C. H. Nicholson, who has been at the head of the Northern Navigation Company's fleet for a number of years, has been appointed manager of the Grand Trunk Pacific fleet and will leave soon to commence his duties for the railroad company. It is not known yet where he will make his headquarters.

Colonel John Millis, United States engineer, has sent out the following notice: Report has been received that the tug William D. is sunk in Ashtabula harbor in deep water on the west side of the entrance channel, and about 700 feet north of the rear range light. The wreck is marked by a life-raft moored near it and a red light is maintained on the raft at night. Vessels should pass to the eastward of this wreck.

The tug Bayfield succeeded in reaching the stranded James H. Hoyt off Outer Island at Ashland on November 17, and found the crew all right and the vessel none the worse for the terrific pounding received during the previous twenty-four hours. Wrecking operations were resumed when the tug Favorite arrived. The Steel King and Holmes arrived at Ashland on the 17th, reporting a hard fight with the storm.

Robert Logan, formerly general manager of the American Shipbuilding Company, has opened offices in the Western Reserve building, at Cleveland, to resume business as marine architect, consulting engineer and marine surveyor.

Mr. Logan has designed and superintended the building of some of the best boats on the Lakes. He is consulting engineer for the American Shipbuilding Company.

NOTICE TO MARINERS.

The Canadian Government has issued the following notice concerning the discontinuance of Canadian light and fog signals for the season on the Great Lakes:

All lights and fog signals on Lake Superior will operate until December 10, with the exception of those at Caribou Islands, which may not be kept in operation later than December 5, subject to weather conditions.

All lights and fog signals on Lake Huron, Georgian Bay, Lake Ontario and tributary waters will be kept in operation until December 15, excepting Lonely Islands, Western Islands and Red Rock lights in Georgian Bay, which may be closed on December 10, if the navigation closes early.

INFORMATION WANTED.

Donald McIvers, No. 19,060, Lake Seamen's Union, last heard of in Buffalo last spring, is inquired for by I. H. McDonald, Walkers, Ontario.

Comrade William Burke, of the Marine Firemen, Oilers and Water Tenders of the Great Lakes, is inquired for by his sister, Miss Ella Burke, Little Falls, New York.

Wm. A. Nicholson, No. 13,156, Lake Seamen's Union, is inquired for by his sister, Miss Alice Nicholson, 356 Lake street, Oak Park, Ill.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

Mrs. D. Ingraham, N. Mentor, Ohio, inquires for her son, Daniel Ingraham, No. 7373, Lake Seamen's Union. Any one knowing his whereabouts please communicate with the above address.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

674 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.

TOLEDO, O.....54 Main Street
Phone Bell 1890.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.

SUPERIOR, Wis.....213 Banks Avenue
Telephone, Old Phone, 4428 L.

BAY CITY, Mich.....108 Fifth Avenue

OGDENSBURG, N. Y.....70 Isabella Street

KINGSTON, Ont., Canada.....(Box 96) King Street

ERIE, Pa.....305 French Street
Telephone Bell 682.

CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.

SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.

SANDUSKY, O.....510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Mich.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

THE SECONDARY BOYCOTT.

An address by J. A. Cable in a debate before the Kansas City Association of International Labor Officials:

I am trying to prove to you this evening that the secondary boycott is a justifiable weapon of offense and defense for organized labor. First, lest there be a difference of opinion between myself and my opponent as to the meaning of the term "secondary boycott," I think it is timely for me to define my conception of what is meant by the term "secondary boycott."

If a boycott is placed upon a brand of stoves, for instance, because of a dispute in a stove factory, and a stove merchant in some far-away town persists in handling those stoves, and thus incurs the ill will of the local labor unions and is boycotted for it, that, I presume, is a secondary boycott, such as we are to discuss here this evening. For the sake of argument I will admit that this is a secondary boycott, but in reality it is not. I am admitting that it is for argument's sake only, because I realize that to say it is not would be to say that we have no subject for discussion this evening. I do not want to say that, because you want a discussion this evening, and so do I. I want to say, however, that such a boycott, instead of being a secondary boycott by organized labor is more often a boycott into which a second person by reason of his business policy has involved himself. Organized labor is in no way responsible for erroneous politics, or errors of judgment on the part of business men. Organized labor places only one boycott, and that upon the brand of stoves. This boycott follows the stoves until they are sold at retail. If the boycott is to be a boycott at all, it must follow the stoves to where they are offered at retail. If it does not follow them to the retail counter it will not be an effective boycott. To deny organized labor the right to follow these stoves to where they are sold means to deny it the right to boycott at all, because members of organized labor but only from retailers and can operate a boycott only on the retail end of the business.

In such cases it is not, as the opponents of organized labor claim, a boycott upon the second person. Labor has no grievance against the merchant or second person, and does not seek to injure him. Its grievance is wholly against the line of goods which he handles. It does not want that line of goods, and it will not buy them. A business man who expects to succeed must endeavor to please his patrons. A good business man must not undertake to force upon his patrons goods which he knows they do not want. A good business man always recognizes the right of his patrons to be whimsical, to discriminate and to reject any line of goods for cause or for no cause at all. Hence, it is only the business man who seeks to force upon his patrons something that they do not want that becomes the victim of the so-called secondary boycott, and I submit to you that a business man who tries to force upon his patrons goods which they do not want will come to grief anyway, whether there is a boycott upon the goods or not. If, for instance, a merchant down here on Main street stocks up with last year's goods and tries to force them upon his patrons this year, it will not be long until he won't have any patrons. Why? The people do not want the goods, and are not going to buy them. They may be in quality far better than this year's goods. Fashion or whim, however, has placed a ban upon them. Fashion or whim says they are out of style. This may or may not be a valid reason for refusing to patronize the store. It makes no difference whether it is a valid reason or not, every one recognizes and concedes the right of the people to let the goods and the store which handles them alone for good reasons or for no reasons at all, if they choose to do so, and that settles it. The man who is trying to sell the goods may feel that he is being injured, but he has no grievance against the buying public. He should have catered to their whims. The fault is with himself. The injury, therefore, so bitterly complained of from the so-called secondary boycott, when simmered down, is but the reaping by a merchant of the fruits of his business folly in failing to carry the line of goods that will appeal to the whim of his patrons. The wishes of the buyer, no matter what motives prompt him, are and will continue to be supreme. His money is his, to do with exactly as he sees fit. If the whim of trade unionists for union-made goods is wrong, so likewise must the whims of fashion be wrong. If one is to be prohibited, so must the other. There must be consistency.

Now, if a boycott is permissible in the first instance, you must concede that it is legitimate in the second, because, as I have shown, it is on the goods and not on the person. I have also shown that the boycott operates only on the retail end of the business, so, if permissible, you must concede its legitimacy where it is operative; that is, in the retail store after the goods have left the factory and are offered for sale.

The opposition which is now being raised against the so-called secondary boycott is a cunning attempt to destroy the boycott in its entirety. Leaders of the Manufacturers' Association know, as I have stated, that the labor boycott operates in the retail stores, or in the second instance, if you so choose to call it, and they are smart enough to know that if they can outlaw it there, where it is operative, they will have it outlawed entirely, hence, all this howl at the present time against the secondary boycott. The same ingenious minds who sought years ago to destroy the union shop found it convenient to rename the union shop and the non-union shop. In order to confuse the minds of the public they found it convenient to name the union shop a closed shop and the non-union shop an open shop. The term secondary boycott is like confusion of rhetoric for a like purpose. If they can persuade the public to believe that the so-called secondary boycott (which, as I have said, is the boycott) is an instrument of oppression from which the second persons, through no fault of theirs, are made to suffer, they may succeed eventually in taking from members of organized labor even the right to spend their own money.

The boycott itself is simply the exercise of the right of a citizen to spend his own money. Destroy it and you will have destroyed the right of the citizen to spend his own money. If a man has the right to spend his own money, may he not exercise that right for the good of himself and his fellows in concert with his fellows if he

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.
SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 44-46 East St.
Branches:
VANCOUVER, B. C., 122 Alexander St., P. O. Box 1365.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 1312 Western Ave., P. O. Box 65.
PORT TOWNSEND, Wash., 114 Quincy St., P. O. Box 48.
ABERDEEN, Wash., P. O. Box 62.
PORTLAND, Or., 51 Union Ave.
EUREKA, Cal., 227 First St., P. O. Box 327.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.
Headquarters:
SAN FRANCISCO, Cal., 91 Steuart St.
Branch:
SEATTLE, Wash., 1408½ Western Ave., P. O.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.
Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branches:
SEATTLE, Wash., Colman Dock, Room 13, P. O. Box 1335.
SAN PEDRO, Cal., P. O. Box 54.

UNITED FISHERMEN OF THE PACIFIC.
Headquarters:
SEATTLE, Wash., P. O. Box 42.
Branches:
COLUMBIA RIVER FISHERMEN'S UNION.
ASTORIA, Ore., P. O. Box 138.
LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.
GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.
ALASKA FISHERMEN'S UNION.
SAN FRANCISCO, Cal., 93 Steuart St.
Agencies:
SEATTLE, Wash., Colman Dock, Room 10, P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.
Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal
Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the
FEDERATED SEAMEN'S UNION OF AUSTRALASIA
29 ERSKINE STREET, SYDNEY, N. S. W.

chooses to do so? The right of an individual, so far as I know, to withhold or bestow his patronage at will has never been abridged. The labor unions can not understand why a lawful act of an individual becomes unlawful when done in concert by a number of individuals. The right in question has been exercised by the labor unions of this country since their earliest existence. Not until the National Association of Manufacturers raised the fund of a million and a half dollars some years ago for the purpose of fighting the labor unions did any one ever question the right of labor unions to boycott. The practice to withhold or bestow their patronage at will has been going on among the labor unions of America for more than half a century and in the old world for a much longer period. Suddenly, however, we are confronted with the argument from the opponents of labor that the boycott is not a legitimate or a lawful weapon.

Since time immemorial Christian people have boycotted houses of prostitution and gambling dens, and no one has ever challenged the legitimacy of that boycott. These institutions are on the unfair list of practically every religious institution in Christendom. Not only do they refuse to patronize these institutions, but they ostracize from their society those who do. Talk about a secondary boycott, the churches and society generally operate the secondary boycott with a vengeance against undesirable associates. They believe that the protection of the morals of the community demand it just as we believe that the protection of wages and working conditions justify our ban upon sweatshop products. Society, if you please, the world over operates an irrevocable, never-ending boycott against those of lesser means, and even this is not counted a crime. What are the Prohibitionists doing to the brewing and distilling industries? Law itself is the means which they are using to make effective their boycott against these industries and against the saloon. The trade unions in exactly the same manner refuse to patronize and seek to have others refuse to patronize the products of those whom they believe are prostituting the workers. For so doing the trade unions are held amenable to the Sherman law while the others go scot free. If the Sherman law prohibits boycotting, why do they not apply it to those who are designing to-day to destroy whole industries? Where is the equality before the law?

Every right of freedom guaranteed to American citizenship under the Constitution supports the working people in their right to spread the declaration broadcast that their friends may know when they are unjustly used. There is no law or precedent in criminal jurisprudence aside from recent court decisions making it a misdemeanor to let your friends know when you feel you have been misused. It is not a crime. It is a right which every good citizen should defend.

Indeed, we have come to a critical point if it is to be pronounced illegal for men to complain or to retaliate when they feel aggrieved. There is not a manufacturer in the country who does not in the course of his daily dealings discriminate against some one, and they are not enjoined from telling their associates when they feel that other manufacturers or dealers have dealt unfairly with them. There is not a manufacturer in the country who does not in his business boycott some other manufacturer every day for treatment alleged to be unfair. The principle is exactly the same as practiced by the labor unions.

To deny the right is equivalent to saying that a person must speak well of his enemies or refuse to talk of them at all, no matter how badly they may use him. No sensible manufacturer or citizen would care to have this principle applied to himself or his business. Business men as well as laboring men want to be and must be free to criticize, condemn and complain at will. The right to protest when one has been unjustly used was denied in Russia, and as a result the Russian Empire has for years been in a constant state of riot and rebellion.

I assert that in a case of brutal tyranny or extreme greed which can not be checked or remedied in any other manner, the boycott is a legitimate and proper weapon.

The only grounds for complaint against the boycott is that it has no doubt, sometimes been misapplied. Such a weapon should not be made use of by organized labor except in extreme cases of greed, of tyranny, and after all other means have failed to make a tyrant desist.

In closing, I wish to say that I have felt called upon in this argument to defend the boycott both in its primary and so-called secondary form because I contend that in each case there is but one boycott, namely, that placed upon goods in the first instance.

DEAD LETTERS IN GERMANY.

Official statistics show that during the year 1907 an average of 10,000 pieces of mail matter were sent each day to the dead-letter departments of the 41 main postal divisions of Germany. Of each million pieces of mail handled by the imperial post in 1904, an average of 327 were destroyed as worthless and undeliverable. In 1907 the number grew to 396 pieces, an increase of 21.7 per cent. About 52 per cent of the 10,000 parcels daily admitted to the "hospital" afforded no clew to the identity of the writer or of the person for whom intended, and were burned. The rate in 1875 was only 21.6 per cent.

Comment is made in the German newspapers on the growth of the number of undeliverable pieces of mail matter, despite the spread of education and the decrease of illiteracy. It is noted that, on the average, only one recruit to the army can neither read nor write. One reason assigned for the increase in the dead-letter totals is that Germany's rapid commercial development has attracted many immigrants (Prussia alone had 406,000 foreigners in 1905) who have little or no schooling. Most of the letters sent to the dead-letter departments have no city, village, or town indicated, or have only the first name of the party to whom they are addressed. Postal cards of the picture kind are responsible for the bulk of the non-deliveries. In 1907 they furnished about 75 per cent, or exactly 1,480,400, of the 1,978,250 cases unsolved by the dead-letter experts.

The German navy has adopted gyroscope compasses for its warships as more reliable than magnetic ones when used in connection with masses of metal.

MITCHELL ON THE BOYCOTT.

(Continued from Page 1.)

long before every man and woman working for wages will be a member of a trade union. I believe the time will come when every workingman will demand and insist that the goods he buys shall be made by union labor. The merchants are only too anxious to supply the products men want to use, and the manufacturers will willingly supply the merchants with the products they demand. The difficulty has been that the union man has not insisted upon the union label or upon a union product when he went to spend his money. It is true that there are some who have consistently and persistently demanded union-made goods. It is perfectly obvious by the amount of non-union goods sold that only a small portion of the union men have done their full duty.

"I want to repeat that, so far as I am concerned—let the consequence be what it may—I am going to assert and exercise while at liberty the rights guaranteed by the organic law of the country. I regard myself as a good deal of an American. I grew up with high pride in being an American. It may seem an idle sentiment, but I remember when I was a small boy, when my stepmother was so poor we could not buy bread enough to satisfy our hunger or clothes to keep us warm, that on the cold winter nights I have crept out of bed to get my father's soldier coat and wrapped it around me to keep the cold from me, I felt proud that I was an American and the son of an American soldier. I am not less proud now of being an American, but, my friends, I want to see the word "Americanism" stand for all the sentiment that is symbolized by the flag of our country. I want all the liberties, not the liberties that give us the right to do things we do not want to do; I mean the liberties that give us the right to live out our own lives and to be helpful to one another. I do not believe in that liberty enunciated by some of our courts which say that men and women must have the liberty to work themselves to death. I do not believe in the liberty enunciated by Judge Tuthill of Chicago, who declared the ten-hour law unconstitutional, because it would deny to girls and women the right to work fourteen hours a day. I do not believe in that species of liberty; but I do believe in the spirit of liberty that gives even to the most humble person on our soil the opportunity to grow and develop to the best that is in him.

"I believe that this litigation will have one good result. It will result in making our people think; it will bring home to them the necessity of working in concert. Some years ago I had the privilege of traveling through some countries in Europe, and while in Germany I visited a number of labor newspaper offices, and found in each one men who seemed not to know enough to conduct a newspaper, although he had a very important title. Upon making inquiry as to his function, we were told that his duty was to go to prison. He was hired for a small wage and his principal duty was to be sent to prison because of some infraction of the law—lese majesty or something of that kind—on the part of the editor. Surely the time will not come in America when it will be necessary for the labor organizations to employ some one to serve time in prison! There was a time, it is said, when a member of the British Parliament from Ireland, who had not served a sentence of imprisonment, was regarded as not altogether safe and faithful. Is the time going to come on our continent when the badge of faithfulness to labor must be the brand of imprisonment? Let us hope not. So far in the history of our country we have been singularly free from that sort of experience. May we not hope that the laws of our country may be so drafted and so amended and that the judiciary may so interpret those laws that no man may rightfully feel that he has not been given a 'square deal?' I am anxious as any citizen can be that every institution connected with our Government may be so conducted that no honest man may justly feel that he has been denied an equal opportunity and equal rights with every other citizen."

At the conclusion of Mitchell's address a motion to print and circulate it in pamphlet form was carried by unanimous rising vote.

Ten years ago contractors gave up as impracticable an attempt to tunnel under the Hudson River at New York. Now there are fourteen such tunnels with railways connecting Manhattan wtih the opposite shores.

The Panama Canal Commission is importing from Bermuda hundreds of small fish of a variety that lives on mosquito larvae, to aid in its warfare on malarial and other diseases spread by the insects.

Plans are under way for the harnessing of the tides of the Petitcodiac River at Amherst, N. S., which are said to waste about 3,000,000 horse-power a day.

News from Abroad.

The British House of Lords. on November 30, defeated the Budget by a vote of 350 to 75.

Numerous shipping casualties occurred on the British coasts during a heavy gale on December 3.

The Spanish Episcopate has petitioned the Government to close all the lay and modern schools in the kingdom.

King Edward VII has formally accepted the invitation to act as arbitrator of the Alsop claim dispute between the United States and Chile.

Plans are under consideration for holding a great international exhibition at The Hague in 1913 in celebration of the opening of the Palace of Peace.

The British Parliament was prorogued on December 3, following the rejection of the Budget by the House of Lords. The general elections will be held in January.

The British steamer Thistlemor was wrecked in Barnstable Bay, Eng., during a heavy gale on December 3. It is feared that her entire crew of thirty men were drowned.

The report published in Berlin that the Russian Government intended to close a contract with an American syndicate to develop the Transsiberian Railroad is officially denied.

Heavy loss of life is feared as the result of an explosion on November 25 in a coal mine at Onoura, Fukuoka province. Fifteen men are known to have perished, while 228 miners are entombed in the workings.

Dr. Brenckman and Hugo Francke, the two most daring members of the Aero Club of Berlin, have been killed through the collapse of their balloon "Kolmar." Their bodies were found on November 26 near Fiume, Austria.

According to an official dispatch received at Constantinople on December 1 from Bitlis, Asiatic Turkey, several small villages in that vicinity have been destroyed by an earthquake. No lives are reported to have been lost.

The new railway between Bergen and Christiania, Norway, was inaugurated on November 26 with a grand banquet, at which King Haakon was a guest. The line completes the system between Christiania and Bergen and the North Sea. It has occupied fifteen years in construction.

The tunnel of the Transandine Railway was pierced on November 27 and the event was made the occasion of a great celebration. The tunnel is five miles long and the highest in the world. The line now reaches to the summit of the Cordilleras and will join a railroad of the same gauge from Mendoza.

Admiral de la Pynere, French Minister of Marine, has recommended the construction in 1910 of an improved Dreadnought of 23,000 tons and speed of twenty-one knots, and the building of two battle-ships annually until the number shall total nineteen. Of these six will be of the Dreadnought type.

William Pierpont, American Charge d'Affairs at Santiago, Chile, has made a proposal to the Chilean Government that the Alsop claim be submitted to the arbitration of King Edward, who is friendly to both sides. The proposal was accepted and the two countries will ask the British monarch to act as arbitrator.

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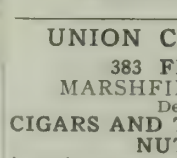
INFORMATION WANTED.

Anyone knowing the whereabouts of seaman Ernst Dau, please notify the German Consul at San Francisco.

Louis Carlson, native of Finland, last heard of in Aberdeen, Wash., in 1908, is inquired for by his sister-in-law, Rika Nyman, 930 Harrison street, San Francisco.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

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INFORMATION WANTED.

The five sailors who left the schooner A. J. West at Honolulu, on March 30, 1908, are requested to communicate with the Secretary of the Sailors' Union of the Pacific. The libel against the A. J. West has been adversely decided by the Federal Court at Honolulu.

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Andersen, A. B.	Krentz, Karl
Akesson, C. A.	Kristofferson, Alfred
Andersen, Lars	Kristiansen, Louis
Andersen, Carl P.	Kristiansen, Nils
Aposholokos, P. G.	Kristofferson, Emil
Apps, P.	Kuhl, Hans
Atkinsen, S.	Larsen, Chr.
Baek, M.	Larsen, Hans
Berentsen, Rolf.	Latz, K.
Berentsen, Alex.	Lauritsen, Hans
Blomquist, B. W.	Lind, H. E.
Bohman, Eric	Lof, Oscar
Boad, ———	Malmberg, A. C.
Brown, Jim	Mayers, P. M.
Brakke, Hans	Masterson, D.
Buck, F.	Mattson, E. -1856
Buth, Sigfried	Mathison, Nils
Carmell, Geo. B.	McDonald, James
Carlson, Thure	McFadden, W.
Christiansen, Andrew	McGuire, O. S.
	Mitchell, S.
Chapman, F. G.	Mietman, John
Christoffersen, Emil	Mikkelson, Kr.
Christie, W.	Morrison, J.
Chotard, Emil	Molver, Olof
Conee, A.	Monsson, S.
Draw, J.	Mortimer, Ernest
Eichel, Chas.	Ness, Carl
Elliot, W. V.	Nelson, Peter
Elsted, John	Nicholsen, O. T.
Eliasen, C.	Optiger, Geo.
Elboidt, Alfred	Olsen, E. K.
Elwood, Alfred	Olason, Axel
Engstrom, Chas.	Olsen, B. -597
Ernst, Geo.	Olsen, Hans P.
Erickssen, A. R.	Olsen, Anton
Fasig, Don	Olsen, Ragwold
Fredriksen, B. D.	Overland, T. -912
Glasheen, John	Pederssen, Olaf
Gonyette, Joseph	Pedersen, Chr.
Grohn, John	Pel, J. Van
Grise, J. H.	Penny, W.
Gustafson, K. O.	Petterson, Meyer
Hansen, K. Johan	Peterson, Peter
Hansen, Harold O.	Petersen, E. P. -668
Hansen, T. S.	Penningrud, L.
Harris, E.	Price, Bruce
Hansen, John	Rasmussen, And.
Hansen, Ernest	Rasmussen, Harold
Helbwood, ———	Rasmussen, Ackton
Hedlund, Arvid	Ruman, Karl
Hermansen, L.	Riehbrack, Paul
Herbert, Chas.	Rides, Arthur
Holden, W.	Robertson, D. A.
Ingalls, Lewis	Rugland, Ole
Jacklin, C.	Sandstrom, Th.
Jacobson, T.	Saaleness, T. J.
Jacobson, Carl	Sandstrom, O. S.
Jersch, W.	Scherlan, R.
J. W.	Seidel, G.
Johanson, C. J. -1566	Skarin, R.
Johanson, K. -1592	Sorensen, Hans
Johanson, Chas.	Sally, Ed.
Johanson, Hans	Steen, Ivar -1999
Johnson, Alf. -1700	Sundley, E.
Johnson, Eric	Swanson, Emil
Jorgensen, Julius A.	Swanson, B.
Kalning, Jacob	Thomas, W.
Kahlhetser, F.	Thonesen, Tonger
Kaald, Johan	Thompson, T. G.
Kisher, K.	Zebr, G.
Klingenberg, J.	Winnie, Clifton
Knutson, E. A.	Worm, Albert
Kohler, Albert	Woolridge, C. C.

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INFORMATION WANTED.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

Henry Laurent, who has been sailing between San Francisco and Honolulu, is inquired for by his mother. Anyone knowing his present whereabouts will please communicate with the Coast Seamen's Journal.

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INFORMATION WANTED.

Arthur John Martin. Was in San Francisco last March. Any news of him sent to Seamen's Institute will be appreciated.

INFORMATION WANTED.

Andreas L. Jansson is requested to call upon, or communicate with, Attorney F. R. Wall with reference to his suit for damage.

John Johnson, a native of Norway, born September 15, 1858, at Blegeleidet Bamle; last heard from in 1904 living at 230 Third street, San Francisco. Any one able to give any information kindly communicate with his nephew, M. Olsen, 165 Third street, San Francisco, Cal.

Relatives are inquiring for the following missing sailors: Alf. Carter of Wellesley Street, Auckland, New Zealand. John Cruickshank, late mate of Br. bark "Kilmeny," was in St. Mary's Hospital last August. Charles Seymour; made trip in transport S. S. "Sherman" in January, 1907. Was at Vancouver 1907. Address Seamen's Institute, 242 Steuart St., San Francisco.

Henry D. Steele, No. 2166, of the Sailors' Union of the Pacific, is inquired for. Address, Coast Seamen's Journal.

Robert Fordyce Bowers, age 33 years, height over 5 feet, stout build; correspondence awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

John M. Murphy, dark hair, blue eyes, height 5 feet 8, smooth face. Last heard of at Oakland. Any information, communicate Seamen's Institute, 242 Steuart street, San Francisco.

Alfred Douglas Brakel, a native of Russia, also known as Fred Hansen, left the Russian cruiser Lena; last heard of about three years ago, is inquired for by his mother. Address, "Coast Seamen's Journal."

Oswald Schnaubelt, a native of Schneidemuehl, Germany, born 1883, last heard of 1903, is inquired for by his mother. Address Mrs. M. Schnaubelt, Neu Beelitz, near Bromberg, Germany.

Thomas Ayres Phillips, seaman, last heard of at 44 Minna street, San Francisco, in 1902. Information wanted by British Consul, San Francisco.

Domestic and Naval.

A handsome tablet to the memory of the late Captain Charles J. Gridley, U. S. N., was unveiled and dedicated at the Naval Academy chapel on November 24.

For the first time in the history of the United States Naval Academy midshipmen will have the use next summer of three battleships for their annual practice cruise.

Secretary of the Navy Meyer, in his annual report, opposes the building of warships in the Navy Yards. The estimates for 1910 are $10,011,000 less than those of the present year.

Recommendations for the legal establishment of a naval reserve of officers and men and in regard to the development of a naval militia are promised in the annual report of the Secretary of the Navy.

The German steamer Brewster, which stranded on the Diamond Shoals off Cape Hatteras on November 28, her crew being rescued by life-saving crews, has been given up by the rescuers as a total wreck.

William Cramp & Sons' Ship and Engine Building Company was recently notified by Secretary of the Navy Meyer of the final acceptance, on behalf of the Government, of the battleship South Carolina, which was constructed by that company.

The British schooner Alexandria, which was driven ashore during the storm at East Harbor, Turks Island, on November 12, is a total wreck. The crew barely escaped with their lives. The vessel was loading salt for Providence when driven ashore.

A sunken barkentine, with three masts projecting about 15 feet out of water, was passed on November 13, about four and one-half miles east by north one-half north from Block Island light by the steamship Tuscan, which recently arrived at New York.

All hope of saving the schooner Elvira Ball, which had such a remarkable career as a derelict since she was wrecked last spring, has been abandoned. She now lies in the harbor of Fayal, Azores, and will remain there probably until she goes to pieces.

The Clyde Steamship Company will establish about December 1, a direct service between Boston and Galveston. There will be weekly sailings. The company also announces that its sailings from Boston to Charleston will be increased from one to two sailings each week.

Five miles of the Panama Canal have been opened to navigation. This includes the channel from the point in the Bay of Panama. Steamships plying between San Francisco and Panama and the west coast ports of South America and Panama are using this part of the canal daily.

The Congressional Appropriations Committee, which has been inspecting the Panama Canal, arrived at Havana, Cuba, on November 25 from Colon. The members said they were pleased with the progress on the canal, and believed the channel would be open for traffic in advance of the estimated date.

The schooner Edward G. Hight, which was built at Philadelphia, and formerly traded at that port, has been sold to R. B. White and others, of Baltimore, who will continue her in the general coasting trade. The schooner's original name was Samuel B. Vrooman. She is commanded by Captain Fletcher Grant.

World's Workers.

The Melbourne Typographical Society has appointed a permanent organizer at a salary of £200 a year.

The British House of Lords has passed, without demur, a bill providing for the fixing of a minimum wage.

The boys employed as horse drivers at the Lambton colliery, New South Wales, struck work on September 22, and the mine was thrown idle.

In consequence of a dispute between wool brokers and buyers in Sydney recently, between 700 and 800 members of the Storemen's Union were thrown idle.

A petition bearing 50,000 signatures, and praying for the release of union prisoners May, Stokes, and Holland, was presented to the Premier of New South Wales recently.

Harry Holland, one of the Broken Hill (Australia) union prisoners, who was sentenced at Albany to three years' imprisonment on a charge of sedition, was released from jail recently after five months' incarceration.

The Laundry Proprietors' Association of Sydney, intends to force certain charitable institutions competing with it to observe the industrial award, and has issued summonses with that object.

The net result of all the changes in British wages taking effect in October was an increase of £799 per week, as compared with a decrease of £67 per week in September, and one of £1,499 per week in October, 1908.

Following out the constitution laid down for Prussia by Frederick the Great, the States of the German Empire are taking steps to establish a labor exchange on a national scale to provide work or care for the unemployed.

A. K. Boyd, a coach-builder at Wellington (N. Z.), was recently fined £2 for employing a man at piecework contrary to law. The workman was fined £1, although he sought to prove that while not working full time he received 1s. 3d. per hour.

A conference of representatives of the Victoria, Broken Hill, Tasmania, and Cobar Miners' Association met in Melbourne recently and drafted a constitution for an Australian Federation of Miners, with an invitation to all miners' unions to affiliate with it.

Being invited to send representatives to be present at functions in connection with commerce delegates now visiting Australia, the Melbourne Trades Hall Council instructed its secretary to reply that "This council declines to accept courtesies from its industrial and political enemies."

A decree which came into force in July last prohibits the admission of children under nine years of age into Egyptian cotton factories engaged in rippling or shelling. The employment of children between 9 and 13 in such factories is conditional upon their producing certificates as to age and fitness for this work.

Gazette notice, issued by the British Board of Trade, against scabbing at the time of the Swedish strike: "The Board of Trade has learned from an authoritative source of a proposal to introduce British workmen into Sweden as strike-breakers. The Board desires to warn all persons concerned of the danger involved in proceeding to Sweden for this purpose."

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abbors, Arne
Abel, Paul
Aga, Johan K.
Alander, Karl
Allen, W.
Andersen, Lars T.
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Andersen, -1301
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Belin, Erik
Berentsen, -1755
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Berg, Julius
Berggren, V.
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Blankenfeldt, O.
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Cainan, Geo. T.
Carlgren, -644
Carlson, Fred
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Ceelan, John
Chaler, B.
Chapman, Frank
Christensen, E. H.
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Christensen, -850
Dahlof, Johan
Dahlman, J. A.
Davidsen, Jakob
De Baere, Henry
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Dixon, John
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Eliassen, Sigurd
Ellingsen, Fred
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Faulkner, John E.
Fitzgerald, Eddie
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Georgensen, Arthur
Gerner, Hans
Gibbs, Harry D.
Gjerdal, Soren
Gors, F.
Grawert, Joe
Haarklau, I. A.
Halvorsen, Chas.
Halvorsen, Wm.
Hamilton, B. L.
Hammargren, O.
Hansen, Oluf
Hansen, Hans
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Ingvalsen, Ing.
Jacobsen, -1786
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Janson, Edward
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Mehent, Joe
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Lindroos, Oscar
Lohne, E.
Ludke, Bernhard
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Mengert, Fred
Michaelsen, Johan
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Moe, John M.
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Morken, Kristian
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Munze, Dick
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Petterson, Oscar
Petterson, Anton
Pettersson, Anton
Phillips, Aug.
Pietschman, Geo.
Pitkanen, J. W.
Pitkanen, J. W.
Pohlman, Hans
Polson, Carl
Pradena, Carlos
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Rosenvald, Isak
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Soderlund, A.
Soland, Hans
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Stahl, Chas.
Stange, -2063
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Stein, John
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Sund, Alex
Sundberg, K. K.
Sutierez, Arthur
Sutterman, M.
Svensen, Anker
Svensen, Sven
Swansson, Emil
Swenson, B.
Swensson, Martin
Till, Chas.
Tofte, H.
Tollefsen, Aug.
Torkilsen, Olaf
Torvig, Olaf
Turan, R.
Turner, Ted.
Villman, Gust.
Visser, L.
Vognild, Gerhard
Vogel, Martin
Vongehr, Ewald
Wihtol, Ernest
Wiklund, Chas.
Wilke, Wm.
Winters, Ch.
Wirtanen, Carl
Wilson, F.
Wisto, Julius
Wren, Wm. J.
Wolter, John
Zum, Felde Robt.
Zweygberg, John

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Apply to Secretary of Sailors' Union of the Pacific.

Anderson, -1274
Andersson, Vicktor
Gronman, H. R.
Hansen, -989
Hansen, Chas.
Johannessen, -1863
Josephson, E. W.
Lackey, C. H.
Lewis, H.
Morken, Kristian
Oetjen, Fred
Rundavist, O.
Skogman, Arnold
Wahlberg, R.
Youane, W. -2019

INFORMATION WANTED.

Wilhelm Drews, born at Breitenfelde, Germany, who was first mate on the American schooner "Philippine" in 1906 at Aberdeen, is inquired

John Ernest Meyna (Meiner), supposed to be sailing on the Pacific Coast, last heard of 9 years ago, is inquired for by relatives. Address, Coast Seamen's Journal.

Johan Pommer, a native of Russia, aged about 38, supposed to be somewhere in a Pacific Coast State, is inquired for by Alex Pommer, Sailors' Union of the Pacific, 44-45 East street, San Francisco.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

Ellis Owen Pritchard, last heard from on the Pacific Coast four years ago, is inquired for by his sister. Anyone knowing his whereabouts please communicate with the Coast Seamen's Journal.

Carl Wilhelm Swensson, a native of Kalmar, Sweden, born September 15, 1881, supposed to be sailing on the Pacific Coast, is inquired for by his sisters and parents. Address, Klaes Swensson, Sodra Lauggatan No. 26, Kalmar, Sweden.

Portland, Or., Letter List.

Aalte, Johan
Andersen, Ole
Adams, Steve
Buchtmann, F.
Berg, Chas.
Bach, Louis
Bergstrom, P.
Cassidy, Peter
Carlson, A. M.
Cox, H. E.
Erickson, Edwin
Ek, Thure
Engberg, Oscar
Farm, J. B.
Grimes, Donald
Hogen, Lars
Hancen, Clarence
Karlson, A. M.
Klahn, Chas.
Kjorsvik, Johan
Lorin, Kristian
Lagerman, Johan
Leonard
Mastak, Mihkel
Norman, S. L.
Ollgren, Carl
Petersen, F. G.
Peterson, Paul
Pettersson-911
Petersen, Chas.
Sollen, P. Le
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Sweedris, Albert
Solberg, Thomas Th.
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Sable, F. L.
Scott, Ed.
Straten, W.
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Tacoma, Wash., Letter List.

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Buckland, W.
Buhmeister, John
Carlson, Martin
Carnaghan, William
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Eliasen, E. -396
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Harris, J.
Jenson, Chas. -769
Johansson, -1396
Kamagoret, Anatole
Larsen, Holger
Lindroos, A. W.
Lowe, John A.
Mandrick, Max
Meyers, Chas.
Ness, John
Olsen, Sigvald
Peters, F.
Ratshet, August
Saunders, F.
Soderberg, Chas.
Stabell, Frank
Swanson, Ben
Turner, Alfred
Turner, Richard
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Aberdeen, Wash., Letter List.

Ahrens, W.
Anderson, E.
Alexander, K.
Arnold, E. B.
Anderson, P. T.
Anderson, Harry
Andersson, J. R.
Anderson, -1534
Abbors, A.
Anderson, Sven
Appelgreen, J.
Buchtman, F.
Birkelund, R.
Busse, Ch.
Brandt, N.
Benson, Jon.
Boosban, Ch.
Carlson, K. J.
Christensen, H.
Christensen, C. E.
Duval, Benoit
Dorles, H.
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Domhoff, J.
Drager, Otto
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Eliassen, H. -599
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Kavander, W.
Koskinen, W.
Long, L.
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Lundgreen, C.
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Morris, Oscar
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Swansen, Carl
Syversen, H.
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Knuelsen, T.
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Peterson, Paul
Rosenfeldt, J.
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ALASKA FISHERMEN'S LETTER LIST.

San Francisco, Cal.

Letters at the Alaska Fishermen's office will be advertised for six months only and will be returned to the Post Office at the expiration of seven months from date of delivery.

Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

Andersen, August
Benson, John
Bowman, Bernard
Di Mauro, Guiseppi
Ellman, Arvid
Green, John
Hagen, G. L.
Johnson, George P.
Johannesen, August
Joki, John
Olsen, Oscar
Peterson, Frank V.
Pettersen, Isaac
Riise, Wm.
Swanson, Chas.
Tonnessen, Jorgen
Walstrom, John

Eureka, Cal., Letter List.

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Anderson, John
Anderson, S.
Anderson, Olof
Armmi, Walter
Beary, Charles
Blunt, H.
Bostrom, C.
Brander, Frank
Christensen, Ole M.
Clemensen, Carl M.
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Gowjette, Joseph
Gottberg, Hendrick
Gustafson, Edvard
Gunther, Theo.
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Lombar, Erminio
Lorensen, Orgt C.
Melander, G. L.
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Michell, Agojtino
Mittemeijer, J. F.
Niccolai, Sant
Nilsen, Ruder
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Nyland, Sven.
Olson, Bror
Oman, Victor
Pedersen, P. G.
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Salminen, K. W.
Shulls, Christ
Sjellman, Jonas
Sorosen, A.
Selander, C.
Svensen, Olof
Teigland, T.
Thoresen, Petter
Walbrath, Carl
Yani, C.

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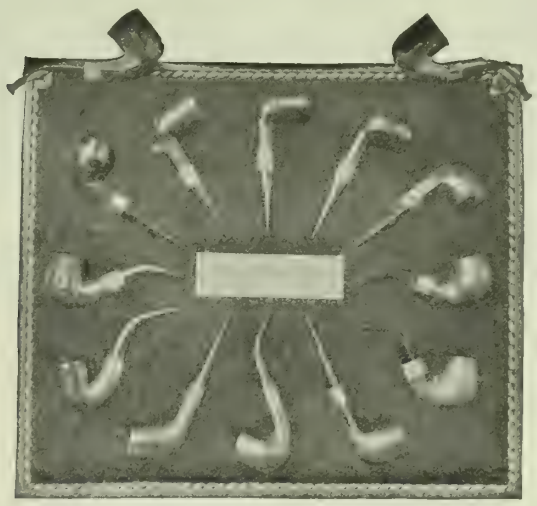
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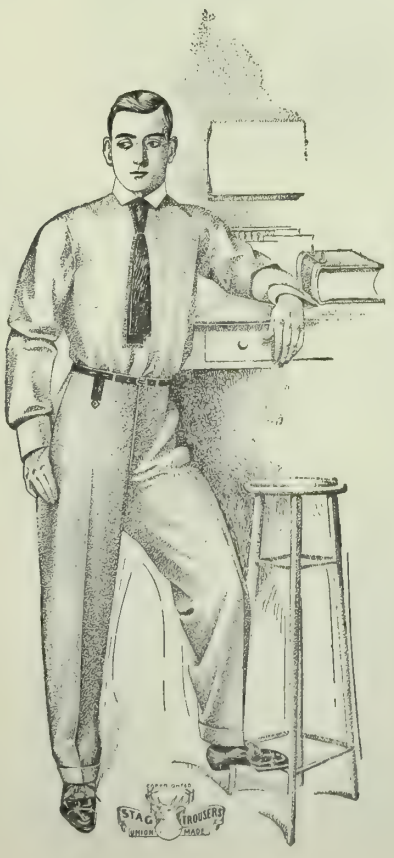
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Labor News.

An industrial insurance plan, more comprehensive in its scope than any now in force in the large manufacturing plants of Chicago, is being worked out by Armour & Co.

The American Federation of Labor convention at Toronto adopted by rising vote a resolution of condolence to the families and dependents of the men killed in the St. Paul mine at Cherry, Ill.

A resolution introduced at the Toronto convention of the American Federation of Labor favoring the erection of labor temples in every industrial center was referred to the various central bodies for consideration.

The Toronto convention of the American Federation of Labor recommended a convention of the Electrical Workers for the purpose of adjusting the differences in that organization, to which both factions have agreed.

A. W. Perelstrous and A. L. C. Atkinson, the special agents of the Board of Immigration for the Territory of Hawaii, left for Manchuria on the steamship Siberia on November 16 to secure another lot of Russian immigrants for Hawaii.

Representatives of trainmen on all the Eastern railroads of the country, comprising 300,000 employes, issued a statement on December 2 declaring that they soon will present a demand to the railroads for a 10 per cent increase in wages.

The Court of Appeals of the District of Columbia on November 30 granted the petition of Gompers, Mitchell and Morrison, in the Buck contempt case for a stay of execution. The mandate is stayed indefinitely, pending appeal to the Supreme Court of the United States.

A temporary restraining order was issued on November 25 by Judge Wilson of the Circuit Court at Bedford, Ind., against striking employes of the Bedford Stone Mills. Operators asked for an injunction preventing strikers from picketing or interfering with workmen.

The Mexican Government has notified the Pullman Company that it must replace all its American and negro conductors and porters upon its cars in Mexico with Mexicans as rapidly as possible, in conformity with the policy of Mexicanizing all departments of the railroads.

As a result of the recent labor disturbances on the sugar plantations of Hawaii, and to avert future trouble of the same character, the Hawaiian Planters' Association has adopted a new wage schedule so as to allow the contractors to earn at least $22 per month for twenty-six days' work.

Labor circles in Stockton, Cal., are greatly agitated over the appearance of Japanese laborers on the construction work of the Central California Traction Company line between Stockton and Sacramento, and the fact that the wages of the men have been reduced from $2 to $1.65 per day.

The Russian Consul at San Francisco telegraphed Governor Hay of Washington on November 20 that thirteen Russians employed as miners near Tenino had received no pay for forty-five days and were suffering. After investigation the Governor telegraphed the Consul that the men would be paid.

With the Wits.

Means Business.—He—Is this a permanent engagement?

She—I hope not. I should like to get married some time.—Boston Transcript.

Dreams Realized.—"My new hat is a dream," said the fashionable woman.

"I wish you wouldn't walk in your sleep to do your shopping," answered her husband.—Washington Star.

Mr. Brown and his family were standing in front of the lion cage.

"John," said Mrs. Brown, "if those animals were to escape, whom would you save first, me or the children?"

"Me," answered John without hesitation.—Everybody's Magazine.

Early Advantages.—"The trip has had its discomforts," said Noah as the ark settled on Mount Ararat.

"Yes," replied his wife. "But it is a comfort to land without being troubled by the customs inspectors."—Washington Star.

Coining Another Word.—Willie—Pa, may I ask one more question?

Pa—Well, what is it?

Willie—If a man from Portugal is a Portuguese is his little boy a Portugosling?

Pa—Right to bed with you.—St. Louis Times.

She—You're most awfully conceited, don't you know.

He—Why do you think so?

She—Why, you tell me that I am the most lovely girl in the world, a perfect angel, and that a king would be proud to make me his wife, and then you ask me to marry you.—Illustrated Bits.

"Do you care if I paint your barn?" asked the summer boarder with the peaches-and-cream complexion, as she put down her palette and began arranging her color tubes.

"No," replied Uncle Jasper; "go right ahead. It needs paintin' all right, but I don't see how you expect to git much done with them little bits of breshes."

Joint Accounts

This bank will open accounts in the name of two individuals, for instance, man and wife, either of whom may deposit money for or draw against the account.

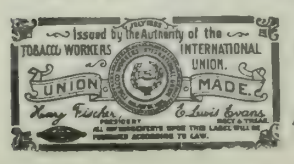
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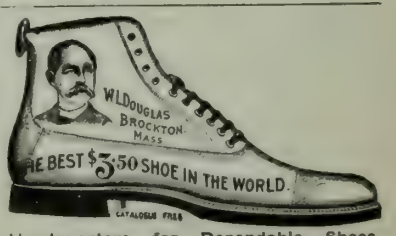
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXIII, No. 13. SAN FRANCISCO, WEDNESDAY, DECEMBER 15, 1909. Whole No. 2047.

SEAMEN'S CONVENTION.

THE FOURTEENTH ANNUAL CONVENTION of the International Seamen's Union of America was called to order in New York City at 10 a. m. November 29, President Furuseth in the chair.

Mr. Herman Robinson, representing the American Federation of Labor and Central Federated Union of New York, was introduced and delivered an address of welcome, which was responded to by President Furuseth.

The President appointed the Committee on Credentials as follows: G. H. Brown, Patrick Lee and D. Fulton.

Joseph Havelock Wilson, President of the National. Sailors' and Firemen's Union of Great Britain, and Mr. T. Chambers, Treasurer of the same organization, were granted seats in the convention, with voice but no vote.

The Committee on Rules was appointed as follows: H. P. Griffin, John Apeland, Jos. Connolly, Joseph Murphy and Thos. J. McCoy.

DELEGATES PRESENT.

The Committee on Credentials reported as follows:

New York, November 29, 1909.

To the International Seamen's Union of America. Comrades—

Your Committee on Credentials herewith reports as follows:

We have examined the credentials presented by the delegates-elect of the following organizations and find that they have been elected in conformity with Article III, Section 4, and Article V, Section 3, of the Constitution of the International Seamen's Union of America.

We have examined the financial standing of their respective organizations and apportioned the votes accordingly.

Alaska Fishermen.

Membership, 2,218.

I. N. Hylen

Marine Cooks and Stewards of Atlantic.

Membership, 837.

H. P. Griffin
John J. Kelly
Chas. W. Gardiner
Wm. L. Cartledge
Total 8 votes.

Pacific Coast Marine Firemen, Oilers and Watertenders.

Membership, 1400.

Joseph Connolly
Wm. Meehan
Patrick Flynn
Total 14 votes.

Lake Seamen's Union.

Membership, 3,187.

V. A. Olander
T. A. Hanson
W. H. Jenkins
Gus Pedersen
Thomas J. McCoy
Total votes 32.

Marine Cooks and Stewards of the Pacific.

Membership, 1,233.

Daniel Fulton
12 votes.

Atlantic Coast Seamen's Union.

Membership, 2,280.

Felix Foley
John Apeland
W. H. Frazier
G. H. Brown
Geo. C. Bodine
Total votes 23.

Sailors' Union of the Pacific.

Membership, 3,847.

Harry Ohlsen
E. A. Erickson
Andrew Furuseth
Total of 38 votes.

Marine Firemen of Great Lakes.

Membership, 2300.

Edw. Stack
Joseph Murphy
Patrick Lee
Total 23 votes.

The Committee also recommended that Delegate J. M. Secord of the Marine Cooks and Stewards of the Great Lakes, be seated, with four votes, and that Delegate R. Renny, of the Harbor Boatmen, be seated with voice but no vote. The report and recommendations of the Committee were adopted.

The Committee on Rules reported, and the report was adopted. A Press Committee was appointed, as follows: Secretary-Treasurer Frazier, Delegates Griffin and Bodine.

Delegates from the Boston and New York branches of the Marine Firemen's Union were seated, as follows: Edward Rogers, Frank Feely, Wm. Andretysky and Frank Rothing.

SECRETARY-TREASURER'S REPORT.

The Secretary-Treasurer submitted his report as follows:

New York, N. Y., Nov. 29, 1909.

To the Officers and Delegates of the Fourteenth Annual Convention of the International Seamen's Union of America: Greeting—

Another year of the history of our movement has come and gone, a year filled with many events, some of which you will be called upon to deal with before the adjournment of this convention.

From the dark days of slavery and the ownership of our bodies we are gradually but surely through associated effort emancipating and striking off the shackles of the men of the sea. Much has been done in the past, but much more is needed to be done in the future before we have reached our goal.

It is now just ten years, short years since that memorable convention of seven delegates held in Chicago, which I have always claimed was the real inception or reorganization of the International Seamen's Union of America; these seven delegates represented less than 2,000 seamen. You have only to look at this convention to see the progress made since that time.

It is true that in that time we have had some hard knocks but we could hardly be worthy the name of seamen if we could not stand for them or expect them, and then come up smiling looking for more.

During the past year our relations with the seamen's unions of the world have become more fraternal. We have been getting closer and closer together all the time, and I have no doubt that in the very near future the seamen of the world will be so closely allied that they will become a "Brotherhood of the Sea" in its fullest sense and we will know no flag, no country, no creed, but that every seaman will be a brother, and all striving for conditions such as will tend to elevate our calling and give to the merchant marine of the world an efficient and competent body of seafarers, which the shipowners of the world are at the present time trying to eliminate.

The legislative bodies of the maritime nations have, in several instances, undertaken to create a body of efficient seamen by paying subsidies, or having discriminating duties, or paying bonuses to the shipowners, but it is clear to any student of this question that the building of ships will not make seamen, and in order to secure for this or any other country efficient seamen, conditions will have to be made such as to induce the boy to take to the sea as a life's work, and the man to remain there; conditions equal or better than the artisan on shore. This work we will have to do, we and our fellow organized seamen of the world.

In America in the coastwise trade we have succeeded in striking the shackles off; we have succeeded in getting such legislation enacted as has pulled the teeth of the "crimp." It is our duty to aid the seamen of Europe to do likewise.

Atlantic District.

Very nearly all efforts at organizing on the Atlantic Coast have been confined to the reorganizing of the Marine Firemen, and by which they have been brought together again and their membership reported near the thousand mark. The efforts put forth have not had the result expected by the last convention. I shall not at this time report on this matter in detail, as the report of the General Organizer will undoubtedly cover this entire matter. I will say, however, that all the instructions of the last convention relative to this matter have been carried out.

Lake District.

You are all aware that the Great Lake District has been out on strike since April against the establishment of the Shipping Federation scheme. This has been a hard and bitter fight and is still on, and judging from the temper of the men it will stay on until the fight is won.

On being notified that all efforts of the Lake District Grievance Committee had failed to come to any understanding with the employers, and that the affiliated unions had voted to go on strike, I appointed Second Vice-President Olander as my representative during the pending trouble.

On application of the Lake District Grievance Committee to the Executive Board of the International, the matter of submitting to a referendum vote of the full membership if they should be assessed for the benefit of the Lake District.

It was decided by the Executive Board in the affirmative, and the question was submitted to all affiliated unions, with the result of all those unions voting it was adopted by a 90 per cent majority. The assessment was levied and most of the Unions have paid up in full, part of which has been turned over to the Lake District, and part of which is still in the Secretary's hands, and some still due from the Unions.

During the latter part of September and the first of October I was called to the Lakes in consultation with the District Grievance Committee of that district. It was decided that we should make a tour of the Lower Lakes, holding meetings for the purpose of explaining to the public the true status of the strike on the Great Lakes, and what we were striking for. It was further decided to get Mr. J. Havelock Wilson to accompany us, and so Mr. Wilson was sent for, and he arrived in Buffalo September 19, and we proceeded to carry out the program by holding a monster meeting that afternoon. Then with Mr. Wilson, Vice-Presidents Stack and Olander and myself we proceeded to hold meetings in Cleveland, Toledo, Detroit, Chicago, Milwaukee, South Chicago, Ashtabula, Conneaut, Tonawanda and another in Buffalo, explaining fully to the citizens the aims and objects of the Shipping Federation and the Lake Carriers' Association.

Further details of the strike and the situation on the Lakes will be made by Vice-President Olander, who had charge of the strike since its inception.

Pacific District.

On the Pacific District everything has been running very smoothly, and with the exception of dull times our brothers out there have enjoyed a year of comparative peace, and succeeded in making agreements with the Puget Sound Shipping Association. During the past year the Alaska Fishermen withdrew from the United Fishermen of the Pacific and applied to the International for a charter, which was granted by the Executive Board and charter issued.

Legislative.

The Commission appointed by President Roosevelt to make a careful examination of the laws relative to the better security of life at sea reported. They seemed to consider everything under the sun excepting that which would tend for better security at sea of life and property, efficiency of seamen and adequate number of men to handle ship.

Our efforts to repeal State laws relative to seamen have met with some encouragement. In Massachusetts our bill was defeated in the House 97 to 99, and in the Senate 14 to 14. In Washington the law was repealed, passed both houses and signed by the Governor. In California the bill passed both houses, but was vetoed by the Governor. I am of the opinion that these laws can all be beaten on the question of constitutionality in the Federal Courts.

No laws have been passed by Congress beneficial to the seamen this year, but I would recommend that the bill which was introduced in the last Congress, known as the Spight Bill, be reintroduced and some effort be made to have it passed.

International Conference.

Following out the instructions of the last convention, efforts have been made to get the Seamen's Unions of the world to agree to hold a conference of the representatives of all the Seamen's Unions of the world in Copenhagen during the middle of the year 1910 under the auspices of the International Transportworkers' Federation. To that end the following letter has been sent to all Maritime Unions of the world.

(See Journal, September 22, 1909.)

We have promises from Australia, England, and the three Scandinavian countries to be present, and we can expect Germany, Holland and France to be present. We have heard from Spain, but they say that they would like to be present, but don't think that they will be able on account of the lack of funds. I would recommend that the meeting be held, even though we are disappointed in the attendance of some of the unions expected. With those that have promised to be present it will make a start and pave the way for some future meeting of greater attendance. It is understood, of course, that this meeting will be held under the auspices of the International Transportworkers' Federation, which meets at that time.

American Federation of Labor.

While a full delegation was elected to attend the twenty-ninth annual convention of the American Federation of Labor, two of our delegates, Comrades Kerr and Steidle, were unable to attend on account of ill health, so the International Seamen's Union was represented by President Furuseth and Vice-President Olander, who will report fully on all actions of that convention.

Financial.

I would recommend that some thought of the convention be given to the reduction of expenses of running the International. While it is true that we do not have a great many of the expenses that are usually incurred in other Internationals, but it must be remembered that all available money should be devoted to the organizing of our craft, and I am of the opinion that there are some expenditures that should be cut. I am also of the opinion that the money that has been spent during the past year for the purpose of organizing could have been more wisely expended, or at least better results should have come from it. This, I hope, will have the careful attention of the convention, and its committees.

(For detailed statement of finances see Official Proceedings of convention.)

Conclusion.

In conclusion I wish to thank the officers of all affiliated Unions for their assistance during the past year in sending in their reports and in other ways.

Fraternally,

WM. H. FRAZIER,
Secretary-Treasurer.

GENERAL ORGANIZER'S REPORT.

The General Organizer reported as follows:

New York, N. Y., Nov. 29, 1909.

To the Fourteenth Annual Convention of the International Seamen's Union of America:

Comrades:—

The movement to extend the doctrine of unionism among the seamen on the Atlantic Coast has been carried on with as much zeal during the present year as the resources at our disposal would permit. While it is true that the affiliated Unions are not in a position to show an increase in membership or finances, it should not be forgotten that we are just beginning to recover from a financial and industrial panic that has affected the seamen throughout the country as much as it has any other class of wage earners.

The average observer of economic affairs foresaw during the early stages of the panic that the stability of the labor movement would be tested to the uttermost and that a defensive attitude would have to be adopted all along the line.

That the organized seamen have stood their ground well throughout this troublesome period is a fact which speaks well for their resolve of purpose, and is the best evidence that our movement is built on the right kind of a foundation.

It became evident during the early part of the spring that economy in the expenditures of International funds had to be practiced, hence a reduction in the number of organizers became imperative.

In accordance with instructions given by the last convention to reorganize the Atlantic firemen and in view of the many difficulties encountered in this undertaking it became necessary to let the most of the organizers concentrate their main efforts in this direction.

That this task was not to be accomplished without fighting for it was realized from the beginning, as there seemed to be no limit to the number of obstacles we had to contend with.

Our principal work during the present year has been mostly along reconstructive lines, and while it may be said that we are far from having accomplished all that we would wish for, the foundation has at any rate been laid, a new system in harmony with our International policy established, and the membership brought back to the normal figures prevailing in the old organization.

During the ten months ending November 6, there have been 1,800 firemen enrolled on the new records. Out of this number 800 are new members who have joined during the year, and the remainder are mostly transfers from the old organization.

(For summary of year's organizing work see Official Proceedings of convention.)

It will be seen from the foregoing that the total does not compare with the figures of previous years owing to the fact that scarcely half the number of organizers have been retained during the present year.

On August 13 last, J. Havelock Wilson and Thos. Chambers, President and Treasurer respectively of the National Sailors and Firemen's Union of Great Britain, arrived in New York on a mission of organizing work in behalf of the British union.

A series of mass-meetings, in which Mr. Wilson was accompanied by the representative officials of the Atlantic District Unions, was immediately started in the vicinity where the trans-Atlantic liners on West street are stationed. Permission to use the spacious halls of the Seamen's Church Institutes was obtained and the meetings as far as the men following the British liners were concerned were both well attended and enthusiastic. It was later on decided to cover nearly all the principal parts of the Greater City, and mass-meetings were subsequently advertised to be held five evenings in the week.

While the British seamen employed on the trans-Atlantic liners would come to these meetings, the others did not, and only verifies a fact discovered years ago, that the non-union seamen in the big seaports along the Atlantic Coast do not respond to invitation to attend mass-meetings.

The Seamen's Union have held their ground in fair shape, although they have had no organizers since the latter part of June. Fully half of their membership is now following the steamers where the work is less venturesome than in the schooners, and the wages more regular.

A colored organizer has been kept in the field for the Cooks and Stewards' Union, who has confined his efforts toward organizing the colored cooks and waiters and while a fair average number of the latter have joined, it can hardly be said that much headway has been made, as the majority of the colored men, like most elements of similar kinds, seem to drift away almost as soon as they are joined.

The strike and lockout on the vessels belonging to the Lake Carriers' Association caused the Atlantic seaports to be searched for seamen of all capacities that may be willing to serve as strike-breakers on the Great Lakes. Advertisements for the different classes of men appeared in most of the principal newspapers, besides a number of labor exchanges, detective agencies, personal representatives of the Lake Carriers and what not else, all striving to induce the Atlantic seamen to go scabbing on their fellow craftsmen on the Lakes.

The organized seamen of the Atlantic took pains to offset this by carrying on a systematic work of information to all seamen about the true condition on the Lakes, and appealing to their sense of justice and fair play to refrain from going to the Lakes to scab on their own craftsmen. Picketing work had to be resorted to at times, besides distributing over 100,000 circulars of various kinds along the coast. The agents and delegates of the affiliated Unions in the different ports along the coast have rendered valuable assistance in behalf of this cause, and while it is undoubtedly true that in spite of all this vigilance, quite a number of strikebreakers found their way to the Lakes from the coast, still we believe that the number has been reduced to a minimum.

The splendid fight that the Lake seamen have put up in defending their organizations against the attacks of the Lake Carriers, have won for them a place in the labor movement that every union man may well be proud of.

Their staying abilities have far exceeded the expectations of friends and foe alike, and is a conspicuous illustration of what up-to-date organizations, when ably handled, can accomplish.

Respectfully submitted,

F. BENSON,
General Organizer.

OLANDER'S REPORT ON LAKES.

Vice-President Olander reported as follows:

New York, N. Y., Nov. 29, 1909.

To the Fourteenth Annual Convention, International Seamen's Union of America, New York, N. Y. Comrades:—

I submit for your information the following report relative to the strike declared May 1, 1909, by our Lake District members against vessels of the Lake Carriers' Association.

The strike is still in progress. Approximately 9,000 men are involved, of which 56 per cent are members of the Lake Seamen's Union, 28 per cent are members of the Marine Firemen, Oilers and Watertenders' Benevolent Association, and 16 per cent belong to the Marine Cooks and Stewards' Union.

During the season of 1908 the Lake Carriers' Association had made desperate efforts to disrupt and destroy the Unions by endeavoring to force a lockout of all Union men. I need not remind you of the persecutions endured by our members at the hands of the Lake Carriers during that season. That matter was fully reported upon at our last convention. The lockout failed to materially weaken our Unions.

In January, 1909, the President of the Lake Carriers' Association announced through the columns of the public press that his association intended to inflict a new scheme upon the seamen of the Great Lakes. The Lake Carriers had decided to adopt the system employed by the

Comparatively few of our members have deserted. A very large percentage of them are now working ashore and are not likely to quit such employment until they can again sail as Union men under decent conditions. In fact, it is my opinion that if a decent settlement is not soon agreed to by the shipowners a very large number of these seamen will never again consent to ship under any conditions.

It is my belief that the Lake Carriers' Association can not now defeat the Union, and that it is now only a matter of time when the victory will be ours. We have not been surprised at the length of the fight; we anticipated that, and the Lake District will, I am certain, continue the struggle until an honorable settlement can be reached.

It is hardly necessary to mention the means resorted to by the agents of the Lake Carriers in their desperate endeavors to secure strikebreakers.

Five Union men, James O'Rourke, Richard Brown, Wm. Woods, Matthew Dwyer and George Houghton, have been shot and killed by strikebreakers and private police.

Serious charges of shanghaiing young boys are now pending before a United States Commissioner against agents of the Lake Carriers.

(Continued on Page 7.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

TRIAL OF THE MONO RAIL.

It may be asserted quite seriously that October 11 is likely to rank in the history of locomotive invention with the day on which George Stephenson's "Rocket" made its first trip. Both dates inaugurated a wonderful new system of locomotion; and the last claims, with good evidence, to be no less profoundly important in its bearing on the progress of civilization than the first.

The event of October 11 was the triumph of Louis Brennan's mono-rail invention. On the circular track, one-eighth of a mile in circumference, laid down in the field at Gillingham, near Chatham, where Brennan has his factory, forty passengers were carried easily and without the slightest hitch by the first full-sized mono-rail gyroscope car ever seen in England—forty feet long and ten feet wide.

It is difficult to convey in writing the full wonder of this new locomotion; hardly less difficult than one imagines it must have been to make the public of Stephenson's day grasp the meaning of the steam engine. But if the reader pictures a tram car running on four wheels—not two on each side, but all in a line, tandem style, under the middle of the flooring, and revolving on a single rail, he will have a notion of the external extraordinariness of the invention.

The car progresses like a tandem bicycle, and the spectator marvels how the balance which keeps the thirty tons of it upright on its single line is achieved. That, of course, is where the brain of Brennan comes in.

He has solved the problem by the principle of the gyroscope. On each side of the cab of the car is a wheel three feet six inches in diameter, weighing three-quarters of a ton, that is driven at the rate of 3000 revolutions a minute, each revolving in a contrary direction to the other. A scientist would be required to explain how this arrangement gives the car its equilibrium, but that it does so was established on October 11 before Brennan's astonished guests beyond the possibility of doubt.

The position of the passengers made no difference. When they crowded to one side of the car, that side, instead of heeling over like an ill-balanced boat, actually rose in adjustment with the lightening of the weight on the other side.

The demonstration had been hastily arranged by telegram the previous evening, owing to an unexpected move by a German inventor, Herr August Schell, who, it was announced in Berlin telegrams, was to give an exhibition mono-rail trip in Berlin on October 11. Brennan claims that any such exhibition is an infringement of his German master patent of 1903, but, as he explained, "in invention the great thing is to do it first," so he wired off seventy invitations for the next morning, and thus chalked the first score for England.

Experts of the Department of Agriculture have succeeded in raising in this country a species of watermelon indigenous to Roumania. The fruit is the size of a grape fruit, with a thin skin.

FUTURE OF THE LOCOMOTIVE.

The past decade has indeed witnessed a radical development in the American locomotive. Some of the most far-reaching improvements in design have occurred during the past five years. Had any man seriously prophesied five years ago that we should have locomotives running on our roads with sixteen wheels connected, he would have been a target for ridicule and, probably, his sanity would have been a matter of investigation. To-day it would be a bold man who would venture a conjecture as to where the increase is to stop.

That the Mallet type of engine is to be the freight locomotive of the future seems reasonably certain. In passenger service there are several lines of development possible. That some form of balanced engine will be required for high speed seems probable. Whether this balanced engine shall be a four-cylinder compound or a three or four-cylinder simple engine using superheated steam, time alone can show.

One thing is certain: In spite of the predictions of those who would have us believe electricity to be the power of the future, the steam locomotive must remain the principal factor in long-distance land transportation for many years to come. The introduction of the large Mallet engine has robbed the electrical advocates of one of their stock arguments, that we have arrived at the limit of size and capacity in the steam locomotive. —H. Keith Trask, in Engineering Magazine.

NAVIGATION OF EUPHRATES.

On the Euphrates a rather unusual contrivance is used as a substitute for boats in navigating the river downstream. The current is unusually swift, and it would be almost impossible to propel a boat upstream; so for going down stream a lot of sheepskins are inflated and tied together, with boards across the top to make a steady surface, and as many or as few of these inflated skins are used as the load or number of passengers require. After the destination has been reached the skins are deflated and piled on donkeys or camels and brought back overland to the starting place. These inflated sheepskin rafts or "kelecks," as they are called, are used on both the Euphrates and Tigris Rivers, and quite a traffic is carried on in this manner. From Diarbekir on down the Tigris River to Bagdad, some 500 miles, not only freight, but mail and passengers, are carried by these boats.

Tests by French scientists seem to show that it is a sixth sense that enables bees to return to their hives from as far away as two miles, the insects depending upon neither sight nor smell.

INFORMATION WANTED.

Anton Jacobsen, a native of Stavanger, Norway, is inquired for by his brother, John Jacobsen. Address, Atlantic Coast Seamen's Union, Mobile, Ala.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Union, 1½ Lewis St., Boston, Mass.
Marine Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.
Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.
Inland Seamen's Union, Whitehall, New York.
Harbor Boatmen's Union, 85 West St., New York, N. Y.
Lake Seamen's Union, 143 West Madison St., Chicago, Ill.
Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.
Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.
Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.
Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.
Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.
Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.
United Fishermen of Pacific, Box 42, Seattle, Wash.
Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

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1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London E., England.
Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.
Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques y puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta) Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) and Suarez 44.

Home News.

William Jennings Bryan is preparing to tour South and Central America and visit the Panama Canal.

Final appraisal of Edward H. Harriman's estate as completed in Orange County, New York, on November 30, puts it at $149,000,000.

Abe Ruef, the convicted San Francisco grafter, was released from jail on December 2, under reduced bail pending decision on his appeal.

President Taft has ordered more than 3,000,000 acres of public petroleum land in California, Wyoming, Utah and Oregon withdrawn from entry and sale.

The present grand total of all Federal employes is approximately 370,065, as against 306,141 in 1907, an increase in the two years of 63,924, or 20 per cent.

A world's exposition, having for its object the commemoration of the opening of the Panama Canal in 1915, is being projected by the citizens of San Francisco.

T. W. Paterson, a prominent railroad man, of Victoria, B. C., has been appointed Lieutenant-Governor of British Columbia, to relieve James Dunsmuir, who recently resigned.

Amalgamation of the three life insurance companies, the Equitable Life, New York Life and Mutual Life, is possible as a result of the purchase of control of the Equitable by J. Pierpont Morgan & Co.

It is officially declared that the Canadian telegraph and telephone companies will stand entirely aloof from the great merger that is on the point of consummation in the United States.

C. A. Straus, former cashier of the Portland (Or.) Postoffice, convicted of embezzlement, was sentenced by Federal Judge Wolverton on November 24 to serve eighteen months in the County Jail, and to pay a fine of $4015.

The Polar Wave Ice and Fuel Company of St. Louis was declared an illegal combination in restraint of trade within the meaning of the Anti-Trust law by Judge George H. Shields of the St. Louis Circuit Court on November 22.

Officials of the American Telephone and Telegraph Company announce that, as a result of its purchase of a large interest in the Western Union Telegraph Company, a new device will be adopted that will put the messenger boy out of business.

As a result of the representations of David Lubin of California, the State Agricultural and Commerce and Labor departments have each decided to send a representative to the session of the International Institute of Agriculture in Rome next month.

In October 75,608 immigrant aliens and 16,764 non-immigrant aliens were admitted into the United States, 26,451 United States citizens arrived, and 1616 aliens were debarred. There were 13,864 immigrants from Italy, 7339 from Poland and 6960 from Germany.

Diplomatic relations with Nicaragua were severed by Secretary of State Knox on December 1 in a letter charging President Zelaya with the violation of treaties and the execution of two Americans. American war vessels have been dispatched to Nicaragua.

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MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INFORMATION WANTED.

Samuel England, age 48 years, communicate with Seamen's Institute. 242 Steuart street, San Francisco

James Sample, last heard of on ship Santa Rita in April, 1909, is inquired for by Seamen's Institute, 242 Steuart street.

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS

San Pedro Letter List.

Andersen, -1055.	Lofman, K.
Andersen, Peter F.	Lehtonen, John
Alander, K.	Lund, H. K.
Abbors, Arne	Lano, Emil
Albertsen, Johannes	Lerch, Paul
Andersen, Einar	Maguire, Thomas
Andersson, Axel	McKenzie, James
Amnel, Albert	Murie, Martin
Buchtman, F.	Mellin, Edward
Bentsen, Axel	Mygind, W. F.
Brose, R.	Mesak, Edward
Behrens, E. A.	Neuling, Albert
Boylan, Chris. J.	Nielsen, Svend
Bietila, Th. -1338	Nordman, John D.
Bower, Gosta	Osses, A.
Brogard, Nils	Olsen, Th.
Comstedt, Ernst	Olsen, O. -537
Carlsson, C.	Odman, Gus
Christiansen, Harold	Otto, John
Christiansen, G.-1054	Oseses, W. A.
Dahlberg, J. H.	Petersen, S. R.
Eckhardt, W.	Peterson, K. E., -903
Engberg, Oscar	Petersen, H. -1064
Ek, Thure	Peterson, Lauritz
Erickson, John	Pedersen, Gert C.
Fay, Joe	Pedersen, Alfred
Fredericksen, Harry	Pederson, Reinhold
Fisher, -556	Peterson, Hans
Folvik, Carl	Rudland, Jakob
Fleming, John	Reed, L. C.
Fasig, Don	Rasmussen, E.
Gabrielsen, K. -601	Scott, E. G. (pkg.)
Gask, A.	Schwitzer, H.
Gorgesen, Emil	San, B. -2113
Glausen, Harry	Scarabosia, M.
Guenther, Richard	Semberg, J.
Heggum, Louis	Sorensen, A.
Hermanson, K. -1554	Steen, J. C.
Hansen, Theodor	Solie, Ingvald
Hilke, Carl	Svenssen, Nikolaus
Hesse, Erick	Sindahl, J.
Haggenmuller, H.	Syversen, Ole
Hansen, Peter K.	Stalsten, Karl
Haarklau, I.	Sandstrom, J. -1347
Hansen, Carl	Strahle, Charles
Heinanen, C. (pkg.)	Southerland, A.
Johansen, C. -1191	Svendsen, C. -1050
Johanson, J. -880	Swanson, Charles
Jorgensen, E.	Tommis, Frank
Kuhne, W.	Tufvesson, J.
Koch, Carl	Trepetket, Frank
Keinanen, Emil	Touanne, Walter
Klappe, J.	Veyvoda, Frank
Kristiansen, Eigil	Quinn, W.
Kraushatz, F.	Wahrenheit, Otto
Karl, Matti	Wychgel, J.
Krohn, J. A.	Wahlstedt, R. -778
Larson, L.	Westerlund, T. F.
Louis, Mickel	



David Stove, age about 28, who is supposed to have shipped on some vessel from Puget Sound in January, 1901, is inquired for. Any one knowing his present whereabouts please notify Coast Seamen's Journal.

INFORMATION WANTED.

The salvage claim originating through the SS. Curacao and SS. Australian has been adjusted. All money due the crew who were aboard the vessel at the time the Australian was assisted will be found in the manager's office, 112 Market street. Parties applying for such money will first apply to the head of their respective department for identification. The names of the men are as follows: F. Mason, A. Mondini, R. Nelson, J. Jonasen, J. Lorenz, C. Swenson, H. Nelson, F. Rebases, C. Chidley.

John Johnson, a native of Norway, born September 15, 1858, at Blegeleidet Bamle; last heard from in 1904 living at 230 Third street, San Francisco. Any one able to give any information kindly communicate with his nephew, M. Olsen, 165 Third street, San Francisco, Cal.

Pacific Coast Marine.

August Freiberg, former cook on the German bark Wandsek, libeled that vessel at Portland on December 6 for $70 alleged to be due as balance of wages.

The British ship Johana, from Hawaii for Delaware Breakwater with a cargo of sugar, foundered at sea off San Domingo, according to advices received at San Francisco on December 10.

Robert Dollar has opened an office in Seattle and is reported to have chartered the steamer Delhi from the Pacific Coast Steamship Company for the lumber trade between the Sound and California.

The British ship Celtic Chief, from Hamburg, which went ashore off the entrance to Honolulu on December 6, was pulled off on the 9th by the German cruiser Arcona. The damage to the Celtic Chief is slight.

The following changes of masters were recorded at the San Francisco Custom-house on December 8: Schooner Lillian, A. Torgensen vice Charles Soderholm; Schooner Modoc, Henry Garland vice J. H. Tiedeman.

Friends of Captain Thomas Dowdell, of the Oceanic liner Alameda, entertained that officer with a surprise party onboard the vessel at sea on December 5 on the occasion of the fiftieth anniversary of his service at sea.

The steam-schooner Majestic, bound from Redondo to San Francisco in ballast, was driven ashore at Pfeiffer's Point, eight miles south of Point Sur, Cal., on December 5. All hands were saved, but the vessel is a total wreck.

The November report of James Knox, Shipping Commissioner at Tacoma, shows that 2,660 seamen were shipped, reshipped or paid off on Puget Sound during November. This was 876 less than the number handled during October, but exceeds November, 1908, by 272.

The following changes of masters were recorded at the San Francisco Custom-house on December 10: Steamer Restless, Dan C. Thomsen vice John Olsson; schooner Alert, John Hansen vice R. Krebbs. The barkentine Retriever, N. J. MacLeod master, was enrolled.

In the Federal Court at Portland on December 6 Judge Wolverton awarded damages of $3,078.07 to the French bark Europe against the river steamer Annie Comings, which collided with her in the stream on December 30, 1907. The blame for the accident was fixed on the Annie Comings.

The following changes of masters were recorded at the San Francisco Custom-house on December 4: Steamer J. C. Elliott, H. W. Anderson vice J. F. Chalmers; steamer Henrietta, Thomas L. Mathisen vice Arfat Paulsen. The schooner Admiral, Joseph Bander master, was enrolled.

It is reported that Peruvian capital will soon inaugurate a new steamship service between west coast ports, to be known as the Peruvian Steamship Company, and early next month its two new steamers will begin to ply between Callao and Valparaiso, on the south, and between Callao and Panama on the north.

Sudden & Christensen et al., as owners of the steamer Norwood, filed an admiralty suit in the United States District Court at San Francisco on December 4 against the steamer Asuncion to recover $25,414.83 damages and delay to the Norwood and $709.94 damage and loss to her cargo through a collision with the Asuncion.

Logging the best time she has made since placed on the San Francisco-Honolulu run, the Matson Navigation Company's steamer Hilonian, in command of Captain Frederickson, arrived at San Francisco on December 7 from the Island port. The Hilonian's time was six days twenty-two and a half hours, which is an hour better than she has ever accomplished the run in before.

The mystery of two hulks on the upper Coast supposed to have been wrecks was cleared up on December 3. The vessel which was reported ashore off Cape Beale by the steamer Minnesota has proved to be the wreck of the schooner Soquel, which went to her doom several months ago. The wreckage reported by Indians near Clallam turned out to be from the steam-schooner Argo, which sank off Tillamook heads recently.

The following changes of masters were recorded at the San Francisco Custom-house on November 30: Steamer Herald, Christopher McNulty vice Enos Fouratt, Jr.; steamer Queen, H. C. Thomas vice George H. Zeh; steamer Onisbo, F. L. Kato vice A. R. Paul; steamer Noyo, George Hammon vice C. A. B. Johansson; steamer Despatch, James J. Carey vice Erik Krokerit. The steamer Fair Oaks, Gus Johnson, master, was enrolled.

Shipping and commercial organizations of San Francisco have passed resolutions requesting the Congress to pass a law extending the coastwise shipping laws so as to include the Panama Canal Zone and the Philippine Islands. Included in the resolutions is given a list of 105 sailing vessels with a net tonnage of 111,221, and sixteen steamers with a net tonnage of 23,633, making a total net tonnage of 134,854, laid up on the Pacific Coast suitable for this work.

Captain Percy Lermond, master of the steamer Dix when she was run down by the steamer Jeanie several years ago, when a large number of lives were lost, has been granted a master's license by the Seattle Inspectors. He was blamed for the disaster and lost his license, and the Inspectors refused to grant him another when its time of revocation lapsed. He appealed to Supervising Inspector John Bermingham at San Francisco, who ordered the Local Inspectors to issue him a license if he could qualify by examination.

In her official trials at Newport News, Va., on November 29, the steamer Wilhelmina, built by the Newport News Shipbuilding and Dry Dock Company, developed a speed of seventeen and a half knots an hour, two and a half knots in excess of the contract speed. Coal oil was used as fuel. The ship will use this fuel during her run of 13,000 miles to San Francisco. This will be the first steam vessel to attempt such a voyage with coal oil as fuel. The Wilhelmina was built for the Matson Navigation Company and will ply between Honolulu and San Francisco.

The Alaska Coast Steamship Company has purchased the steamer Kentucky to be used in conjunction with the company's fleet on the route from Tacoma to Alaska. She will be brought out to the Pacific Coast at once. The Kentucky was built in 1897 at Bath. She is a twin-screw wooden steamer of 532 net tons. She was built as the steamer Lincoln, and on her sale to Cuban owners, was re-named Martinique. Later she was purchased by the Joy Steamship Company. The Kentucky does not carry such a large amount of freight, being particularly fitted for the accommodation of passengers.

Supervising Inspector-General George Uhler of the United States Steamboat Inspection Service has set aside a decision of Supervising Inspector John Bermingham of San Francisco. Where the certificate of inspection on a steamer called for certain officers, General Uhler held that these officers should be licensed. Captain Bion B. Whitney and Chief R. A. Turner, Local Inspectors at Seattle, held that mates who did not stand a watch need not be licensed, and Captain Bermingham upheld the Local Inspectors. The Master Mates and Pilots' Association appealed to General Uhler and has won the appeal.

The advancing freight rates have brought many old vessels of the sailing fleet that have been tied up for months into service again. There are now about forty schooners under charter to carry lumber to San Pedro from the North. There are eleven large sailing vessels loading at Northern ports, including the barkentine Chehalis and schooners Luzon and R. C. Slade at Gray's Harbor, the barkentine Wahala at Bellingham and the schooners Omega at Coos Bay, Susie M. Plummer at Everett, Sausalito at Coquille River, Salem at Olympia, W. J. Jewett at Portland and the Winslow and W. F. Jewett at Tacoma.

The British ship Claverly, the first "turret ship" seen on the southern coast, is docked at San Pedro discharging the largest cargo ever brought to that port. The turret steamer is the latest in modern freight vessels, and has a capacity 12½ per cent greater than the ordinary steamer of the same tonnage. The nearest approach to the turret design in American shipbuilding is the whaleback steamer. But instead of a rounded hull the turret steamer is nearly square below the water line, with a flat wide bottom and a blunt stern and bow. The Claverly was launched two years ago and has a capacity of 6000 tons.

In the petition for limitation of liability filed in the United States District Court at San Francisco by the Metropolitan Redwood Lumber Company, owner of the steam-schooner San Pedro, Judge DeHaven handed down an opinion on December 2 granting the petition, not only to the lumber company, but also to the owners of the steamer Columbia. It was based on the findings of fact that neither vessel, at the time of the collision between them, was going at a "moderate rate of speed." The matter was referred to United States Commissioner Brown to take testimony looking to the value of each vessel and freight pending.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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CLEVELAND, Ohio, 1244 Main Ave., N. W.
OGDENSBURG, N. Y., 40 Ford St.
TOLEDO, Ohio, 54 Main St.
NORTH TONAWANDA, N. Y., 152 Main St.

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SUPERIOR, Wis., 213 Banks Ave.
BAY CITY, Mich., 108 Fifth Ave.
KINGSTON, Ont., Canada (Box 96), King St.
ERIE, Pa., 305 French St.
CONNEAUT HARBOR, O., 992 Day St.
SOUTH CHICAGO, Ill., 113 92nd St.
SANDUSKY, O., 510 Meigs St.

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Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, Ohio, 1185 W. Eleventh St., N. W.
CHICAGO, Ill., 63 East Kinzie St.
DETROIT, Mich., 7 Woodbridge St.
MILWAUKEE, Wis., 157 Reed St.
ASHTABULA, Ohio, 85 Bridge St.
CONNEAUT, Ohio, 995 Day St.
TOLEDO, Ohio, Cherry and Summit Sts.
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SOUTH CHICAGO, Ill., 83 Ninety-second St.
OGDENSBURG, N. Y., 8 Judson St.
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Sub-Agency:
CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

Coast Seamen's Journal

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BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

WALTER MACARTHUR.....Editor
PAUL SCHARRENBERG.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, DECEMBER 15, 1909.

TO ABOLISH SEA-SLAVERY.

Cooper Union, in New York City, famous as the scene of many historic gatherings, added to the long list of epoch-making events that have taken place under its roof when the seamen in that port assembled there to voice their protest against the system of enslavement to which they are subject under the laws of every maritime nation, and to appeal for public support in the work of abolishing that system. The meeting was held on the 6th inst., under the auspices of the International Seamen's Union of America, coincident with the annual convention of that body.

Two thousand seamen—sailors, firemen, cooks, stewards and harbor boatmen—representing the shipping of all nations, rendezvoused at "The Farm," on West street, near Tenth, and marched along Fourteenth street to Fourth avenue, thence to Cooper Union. The delegates to the Seamen's convention took part in a body, and the procession was escorted by a band. A prominent feature of the display was a large transparency bearing the legend: "Lincoln freed the negro slaves of the South; let the people free the while slaves of the sea!" Cooper Union was packed to the doors with seamen and their friends, not even standing room being obtainable. As befitted the importance of the occasion, the meeting was presided over by Samuel Gompers, President of the American Federation of Labor. President Gompers was greeted by an ovation which lasted several minutes, as a mark of the esteem in which he is held by the seafaring craft of the United States and of the world.

Addresses were delivered by Andrew Furuseth, President of the International Seamen's Union of America; Victor A. Olander, and William H. Frazier, Second Vice-President and Secretary-Treasurer, respectively, of that organization, and Joseph Havelock Wilson, President of the National Sailors and Firemen's Union of Great Britain. The following resolutions, expressive of the sense of the meeting, were adopted with great enthusiasm:

Whereas, The laws of all maritime nations of the world, with the exception of the laws governing the coastwise and Great Lakes trade of the United States and certain exceptional cases in ports of Great Britain, make the bodies of seafaring men the property or chattels of the owners of the vessel on which they are employed, and give to such owners or employers the right to enforce this property right in human flesh and blood by process of imprisonment and penal servitude on their own demand; and

Whereas, Such laws are enforced in all maritime countries through international treaties, thus making one nation the slave-catcher of the other, through exactly the same methods employed in capturing and delivering up criminals and felons; and

Whereas, Thoughtful and humane people of all nations have of late sought and are now seeking to have such slave laws repealed and such slave treaties abrogated; and

Whereas, The shipowners of the world have recently formed an association known as the International Shipping Federation, Limited, for the purpose of resisting such proposed legislation wherever it is seriously attempted, and to substitute in such places as the maritime laws have been amended regulations made by themselves, using for this purpose their combined industrial power to increase their authority over the seamen of the world; now therefore be it

Resolved, That this meeting of seafaring men of the world and of citizens of the United States, held in Cooper Union Hall, this 6th day of December, 1909, calls upon all seafaring men to assert their own ownership over their own bodies by joining with the seafaring men now organized for the purpose of making such resistance to the International Shipping Federation plans and purposes as in us may lie; and be it further

Resolved, That we call upon all humane and liberty-loving shipowners and citizens of all the countries of the world to give no countenance or support to the aims or purposes of the evil genius which has inspired and is now inspiring the International Shipping Federation, Limited, and which tend toward the further keeping in bondage of the seafaring men; and be it further

Resolved, That we call on all peoples and governments to repeal such laws and to abrogate such treaties as before mentioned, to the end that seamen may be the owners in fact and in law of their own bodies, and that thus the last vestige of serfdom may be abolished among civilized nations.

The meeting attracted general attention from the press, representatives of the leading newspapers being present. Among other comment, the following, from the New York American, published under the head of "Better Treatment for Our Sailors," indicates the impression made upon press and public:

For a great many years The American has been very much interested in the efforts made to provide better treatment for the sailors of the United States, whose condition is the most pitiful of any set of workers in the world.

A mass meeting of the seamen at Cooper Union last night made a strong appeal in the cause of humanity upon this subject, on which all people should be enlightened.

At the present time the United States can not find seamen to man her men-of-war, in spite of all the efforts, pictorial and otherwise, to persuade young men that a life on the ocean has much fascination and pleasure.

There never will be a decent lot of sailors to man our naval vessels until our shipping interests are supplied with American seamen, and this can be only when the laws of the country are amended to make the sailor master of his own body and give him the same rights that are possessed by the humblest slave on land.

We are crying aloud against the abuses in the Congo, yet for every negro killed and mutilated to make money for King Leopold, two free white men, our brothers, are sent to death in rotten ships, unsound, undermanned, improperly inspected and deliberately set afloat to make a port or make insurance.

Demand the union label on all purchases.

HELP THE GOOD CAUSE!

The JOURNAL is in receipt of the following communication from the San Francisco Association for the Study and Prevention of Tuberculosis, relating to the sale of "Christmas Stamps":

Editor Coast Seamen's Journal:

Dear Sir—In the great campaign for the eradication of tuberculosis no element of the public has rendered more efficient service than the working people, especially those organized in the labor movement. You are aware that many of the most powerful labor organizations in the country have already taken an active stand in the matter of using preventive measures and in the extension of the propaganda against tuberculosis.

The recent convention of the American Federation of Labor, held at Toronto, Canada, adopted strongly-worded resolutions urging the affiliated bodies to co-operate in every possible way with the societies organized primarily for the purpose of combating tuberculosis.

The San Francisco Association for the Study and Prevention of Tuberculosis is the local representative of this world-wide crusade against tuberculosis. The Association bespeaks your aid and that of your readers in order that its work in this city may be successful.

As the most efficient means of co-operation at this time we would direct your attention to the Christmas Stamps issued by the American National Red Cross. These stamps cost one cent each and may be affixed to any species of mail or express matter, or any kind of package. The stamps may be had in large quantities by application at the office of this Association, 1547 Jackson street.

The gross revenue from the sale of these stamps comes to this Association and will be used by it exclusively for the purpose of dealing with cases of tuberculosis.

Kindly grant space in your columns for this statement and appeal. Permit us also to request such editorial notice as you may deem proper in view of the importance of this work.

Respectfully yours,

THE SAN FRANCISCO ASSOCIATION FOR THE STUDY AND PREVENTION OF TUBERCULOSIS,

William C. Voorsanger, Secretary.

The Association's appeal is timely and well directed, and should meet with a liberal response. Already a number of labor organizations in San Francisco have purchased "Christmas Stamps" from the local branch of the Red Cross Society, thus giving practical expression to the sentiment of the labor movement in favor of the crusade against tuberculosis. Given the proper co-operation in this respect by the organized workers of San Francisco, the task of coping with tuberculosis will be greatly aided, with the probability that the present unenviable reputation of that city in the matter of mortality from tuberculosis will undergo a marked change for the better. The "Christmas Stamps" will not carry any kind of mail or express matter, but any kind of mail or express matter will carry the stamps, and with them a message of goodwill to humanity in one of humanity's greatest causes.

In this issue the JOURNAL publishes the first installment of the proceedings of the recent Seamen's convention. The publication will be concluded next week. All members of the unions affiliated with the International Seamen's Union of America should carefully read and preserve these two issues.

Think of the man and woman behind the counter. Do your shopping early!

Demand the union label on all Christmas purchases, and on all other purchases.

SEAMEN'S CONVENTION.

(Continued from Page 2.)

notorious Shipping Federation, Limited, of Great Britain. This was to be called a "Welfare plan." All seamen were to be compelled to register with and pay a fee to the Lake Carriers' Association, give full personal description, signature, etc., and to agree in writing to accept any terms and conditions offered by the shipowners. Each man was to be required to carry a continuous discharge book, a certificate or passport of the shipowners' association, and a shipping card. With reference to the discharge book the pamphlet issued by the Lake Carriers' Association says:

"Record Discharge Books."

"To insure reliability, the certificate will be limited to one year so as to cover the season of navigation. At the time of issuing the certificate, except as to masters and chief engineers, the Association record discharge book, bearing the same number as the certificate, will be put in the hands of the holder, to be deposited by him at the time of signing articles with the master or the chief engineer according to the department of service. In this book such executive officer will at the termination of the service on the ship enter a discharge, and in the appropriate column a statement of the character of service. If this entry be 'good' or 'fair,' the book shall be returned direct to the man, but when, in the best judgment of the officer with whom the book is deposited, such entry cannot be justly made, and in every case of desertion or failure to serve after engaging, the book shall be returned by the master to the Secretary of the Association, together with a statement of explanation from the officer with whom the book was deposited. The Association will thereupon take such action and in such manner as it may deem wise and just as to canceling its outstanding certificate."

Knowing the awful effect this same system has had upon the seamen of Great Britain we decided to use every effort to prevent its permanent establishment upon the Lakes, and preparations to this end were accordingly inaugurated by each of the affiliated Unions in the Lake District.

It appeared to be the general opinion at that time, however, that it would not be wise to declare a strike until later in the season.

In the latter part of March, 1909, after having sent a committee to confer with officials of the Marine Engineers' Association (whose members were also involved in a controversy with the Lake Carriers), the Marine Firemen's Association decided to instruct its members not to ship on vessels of the Lake Carriers' Association, and about April 1 such of the members of the Marine Firemen's Union as were employed fitting out such vessels were called ashore. Their action was then reported to the Lake Seamen's Union through committees and through a communication dated April 2, 1909, addressed to members of the International Seamen's Union. I went to Buffalo, had a conference with President Stack, attended a meeting of the Marine Firemen's Association, and found that the situation had developed among the officers and members of that Association which necessitated immediate action on the part of the other District Unions.

At the request of the Lake Seamen's Union the District Grievance Committee was called together on April 10. After due deliberation the committee instructed me to send the following letter to the Lake Carriers' Association:

Buffalo, N. Y., April 14, 1909.

Mr. Wm. Livingstone, President,
Lake Carriers' Association,
Detroit, Mich.

Dear Sir:

Over one year ago your Association was requested by letter to meet in conference with representatives of our Lake District Unions. To that letter you made no reply. Shortly afterward it was publicly announced that your organization would no longer deal with or recognize our organizations.

Following this, soon after the opening of navigation, your representatives, shipping masters, and your captains, acting under orders, began a systematic persecution of members of our affiliated Unions.

Men were compelled either to give up their Union membership or submit to discharge for no other reason than that they would not consent to actually hand over their Union books. Your shipping-masters declined to ship known Union men; proof of this is obtainable in the Court records of Ohio and Wisconsin. The non-union oath and declaration required of the men is now a matter of common knowledge.

In spite of the tremendously large surplus of experienced seamen on the Lakes last season, your representatives sent out advertisements for "men who had never sailed on the Lakes," a deliberate bid for inexperienced men to man the ships.

Although the Unions had been content to submit to a twelve-hour work day under ordinary circumstances, except in cases of firemen on some ships where such hours were physically impossible, and absolutely no limit at all in emergencies, last season we found that even this partial regulation of working hours was denied to the men on Association vessels, with some rare exceptions.

In a great many instances seamen were laid off without pay every four or five days, preventing them from securing even a semblance of decent living.

It is true that you made statements to the newspapers advising against some of these practices, but unfortunately your advice to your members did not bring about any remedy aboard ship.

It is evident that your Association proposes to continue this condition of affairs during the coming season, unless some other arrangements can be made. This is clearly proven by your announced intention to enforce the continuous discharge book system against the seamen of the Lakes. It is nothing less than a barbarous blacklist. Every seafaring man the world over knows of the terrible effects the English Shipping Federation had upon the seamen of that country.

Your so-called "Welfare plan" is a copy of the English scheme, except that your plan provides for a blacklisting system more far reaching and decidedly more irresponsible than the English method.

We hesitate to believe that you and all the members of your Association will knowingly support or sanction such methods, and we therefore request that you meet with representatives of our Union for the purpose of coming to some understanding that will remedy the present situation.

Trusting you will favor us with an early reply, I am,

Yours truly,
V. A. OLANDER,
Chairman,
Lake District Grievance Committee,
143 W. Madison Street,
Chicago Ill.

Representing the
Lake Seamen's Union,
Marine Firemen, Oilers and Watertenders' Association,
Marine Cooks and Stewards' Union.

As soon as this letter had been delivered to the President of the Lake Carriers it was given to the press in order to compel some public acknowledgment on the part of that gentleman. Our experience of the previous season, when the Lake Carriers had ignored our communications, showed this course to be necessary.

President Livingstone, of the Lake Carriers, did not reply to our letter, except that through the columns of the public press he stated that no attention would be paid to our request for a conference.

Realizing that chances of reaching a settlement or avoiding a strike were very remote, I notified our Secretary-Treasurer, and also informed our International President.

The situation becoming steadily more acute and unbearable a referendum vote was taken by the Lake Seamen's Union and by the Marine Cooks' and Stewards' Union resulting in a practically unanimous decision in favor of a strike, which was accordingly declared on May 1 of this year.

Representatives of the State Boards of Arbitration of Illinois, Wisconsin, Michigan, Indiana, Ohio and New York, acting jointly with the National Civic Federation represented by Mr. Seth Low, its president, endeavored to bring about a meeting between our representatives and the Lake Carriers, but without success. The shipowners declined to attend any conference.

Shortly after the strike began, anticipating that the struggle would last for some time I requested the Executive Board to consider the question of levying an assessment, in support of the strike, upon all members of our International Union, as provided by the Constitution. The Board decided favorably and the referendum vote approved the proposition.

We did not find it necessary to take advantage of the assessment until the month of September. Then Secretary-Treasurer Frazier attended a meeting of the Lake District Grievance Committee and arrangements were made for the proper apportioning of the funds secured by the assessment. Aside from the financial aid, which, of course, was valuable, the moral effect of the assessment was of immense assistance in our struggle.

Seven months have now elapsed since the strike was declared, yet the Lake Carriers' Association has thus far been unable to secure even a sufficient number of grown men, let alone experienced men, to navigate their ships with safety, and as a result the damage to life, limb and property, through incompetency or negligence of strikebreakers, has been appalling. The cost to the shipowners has been terrific. This in spite of the fact that fair weather has prevailed to a greater extent than usual. There has been a continuous performance throughout the season of collisions and strandings due to incompetent steering; vessels drifting ashore for want of steam; burned out boilers, and continual damage to machinery and gear. Accidents of a nature never before known on the Lakes have occurred, such as the wrecking of the Canadian lock at the Soo and the smashing of the gate at the American lock.

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Dec. 13, 1909.
Regular weekly meeting was called to order at 7:30 p. m., Chas. Taucer presiding. Secretary reported shipping dull. The Shipwreck Benefit was ordered paid to eight members of the waterlogged steam-schooner Excelsior. Balloting for officers was proceeded with.

E. ELLISON, Secretary pro tem.
44-46 East St., Phone Kearny 2228.

Vancouver, B. C., Dec. 6, 1909.
Shipping dull.

JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, Dec. 6, 1909.
Shipping off shore fair; coastwise dull; prospects poor.

H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Dec. 6, 1909.
Shipping and prospects poor.

P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Dec. 6, 1909.
Shipping medium; prospects uncertain.

WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Dec. 6, 1909.
Shipping fair.

WM. GOHL, Agent.
P. O. Box 62. Tel. 225.

Portland, Or., Agency, Dec. 6, 1909.
Shipping dull.

D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Dec. 6, 1909.
Shipping medium; prospects uncertain.

JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Dec. 6, 1909.
Shipping dull; prospects better.

HARRY COOK, Agent pro tem.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, Nov. 29, 1909.
Shipping and prospects brisk.

CHAS. SORENSEN, Agent.
Cor. Queen and Nuuanu Sts. P. O. Box 314.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Dec. 9, 1909.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow. It was decided to affiliate with the California State Federation of Labor.

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Dec. 2, 1909.
Shipping slow.

LEONARD NORKGAUER, Agent.
209-210 Powell Bldg. P. O. Box 1335. Phone Sun Main 2233.

San Pedro Agency, Dec. 6, 1909.
Shipping very quiet; prospects poor; plenty of men ashore.

ED. BARRY, Agent.
P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Dec. 6, 1909.
Situation unchanged.

ALEX. McKECHNIE, Acting Secretary.
674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Dec. 7, 1909.
Shipping and prospects good.

PERCY J. PRYOR, Sec'y pro tem.
1½A Lewis St.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

OLANDER GIVES WARNING.

The following dispatch was received at Cleveland on November 12 from Victor Olander, General Secretary of the Lake Seamen's Union, by William Curry, business agent at that port: "See newspapers and call attention to telegrams I sent American Soo lock superintendent June 10. Also the following: Have just heard from the accident to the American lock. Steamer Elwood had a crew of strike-breakers on board. This and other serious damage during season proves that although the strike has now been on nearly seven months, the Lake Carriers have been unable to secure competent men to ship as strike-breakers. I have to-night telegraphed Canadian lock superintendent as follows: I feel it my duty to inform you that few competent seamen are being shipped on Lake Carriers' Association vessels. Such steamers continue to leave port short-handed and manned by inexperienced and incompetent deck and firehold crews, thereby compelling ships' officers to overwork themselves to the point of exhaustion, rendering such officers, particularly engineers, even when otherwise competent engineers are on board, unfit to perform their usual duties, because of such overwork due to incompetent crews they have on board. This is a serious menace to navigation, as is proven by the numerous accidents which have occurred this season, and is especially dangerous to the locks at the Soo."

The following is a copy of the reply received by Olander to a message sent by him to L. C. Sabin, superintendent of the American Soo, after the accident to the Canadian Soo last June: "V. A. Olander: I beg to acknowledge the receipt of your telegram of to-day regarding the crews of vessels passing the locks. The dangers that might arise from incompetent management of vessels are appreciated, and we endeavor to at all times insist on such precautions as will tend to minimize the liability to accident. Thanking you for your word of caution, I remain yours respectfully, "L. C. SABIN."

ARGO, NEW LAKE PORT.

Business men of Argo, the new city being built on the Chicago ship canal twelve miles from the entrance of Chicago harbor, have decided, through the Argo Commercial Association, to become recruits in the Illinois army of deep waterway boomers. The deep waterway will be open from Chicago to Argo next June, when the last of a series of swing bridges 300 feet long across the Sanitary canal will be completed, replacing the present fixed bridges. Boats will bring coal and other supplies from the Lakes to Argo and take away cargoes of starch, sugar and corn syrup from the recently completed $15,000,000 Corn Products plant.

The Local Steamboat Inspectors at Buffalo have suspended the license of Everett Klock, master of the steamer Bethlehem, for thirty days, as a result of a collision between the Bethlehem and the W. D. Rees, near the north entrance of the Buffalo harbor on October 17.

MORE WRECKS.

The steamers Bransford, James H. Hoyt and Alex McVittie are still on, and it will be several days before all the boats are released. The wrecker Favorite of the Great Lakes Towing Co. was recently ordered to the Bransford, which is ashore about five miles from Managerie Island light. The Favorite left Ashland on November 19 with Captain Joseph Kidd, representing the underwriters, aboard.

The Reid Wrecking Company of Port Huron was the lowest bidder for the job of releasing the steamer Hoyt, which has been on the rocks at Outer Island for a week. The bids were not given out, but it is understood that the wrecking company agreed to float the steamer and take her to the nearest port of repair for about $15,000. The wrecked steamer will be taken to Superior. Captain Reid took the contract on the "no cure, no pay" plan.

The steamer Hoyt is in pretty bad shape. Her tank top is gone at No. 1 and No. 2 compartments, but her own pumps keep the engine-room compartment free. The steamer's bow is in sixteen feet of water, and there is twenty feet of water aft.

The steamer McVittie, which went ashore at Zela Shoal, in the Straits of Mackinaw, is leaking and it is thought that part of her cargo will be damaged. She is loaded with package freight. The wrecker Manistique of the Reid Wrecking Company has been sent to her assistance.

The wooden steamer Falcon, which has been ashore at Small Fox Island for several weeks, has been abandoned by the underwriters. The steamer was insured for $18,000. Captain C. H. Sinclair, representing the underwriters, reported that the cost of releasing and repairing her would amount to more than she is worth.

The captain and engineer of the wrecked steamer, which was owned by the Cleveland Cliffs Iron Company, returned to Cleveland on November 19.

SAVED BY WIRELESS.

The steamer Puritan, of the Graham & Morton line, was saved by wireless telegraph from probable foundering in a gale on Lake Michigan on November 22. When off Benton Harbor the steering gear of the boat became disabled in the big sea, and the vessel was buffeted about.

The boat is equipped with wireless telegraph apparatus, and "C. Q. D." calls were flashed. The call was received in Milwaukee by the wireless station and answered. The steamer City of Benton Harbor and a tug were dispatched from Ludington.

The Puritan was at the mercy of the waves in the blinding storm when located by the tug and steamer, Captain A. J. Simons, master. Although the Puritan pitched and rolled violently in the gale, a line finally was fastened and she was towed to St. Joseph.

Captain J. W. Crawford is master of the Puritan. This is the first real test of the value of the wireless on the Lakes this season, and it probably saved several score of lives and the boat.

REPORT ON WATER RIGHTS.

Americans will be interested in the annual report of the Waterways Commission. It is ready, and will soon be before Parliament. It is understood to propose that instead of the suggested division of 40,000 cubic feet a second at Niagara Falls, the agreement be so modified as to allow of an equal division of 20,000 cubic feet to each side.

New charts to define the boundaries of the waters on the St. Lawrence, Detroit and St. Clair rivers are recommended, each Government to have supervision of the engraving of the original chart on its own side.

It is also understood that the investigations of the Commission have shown that a larger portion of the water on the Horseshoe Falls than was previously supposed goes to the American side.

After investigation of complaints that the United States is making extensive improvements in the Detroit River opposite Amherstburg, partly in Canadian waters, and dumping the material on the Canadian side, the Commission reports that as the works are for the benefit of both countries and Canada pays nothing, they should be allowed, providing formal permission is asked and the dumping is done under the direction of the Public Works Department. The authority referred to has since been granted.

WHEAT AT FORT WILLIAM.

A record price for the carriage of wheat—3½ cents—was offered at Fort William recently with no takers. The situation at Fort William is unusual and is causing local grain shippers much anxiety. Wheat in almost unlimited quantities from the Saskatchewan district is pouring into that port and the elevator tonnage is nearly exhausted.

At the highest mark of the season not a single boat could be chartered for grain. Vesselowners will not accept the high offer, which is equivalent to $1.20 for ore shipments, or 65 per cent more than the boats are getting for carrying ore. The best rate of the season at the local port is 3 cents on storage cargoes of flax from Duluth to Buffalo. Tonnage for more than 1,000,000 bushels was chartered at a rate which is equal to nearly $1.20 for ore.

WHEELSMAN CAUSED STRANDING.

The marine board of inquiry into the circumstances of the stranding of the Canadian Pacific steamer Athabasca on Flower Pot Island, Georgian Bay, on October 31, has concluded its investigations and will make its report in Montreal. Captain Brown of the Athabasca testified that the helmsman became confused and turned his wheel to port instead of to starboard. His testimony was corroborated by the officer and the helmsman also confessed his mistake.

Two engineers left the steamer W. L. Brown of the Elphicke fleet at Ashtabula recently. The men said that they would not work under the present conditions.

HEFFELFINGER AGROUND.

According to a dispatch received recently the steamer Frank T. Heffelfinger, of the Wolvin fleet, ran aground in the downbound channel at St. Clair. She was ore-laden and bound for Lake Erie. It is understood that low water caused the stranding. The tugs Schenck and Harding of the Great Lakes Towing Company, went to the assistance of the Heffelfinger.

A Chicago dispatch stated that the package freight steamer Boston had gone ashore near that port. Tugs from Chicago were sent to try to release her.

No news was received from the grounded steamers James H. Hoyt or Bransford. It is understood that Captain J. Reid, the Port Huron wrecker, who secured the contract for the raising of the Hoyt, is on his way to her with an expedition. He expects to have the ship afloat within a week of the time he begins work on her, according to an interview he had with a Detroit correspondent. The Hoyt is in a bad way on Outer Island.

The tug Favorite is on her way to the Bransford, and according to dispatches from her she is on hard, and will give the big wrecker some trouble getting her clear.

WATERLOGGED BARGE IN PORT.

The tug Boynton arrived at Sault Ste. Marie on November 19 with the disabled barge Grampian, which became waterlogged in the heavy northeast gale on the 17th. The Grampian was in tow of the steamer Honduras and was loaded with lumber en route to Tonawanda, N. Y.

Tossed by the heavy seas her seams opened and she began to take in water. Early on the 17th, when about twenty miles above Whitefish, it was feared she would be lost and the crew were taken on board the steamer. The captain of the Honduras remained with his tow, however, and when the steamer B. F. Jones came to her assistance he asked for help from the Soo to take his tow into shelter behind Whitefish.

The Boynton successfully brought her to Sault Ste. Marie, drawing nineteen feet, a foot and a half over her rail amidship. It was necessary to put some of her cargo on some other boat before she could proceed.

ANOTHER BOAT ORDERED.

A new steamer capable of carrying 1,200 passengers through the St. Lawrence rapids will be built for the Richelieu & Ontario Navigation Company by the John Inglis Company. The boat will run between Prescott and Montreal, and will be ready July 1.

The Richelieu & Ontario Navigation Company has applied to the United States Government for permission to organize a steamship company in that country. This is done in order to overcome the international coastwise laws.

The new company undoubtedly is being formed to operate the passenger steamer Rochester, being completed by the Detroit Shipbuilding Company and which will be an American bottom.

The mailboat C. F. Bielman, Jr., is out of commission at Detroit, owing to boiler trouble, and the tug Sill has taken her place in serving passing vessels while repairs are being made.

A WEEK OF DISASTERS.

Last week was one of the most disastrous weeks in the history of navigation. There was an unusually heavy property loss, but only one person perished. Unlucky owners are figuring at the present time just how much the loss of one boat will cut into their season's profits. In too many cases it entirely erases all money made during the season, and some besides.

Seven days have resulted in seven wrecks, six of which are known to be total losses; two vessels aground; two vessels stripped of their deck loads; one boat waterlogged; one sunk in collision, and one driven on the beach to prevent sinking. Groundings and accidents caused by the recent fierce gale were numerous, and occurred all over the Lakes. While it is remarkable that only one man met his death during the week, it would seem that the storm was endeavoring to make up in financial loss what it lacked in human toll. Conservative estimates place the loss well above $500,000. And this is only for one week. All attempts to place a definite loss on each vessel have proven mere guesswork, owing to many being overestimated in value, and the owners of others having some reticence about proclaiming their loss.

NEW CANADIAN FLEET.

Clarence I. de Cola, director in Canada of Swan, Hunter & Wigham-Richardson, Limited, has sold to R. A. Carter, insurance, freight and vessel broker, Montreal, the new steel steamer Port Colborne.

It is understood that in purchasing this steamer Mr. Carter has been acting for Forwarders, Limited, of Kingston, Ont., who own and operate an elevator at that port, and that this is the first of several steamers which this company will have in operation next season.

The steamer Port Colborne is capable of carrying 2600 gross tons of coal, or 88,000 bushels of wheat on fourteen-foot draft. The new steamer left Montreal in ballast for Buffalo, where she loaded coal for Fort William, and will take on an eastbound cargo of wheat from Fort William.

HISTORIC ISLAND EXTINCT.

Located on the right of way for the third lock, the excavation for which has been started by the Government, Shawnee Island in St. Mary's River is to give way to the improvement of interlake navigation. With the removal of this rocky bit of land, composed mostly of boulders, there will pass out of existence one of the best-known landmarks of the region. The island for years was the home of the old Indian Chief Shawano, from which it takes its name.

By order of the Lighthouse Board, the following notice is sent out by Commander Casey B. Morgan, Lighthouse Inspector of the eleventh district:

"At sunrise on December 11, 1909, the lights and fog signals at the following named stations in Lakes Huron and Superior will be discontinued for the season: Spectacle Reef, Granite Island, Huron Island, Stannard Rock, Manitou, Gull Rock, Outer Island, Michigan Island, Raspberry Island, Devil's Island, Sand Island, Rock of Ages, Isle Royale.

HOOD IS FINED.

The steamer Thomas Hood, of Duluth, has been fined $500 by Customs Collector Willcutts, at Duluth, for violation of Section 4421 R. S. U. S. in that the vessel was navigated between September 4 and September 15 without an inspector's license. The inspectors discovered the fact that the vessel had been operated a fortnight without the required license.

Captain Ennis of the steamer B. F. Jones, which arrived at Sault Ste. Marie on November 18, reported the barge Grampian of the Davidson fleet, which was in tow of the steamer Honduras, waterlogged twenty miles northwest of White Fish Point. The Honduras took the crew off the Grampian.

INFORMATION WANTED.

Donald McIvers, No. 19,060, Lake Seamen's Union, last heard of in Buffalo last spring, is inquired for by I. H. McDonald, Walkers, Ontario.

Comrade William Burke, of the Marine Firemen, Oilers and Water Tenders of the Great Lakes, is inquired for by his sister, Miss Ella Burke, Little Falls, New York.

Wm. A. Nicholson, No. 13,156, Lake Seamen's Union, is inquired for by his sister, Miss Alice Nicholson, 356 Lake street, Oak Park, Ill.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

Mrs. D. Ingraham, N. Mentor, Ohio, inquires for her son, Daniel Ingraham, No. 7373, Lake Seamen's Union. Any one knowing his whereabouts please communicate with the above address.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

674 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.

TOLEDO, O.....54 Main Street
Phone Bell 1890.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.

SUPERIOR, Wis.....213 Banks Avenue
Telephone, Old Phone, 4428 L.

BAY CITY, Mich.....108 Fifth Avenue

OGDENSBURG, N. Y.....70 Isabella Street

KINGSTON, Ont., Canada.....(Box 96) King Street

ERIE, Pa.....305 French Street
Telephone Bell 682.

CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.

SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.

SANDUSKY, O.....510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O

RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Mich.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

SEAMEN'S CONVENTION.

(Continued from Page 7.)

I believe it proper to refer here to Section 4,463, Revised Statutes which was amended by Congress a year or two ago seemingly for the purpose of compelling vessels to carry a stated number of crew, sufficient, in the judgment of the local inspector, for the safe navigation of such vessels.

In so far as the practical operation of this law is concerned, on the Great Lakes, it has been worse than useless. Indeed it now appears to have been drafted for the sole purpose of evasion. Scab vessels have continued to navigate short-handed, even with less crew than required by their certificates. Little or no attention has been paid to the law. When attention of Government officials was called to violations, in almost all instances they evaded our requests for investigation by insisting upon evidence of a nature almost impossible for anyone except a Government official to obtain, and stated they had no time to investigate.

In conclusion I want to convey to you as the representatives of our International Union the sincere appreciation and thanks of all officers and members of the Lake District for the interest you have taken in the struggle and the valuable assistance and encouragement given to the Unions on the Great Lakes. We feel we are waging a winning fight, and we have no fear of the outcome.

Respectfully submitted,
V. A. OLANDER,
Chairman Lake District Grievance Committee.

At this point the convention arose and stood in silence for one minute as a mark of respect for the comrades killed during the seamen's strike on the Great Lakes.

DELEGATES TO A. F. OF L.

(The report of the delegates to the American Federation of Labor convention at Toronto, presented by Comrades Furuseth and Olander, was read. The report contained a lengthy resume of the convention's proceedings, especially as bearing upon the Injunction, and included the resolutions adopted on behalf of the seamen. As most of the matter presented in the report of Comrades Furuseth and Olander has already been printed in the Journal's synopsis of the American Federation of Labor proceedings, readers are referred to these issues and to the Official Proceedings of the Seamen's convention for the details.)

COMMITTEES APPOINTED.

President Furuseth appointed the standing committees, as follows:

Committee on Organization—G. C. Bodine, Patk. Flynn, Thos. A. Hansen, Harry Ohlsen, Wm. L. Cartledge; Committee on Resolutions—Edward Stack, Joseph Connolly, Gust Pedersen, Thos. J. McCoy, Wm. H. Frazier; Committee on Audit—G. H. Brown, Charles W. Gardener, J. M. Secord, Patrick Lee, Daniel Fulton; Committee on Constitution—Vic. A. Olander, Wm. Meehan, John Apeland, Joe Murphy, John J. Kelly; Committee on Legislation—A Furuseth, Wm. Jenkins, I. N. Hylen, E. A. Erickson, Felix Foley.

Messrs. Wilson, Chambers and Spoon addressed the convention.

The following telegram was received, read and ordered filed:

San Francisco, Cal., Nov. 30, 1909.

Wm. H. Frazier, Secretary,
International Seamen's Union,
51 South.

Greetings to convention. Pacific Coast extends to Lake Seamen contgratulations and assurances of continued support. Don't give up the ship.

SAILORS' UNION OF THE PACIFIC.

VICE-PRESIDENT BODINE'S REPORT.

Vice-President Bodine reported as follows:

To the Officers and Delegates of the Fourteenth Annual Convention of the International Seamen's Union of America:

The last convention of this International body having deemed it fit to place the reorganization of the Marine Firemen on the Gulf under my supervision, I beg leave to submit the following report on Gulf conditions of the Firemen:

First as to Mobile: This port at the time of the meeting of the last convention was in an absolutely chaotic condition. The Firemen under the management of their headquarters in Brooklyn and with their headquarters' approval had just been through an unwise and injudicious strike. After having been locked out for about two weeks and after having received the sum of $100 from their headquarters, the Branch was notified by their secretary, Daniel Sullivan, that that was all the money they could have, and that their union was practically bankrupt.

Sullivan peremptorily removed the fireman who was agent of the Branch at that time and appointed a former member of the Sailors' Union who had been expelled from his own organization, and who was then the proprietor of a waterfront saloon, as agent of the Firemen on a commission basis. Where the port had been a closed shop port, it then became an open one. The vessels unanimously refused to carry union men and statements were sent broadcast that the union was broken up. Captain Anderson, who for years had acted as shipping-master for the union, and who shipped nothing but union men, refused absolutely to ship any more of them and made a partnership deal with a Charley Nelson, a notorious scab shipping-master and keeper of a sailors' lodging-house and saloon, to ship nothing but scabs. This was the situation in Mobile when the International Seamen's Union stepped into the breach.

Comrade Sheraton of the Sailors' Union was appointed organizer by the International for the port, and too much credit can not be given this comrade for the work he has done there for both the Firemen and Sailors. I do not think it is saying too much to say that it is due to his work alone that the port is to-day once more a Closed Shop port, the union recognized and both the Firemen and Sailors' branches there once more on a self-supporting and paying basis. Attention is called to the fact that within a very few weeks after Comrade Sheraton took charge of the port the International dropped him from the payroll and from that time on the Firemen's branch in Mobile has paddled its own canoe with no financial assistance or help of any kind from the International or its own headquarters. Within three months after the comrade took charge the port raised the wages for all hands, Firemen, Sailors and Cooks, $5 a month, and this without a strike or trouble of any kind, the ships all granting it for the asking, the Union being once more too strong for them to refuse any reasonable demand.

The books of the Mobile branch show that 183 Firemen have been joined in that port since the last Convention, so the branch has taken in during the year $457.50 in initiation fees.

Some little criticism was made by some of the members of the Firemen's Union at my keeping Comrade Sheraton, who was a member of the Sailors' Union, in charge of the Firemen sailing there. While I have always believed that the Firemen's officers should be selected from their own ranks, the port at that time was in a very critical condition. Sheraton was thoroughly familiar with all the details and conditions of the port, knew all the men and it seemed to me almost suicidal to "swap horses while crossing a stream." About the first of last August, however, it seemed to me that his work in Mobile was finished, and I transferred him to New Orleans, where he is doing organizing work at present, and placed Charles Johnson, a member of the Firemen's Union, in charge of the Firemen's business in the port of Mobile. He has acted and is still acting as Firemen's agent there.

New Orleans.

It is a matter of congratulation that the two Gulf ports of Mobile and New Orleans alternated in their troubles. While Mobile was in a chaotic and "Open-Shop" state, New Orleans was in fairly good shape and stayed so till Mobile disposed of her troubles. Then when Mobile was once more firmly on a good foundation, New Orleans promptly went to the bad.

The fruit fleet of New Orleans had always been the Union's stronghold in that port. Nobody but men with Union cards could ride on the boats of the United Fruit Company sailing out of that port. These boats kept up the wages for the Union. Then came the white man's curse, the "Yellow Peril." One by one the British fruiters that had been the backbone of the Union went off charter and sailed for England to be replaced by new, larger and finer British ships manned by British subjects from Hongkong. To-day, six of these new boats with Chinese crews on deck and below are doing practically all the work of the port in the fruit trade; a few Norwegian boats are still sailing there, but they are gradually being released as their charters expire.

So the Union soon found itself with plenty of men on the beach and no ships to put them on. I cannot pass over this period of the past year without commenting on the actions of the members at that time. While, as always there were a few "calamity howlers," there were very, very few of them, while the shipping-masters and the boarding-house keepers tried their best to raise the cry of "The Union is busted. It hasn't got a single ship left," the cry found no echo among the men. Never have I seen men view with more seeming unconcern what seemed to be the almost total annihilation of their organization in the port. Some conceded that the Union could not survive in the port, but even with them there was no thought of giving up their books, but merely of going to some other port where they could sail as Union men. Then the exodus began. Some men went "across." In fact, all of the English fruiters when they left for England took almost full Union crews over with them, but all talked of transferring to the British or European Unions on their arrival. Other men and quantities of them went into the country, or to Mobile or other Gulf ports, and to-day numbers of these men, some of whom are working at shore jobs and entitled to retiring cards, refuse to take them and regularly mail their books and money for dues to the New Orleans office.

At this time it was decided to move the Union Hall to the other side, where better attention could be paid to the other boats and also to use every possible endeavor to organize the Latin seamen, of whom there are a great quantity in New Orleans. The move proved to be one of the best we could have made. The Spanish ele-

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injur[illegible] to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.
SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 44-46 East St.
Branches:
VANCOUVER, B. C., 122 Alexander St., P. O. Box 1365.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 1312 Western Ave., P. O. Box 65.
PORT TOWNSEND, Wash., 114 Quincy St., P. O. Box 48.
ABERDEEN, Wash., P. O. Box 62.
PORTLAND, Or., 51 Union Ave.
EUREKA, Cal., 227 First St., P. O. Box 327.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.
Headquarters:
SAN FRANCISCO, Cal., 91 Steuart St.
Branch:
SEATTLE, Wash., 1408½ Western Ave., P. O.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.
Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branches:
SEATTLE, Wash., Colman Dock, Room 13, P. O. Box 1335.
SAN PEDRO, Cal., P. O. Box 54.

UNITED FISHERMEN OF THE PACIFIC.
Headquarters:
SEATTLE, Wash., P. O. Box 42.
Branches:
COLUMBIA RIVER FISHERMEN'S UNION.
ASTORIA, Ore., P. O. Box 138.
LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.
GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.
ALASKA FISHERMEN'S UNION.
SAN FRANCISCO, Cal., 93 Steuart St.
Agencies:
SEATTLE, Wash., Colman Dock, Room 10, P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.
Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA
29 ERSKINE STREET, SYDNEY, N. S. W.

ment seemed to be only waiting for an invitation to come in out of the rain. The Union had nothing very tangible to offer them except a hall and the privilege of paying in their money; they themselves had the ships. However nearly a hundred Spaniards have joined the Union in New Orleans since the first of last September and others behind in their dues have reinstated themselves. In all, 155 firemen have joined the Union in New Orleans in the past year, of which 63 are Spaniards that have joined in the last three months. New Orleans is still Open Shop, but Union men are on the ships, and while very few vessels sailing out of the port officially recognize the Union, there are very few vessels that are not carrying full Union crews for it is getting very hard to find many sailors or firemen in the port that do not carry Union books in their pockets. The Government dredges ship their men by contract with a Spanish resident of the city by a verbal agreement with him. He turns over all orders for men to us. The Guffey oil boats carry nothing but Union men. They refuse to employ any shipping-master and all their orders for men come direct to the Union Hall, the Porto Rican boats and the Morgan boats going to the southward, to use the expression of their own officers, "pick up their own men." As a matter of fact the "picking-up process" usually consists of the mate or the chief telling one of our delegates as soon as the boat arrives how many men are leaving and the Union then sends down the men "to be picked up." To sum up, the Union has the men, they are sticking in the finest kind of shape, are enthusiastic and not a sign among them of quitting; only one man in the port has objected to paying the strike assessment for the Lakes and he complained because he was not allowed to pay $10 instead of $3. Given a revival of shipping and New Orleans will be in shape to raise the wages and once more have a few Closed-Shop boats, under normal conditions that ought to be next spring, when the spring trade starts up and the men begin to go north again.

While New Orleans is still financially running a little behind I believe the port is not only a safe investment for the Union but that it will soon be a profitable one and one that will pay back many times any money expended on it. So far neither New Orleans nor Mobile has been compelled to call on the International or on their headquarters for any assistance of any kind, financial or otherwise, barring the few weeks that the International gave each port an organizer when the reorganization of the Firemen first started. Before the arrival of the Chinese boats, the New Orleans Firemen had a surplus of nearly $200 on hand, but the last few months has wiped it all out and the branch to-day is about $50 in debt. However, the Firemen's income is again picking up and their outlook on the Gulf is good.

In conclusion, I know of but three things that the Firemen of the Gulf have to ask of the International. First, a member of their own organization at their head; second, permission to pay strike assessments to their brother comrades of the Lakes, and third, all publicity that the International can possibly give to the action of the United Fruit Company, an American corporation, in operating foreign vessels with Chinese crews.

GEORGE C. BODINE,
Sixth Vice-President, International Seamen's Union of America.

New York, December 2, 1909.

The following telegram was read:

"San Francisco, Dec. 1, 1909.

"I. S. Union of America, New York.

"Greeting from the Marine Firemen, Oilers and Watertenders of the Pacific congratulating you on the fight that you are putting up and assuring you further support; stick to your guns.

"Marine Firemen, Oilers and Watertenders of the Pacific."

HARRINGTON SENDS GREETINGS.

The following communication was read and ordered made a part of the records:

San Francisco, Cal., Nov. 26, 1909.

To the Fourteenth Annual Convention, International Seamen's Union of America.

Comrades:—Being unable to answer "Present" at the call of the roll of delegates in the fourteenth annual convention, I take this means of "accounting for myself" and to assure you of my deep interest in and sympathy with your work and of my loyal co-operation in carrying into effect the resolutions and policies adopted by the Convention.

Knowing, as I do, the personnel of this Convention, I feel assured that the interests of the American seamen are safe in your hands, that the issues confronting our craft will be squarely met and wisely determined and that this Convention will mark a new era of progress in our struggle to obtain more personal liberty for the individual seamen and to accomplish the aim of the International Seamen's Union of America of a "Universal Brotherhood of the Sea."

The issue before the convention which in point of interest overshadows all others is the pending struggle between our comrades on the Great Lakes and the Lake Carriers' Association, which body is endeavoring to impose upon all the seamen of the Lakes the "System" of the British Shipping Federation, which in Great Britain has totally enslaved the seamen, reduced wages below the living standard, and has resulted in the British merchant marine being increasingly manned by foreigners and Asiatics.

Our comrades on the Lakes, fully alive to the situation, have made a noble fight, and from all reports a winning one, and have conducted themselves in such a manner as to win the admiration and respect, not alone of their fellow craftsmen in this country but of the world.

The men of the Atlantic and Pacific have rendered all the financial aid to the men on strike on the Lakes that has been asked of them, and I have no hesitation in saying that they are not alone willing but anxious to continue such support, and to make even greater efforts, if it shall be required. It is now up to the convention to submit to the membership such plans for the further support of the strike as shall guarantee our Comrades on the firing line that they will not be starved out. Whatever plan the convention shall propose to this end, I feel sure the membership will indorse.

Another matter of great importance is the proposed plan to hold an International Conference of Seamen to discuss the grievances of the craft under the present maritime law and to devise means of effecting remedies thereof. This matter has received the indorsement of several of the affiliated unions on the Pacific Coast, and I trust the convention will find the means for carrying it out.

Speaking of the Pacific Coast, I can say that, thanks to our fairly thorough organization and the mutual feeling of friendship and confidence existing between the unions and their members, we have succeeded in weathering the hard times of the past two years without any loss in wages or other working conditions, and if this feeling continues, I have every hope that the future will yield even greater harvest than the past.

We have still our work cut out for out here "on the edge of the Western World." The vessels in the Pacific over-sea trade are largely manned by Chinese, and there are still some shipowners who are risking the lives of passengers and property with insufficient and inefficient crews, for the sole reason that such crews can be made to work for smaller wages than efficient men.

But our course lies onward and upward. Every step we make in advance, every obstacle we overcome show us new fields of activity, and new "kingdoms to conquer."

Your convention is now going into action with decks cleared and the flag nailed to the mast. May the old International Seamen's Union win the fight she is now engaged in, and may she float to fight many more, and may she never surrender as long as she has a shot left in the locker. Fraternally yours,

C. J. HARRINGTON,
First Vice-President I. S. U. of A.

The following message of greeting was read:

The Spanish Firemen of New Orleans wish prosperity to the convention of the International Seamen and join the convention with the best wishes of the Spanish Firemen of the Gulf and Atlantic. FRANK ERNESTO,

Lose Sofililo Jose Martinez Pedro Sonde.

COMMITTEE ON LEGISLATION.

The Committee on Legislation reported as follows:

Legislation.

Your Committee recommends that the efforts to have the Spight bill enacted into law be continued in the coming session of Congress, and that a legislative representative be sent to Washington to attend said session in the interest of this labor legislation.

By Sailors' Union of the Pacific delegation.
Committee recommends adoption.
So ordered.

Employers' Liability.

Whereas, Congress in 1908 passed an Employers' Liability Act abolishing the dependents or relatives of a person killed as a result of an injury sustained in the course of his employment to bring an action for damages; and

Whereas, The scope of that Act has been restricted to "common carriers by railway," thus excluding the seamen from the operation thereof; and

Whereas, Experience has shown that a seaman very seldom recovers damages when he is injured as a result of a negligent act or the default of a master or mate, although the law compels him at the risk of being imprisoned or put into irons to obey all orders of his superiors; therefore be it

Resolved, That the Legislative Committee be instructed to use their best efforts to have an amendment to the Employers' Liability Act introduced in Congress, extending the application of said Act to seamen.

By Sailors' Union of the Pacific delegation.
Committee recommends adoption.
So ordered.

Medical Stores.

Whereas, There is no provision in the Navigation Laws of the United States prescribing the medical stores to be carried in the medicine chest to be carried under the law, nor any provision for the inspection thereof; and

Whereas, The effect of such lack of supervision is the inability to supply to an injured or sick seaman the proper medical remedies; therefore be it

Resolved, That the Legislative Committee be instructed to use its best efforts to have an appropriate bill introduced in Congress remedying the above mentioned defects in the law.

By Sailors' Union of the Pacific delegation.
Committee recommends adoption.
So ordered.

Marine Hospital.

Whereas, Senate Bill 8,231 provides for the appropriation of $500,000 for the erection of a new Marine Hospital building at San Francisco; and

Whereas, An effort is being made by certain interests to have inserted in said bill a provision under which the building erected under said appropriation shall be located on Angel Island, instead of on the present site of the Marine Hospital at San Francisco; and

Whereas, Such change of location would materially lessen the usefulness of the Marine Hospital, inasmuch as it would not then serve as a receiving hospital, and therefore the cases of a large number of seamen, who are injured while at work, and which are now promptly attended to and cured, would fail to receive the prompt attention which is absolutely essential; and

Whereas, The transporting of injured men across the bay, and the irregularity and uncertainty of such transportation, would increase this difficulty; therefore be it

Resolved, By the International Seamen's Union of America, in convention assembled, that we favor said Senate Bill 8,231, but are opposed to the proposed removal of the Marine Hospital building, and urge that it be rebuilt where now located; further

Resolved, That a copy of these resolutions be forwarded to the Surgeon-General of the U. S. Marine Hospital Service, to the Senators and Congressmen from the State of California, and the Chairman of the Committee on Interstate and Foreign Commerce of the House of Representatives.

By Sailors' Union of the Pacific delegation.
Committee recommends adoption.
So ordered.

Spight Bill.

Whereas, Congressman Spight, of Mississippi, has at previous sessions of Congress introduced and urged the passage of a certain bill as an amendment to the Statutes of the United States, and relating to the conditions and welfare of seafaring men; and

Whereas, Said bill tends toward the advancement and welfare of the men that follow the sea for a livelihood, and will again come before Congress at its next session for action; now, therefore be it

Resolved, That this convention reindorses and approves the said Spight Bill and this convention does this as seafaring men and as men realizing the actual need of the men that follow the sea for a living, and does it believing in all sincerity that the proposed bill offered by Congressman Spight, of Mississippi, offers more hope to the United States of the reinstatement of the American merchant marine, once known on every ocean on the globe, than any other proposed legislative measure.

By Atlantic Seamen's delegation.
Committee recommends adoption.
So ordered.

Efficient Crews.

Whereas, Section 4464, U. S. Revised Statutes, as amended March, 1908, was presumably intended by Congress to compel vessels subject to inspection to employ a sufficient number of crew for safe navigation, or at least to employ the number of crew designated by the Local Inspector; and

Whereas, Experience during the past two seasons on the Great Lakes has shown that said Section 4463 R. S., as it now reads is useless, in that it does not carry out the intent of Congress, and further that the authority said law has vested in local inspectors has been used at the request of shipowners to actually reduce the number of crew required on vessels already undermanned; and

Whereas, In spite of said law vessels have been permitted to navigate with even less crew than specified by their certificates, and local inspectors and collectors in almost all cases have ignored this dangerous condition and have paid little or no attention to enforcement of the law, either claiming that said law is so worded as to make it easy to evade and that no definite standard of efficiency or number of crew is set, or when cases of violation of law are reported to such local inspectors or collectors they usually require evidence of a nature impossible for ordinary citizens to obtain, or they plead lack of time to investigate reports of violations; therefore be it

Resolved, By the fourteenth annual convention of the International Seamen's Union of America, that the law should be so amended as to require a definite standard of efficiency, experience, as well as number of crew, and to require the Inspection Service or some other proper Department of the Government to keep a lookout for violations of law in this respect and to investigate reports of such violations.

By Delegation, Lake Seamen's Union.
Committee recommends adoption.
So ordered.

(To be Continued.)

News from Abroad.

The Chinese Government has sent a circular note to the Powers protesting Russia's claims to the right of administration over the Manchurian railway zone.

A severe earthquake occurred in Guam on December 10, causing considerable damage. The women's and children's hospital was wrecked. There were no casualties.

The republic of Liberia has requested the assistance of the United States in organizing a police force to control the many tribes of natives who inhabit the African hinterland.

Four men of the second company of Native Constabulary stationed at Davao, Mindanao, which mutinied on June 6, were sentenced on December 8 to death after being convicted of murder.

Eighty thousand persons are starving in Armenia, according to advices received by Emily G. Wheeler, secretary of the National Armenia and India Relief Association, and 5000 orphans need aid.

Twenty-one cutters of the fishing fleet from Tinkenwuder, Hanover, which were at sea when the recent storm arose, have been given up as lost. The luckless craft carried one or more members from each of eighty families.

Grand Duke Nicholas Nicholaievitch, second cousin of the Czar, has been designated to take full charge of affairs in Finland. Major-General Zein, acting Governor-General of the Grand Duchy, will be under his control.

The extra parliamentary commission appointed by French Minister of Justice Barthou to revise the procedure in the criminal courts of France has formally voted to recommend the suppression of the interrogatoire, or "sweating" system.

A demand upon the Government for a reform of the Prussian three-class property qualification electoral system was published on December 7. The demand is signed by 600 persons of standing and representing the principal cities of Prussia.

This year's Nobel prizes of $40,000 each will be distributed as follows: For physics, divided between Mr. Marconi and Professor Ferdinand Braun of Strasburg; for chemistry, Professor Wilhelm Ostwald of Leipsic; for physiology or medicine, Professor Theodore Kocher of Berne; for literature, Selma Lagerlof, the Swedish authoress.

Bishop Pascal, who has charge of the diocese of Prince Albert, which embraces the sub-Arctic country to the north of that city, brings back with him a story of the finding of traces of the balloon in which Andree, the Swedish explorer, attempted to drift across the North Pole. It is said that Andree and his two companions starved to death in the Arctic regions.

The British Postoffice Department announced on December 9 that it has concluded a money-transfer agreement with the Western Union Telegraph Company, through which that company will be permitted to make cable transfers of money between the United States and Great Britain and Ireland, where the orders will be cashed through the Postoffice Department. The arrangement will become operative January 1.

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INFORMATION WANTED.

Richard Guenther, from Hamburg, Germany, is inquired for by the German Consul at San Francisco, Cal.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, A. B.	Krentz, Karl
Akesson, C. A.	Kristofferson, Alfred
Andersen, Lars	Kristiansen, Louis
Andersen, Carl P.	Kristiansen, Nils
Aposholokos, P. G.	Kristofferson, Emil
Apps, P.	Kuhl, Hans
Atkinsen, S.	Larsen, Chr.
Baek, M.	Larsen, Hans
Berentsen, Rolf.	Latz, K.
Berentsen, Alex.	Lauritsen, Hans
Blomquist, B. W.	Lind, H. E.
Bohman, Eric	Lof, Oscar
Boad, ———	Malmberg, A. C.
Brown, Jim	Mayers, P. M.
Brakke, Hans	Masterson, D.
Buck, F.	Mattson, E. -1856
Buth, Sigfried	Mathison, Nils
Carmell, Geo. B.	McDonald, James
Carlson, Thure	McFadden, W.
Christiansen, Andrew	McGuire, O. S.
	Mitchell, S.
Chapman, F. G.	Mietman, John
Christoffersen, Emil	Mikkelson, Kr.
Christie, W.	Morrison, J.
Chotard, Emil	Molver, Olof
Conee, A.	Monsson, S.
Draw, J.	Mortimer, Ernest
Eichel, Chas.	Ness, Carl
Elliot, W. V.	Nelson, Peter
Elsted, John	Nicholsen, O. T.
Eliasen, C.	Optiger, Geo.
Elboidt, Alfred	Olsen, E. K.
Elwood, Alfred	Olason, Axel
Engstrom, Chas.	Olsen, B. -597
Ernst, Geo.	Olsen, Hans P.
Erickssen, A. R.	Olsen, Anton
Fasig, Don	Olsen, Ragwold
Fredriksen, B. D.	Overland, T. -912
Glasheen, John	Pederssen, Olaf
Gonyette, Joseph	Pedersen, Chr.
Grohn, John	Pel, J. Van
Grise, J. H.	Penny, W.
Gustafson, K. O.	Petterson, Meyer
Hansen, K. Johan	Peterson, Peter
Hansen, Harold O.	Petersen, E. P. -668
Hansen, T. S.	Penningrud, L.
Harris, E.	Price, Bruce
Hansen, John	Rasmussen, And.
Hansen, Ernest	Rasmussen, Harold
Helbwood, ———	Rasmussen, Ackton
Hedlund, Arvid	Ruman, Karl
Hermansen, L.	Riehbrack, Paul
Herbert, Chas.	Rides, Arthur
Holden, W.	Robertson, D. A.
Ingalls, Lewis	Rugland, Ole
Jacklin, C.	Sandstrom, Th.
Jacobson, T.	Saaleness, T. J.
Jacobson, Carl	Sandstrom, O. S.
Jersch, W.	Scherlan, R.
J. W.	Seidel, G.
Johanson, C. J. -1566	Skarin, R.
Johanson, K. -1592	Sorensen, Hans
Johanson, Chas.	Sally, Ed.
Johanson, Hans	Steen, Ivar -1999
Johnson, Alf. -1700	Sundley, E.
Johnson, Eric	Swanson, Emil
Jorgensen, Julius A.	Swanson, B.
Kalning, Jacob	Thomas, W.
Kahlhetser, F.	Thonesen, Tonger
Kaald, Johan	Thompson, T. G.
Kisher, K.	Zebr, G.
Klingenberg, J.	Winnie, Clifton
Knutson, E. A.	Worm, Albert
Kohler, Albert	Woolridge, C. C.

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INFORMATION WANTED.

Morrow, Samuel A. J., who used to be on the Lake boats between Buffalo, Ashtabula, Erie, Cleveland, Chicago, Milwaukee, etc., and who was born at or near Markdale, or Martinsdale Canada, will hear of something to his interest, financially, by communicating with H. S. Griffin, P. O. Box 332, Chicago, Ills.

Mr. James Clapton, of Newport, Mon., England. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

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INFORMATION WANTED.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

Henry Laurent, who has been sailing between San Francisco and Honolulu, is inquired for by his mother. Anyone knowing his present whereabouts will please communicate with the Coast Seamen's Journal.

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INFORMATION WANTED.

John M. Murphy, dark hair, blue eyes, height 5 feet 8, smooth face Last heard of at Oakland. Any information, communicate Seamen's Institute, 242 Steuart street, San Francisco

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Domestic and Naval.

Rear-Admiral Potter has recommended to Congress that the rank of vice-admiral in the Navy be revived.

The Canadian Minister has practically assured a deputation of shipping interests that the Government has decided to reconstruct the Welland Canal.

Former Governor R. B. Glenn of North Carolina, in a recent interview, said that Judson Harmon, Governor of Ohio, will probably be the next Presidential nominee of the Democratic party.

A $1,000,000 cut in the appropriations for the supply of coal for the Navy was recommended to the House Naval Affairs Committee on December 10 by Rear-Admiral Cowles, Chief of the Bureau of Equipment of the Navy.

H. Otis Blaisdell, of New York, made a new type-writing record on November 27 by writing 6184 words in one hour, or an average of 103 a minute. The previous record of 95 words a minute was made by Miss

The hull, cargo and fittings of the schooner Annie Bliss, which was recently towed to Yarmouth, have been sold at auction. The hull brought $105; cargo, $245; booms and canvas, $4.50, and chains and anchor, $100.

A contract to build a freight and passenger steamship for the Old Dominion Steamship Company has been awarded to the Newport News Shipbuilding and Dry Dock Company. The vessel, which will cost about $500,000, will ply between New York and Norfolk.

Nearly 100 Chinamen are in the crews of the tramp steamships Lothian, Stathold and Imerie, which vessels are loading oil at Point Breeze. None of them has set foot on American soil since the vessels arrived here, and all are carefully watched to prevent their landing.

Captain Carmine, of the derelict destroyer Seneca, which cruised to the eastward to remove wreckage in the vicinity of Block Island, reports that he found that the wrecks of the schooner M. C. Hart and the bark John Bennett had been blown up by the United States Engineer Corps.

A spar, evidently the lower mast of a large schooner, projecting six feet above water, apparently attached to a submerged wreck, was passed on November 24 in latitude 42.40 north and longitude 67.18 west by the British steamship Bostonian. The wreck lies directly in the track of steamships and is dangerous to navigation.

The oldest whaling vessel flying the American flag, the bark Canton, has been wrecked on the Island of Maio, one of the Cape Verde group. The vessel was in service 74 years, first as a Baltimore packet and then as a New Bedford whaler. She had a net register of 226 tons and carried a crew of 31 men, all of the latter being saved when the bark was wrecked.

Five of the members of the deck crew of the gunboat Marietta, who were adrift in a gig off Port Limon, Costa Rica, were picked up by a rescue party of the Des Moines on November 29. The five men adrift in the whaleboat of the Marietta have not been heard of, but it is thought their rescue will be reported soon, as searching parties have been sent out for them.

World's Workers.

The number of fatal accidents to British seamen reported in October was 61, as compared with 52 in Septem, and 134 in October, 1908.

The total number of fatal accidents in British mines and quarries in October was 156, compared with 117 in September, and 105 in October, 1908.

The number of British paupers relieved on one day in October, in thirty-five urban districts, corresponded to a rate of 223 per 10,000 of the estimated population.

Exclusive of seamen, the number of British workpeople reported as killed in the course of their employment during October was 270, an increase of 51 as compared with September, and of 30 as compared with a year ago.

Returns received from certain selected British ports (at which 83 per cent of the total tonnage in the foreign trade is entered and cleared), show that during October 40,335 seamen, of whom 4,004 (or 9.9 per cent) were foreigners, were shipped on foreign-going vessels.

The total number of accidents reported under the British Factory and Workshop Act in October was 88, as compared with 64 in the previous month, and 92 a year ago. The corresponding figures for workpeople employed in the railway service were 23, 36, and 36 respectively.

During the ten months ended October, the total number of British workpeople reported as killed in the course of their employment (exclusive of seamen) was 2,395, as compared with 2,416 in 1908. The total number of seamen killed during the same period was 746 in 1909, and 1,051 in 1908.

The Prime Minister of New South Wales has announced that the Government would intervene in the miners' strike unless a solution were arrived at immediately. The penal provisions of the Industrial Disputes Act would be enforced, the Premier said, and steps would be taken to appoint a compulsory wages board.

The total number of cases of poisoning and of anthrax reported to the British Home Office during October was 58, consisting of 52 cases of lead poisoning, 1 of mercurial poisoning, and 5 cases of anthrax. Two deaths due to lead poisoning and 3 due to anthrax were reported. In addition 24 cases of lead poisoning (1 of which was fatal) were reported among house painters and plumbers.

No changes in hours of British labor were reported as taking effect in October. The total number reported as affected by changes in hours of labor during the ten months ended October 31, was 58,289 (exclusive of those affected on account of the adoption of the Coal Mines Regulation Act, 1908). Of these, 621 had their aggregate working time increased by 1,140 hours per week, and 57,668 had reductions amounting to 103,853 hours per week.

Resolutions have been agreed to by the Legislative Assembly of New South Wales favoring the appointment of wages boards in the building trade as follows: Carpenters and joiners (including laboring work), plumbers and gasfitters employed either inside or outside a factory or workroom, and plumbers (including electrical and gasfitters) employed in connection with the erection or repair of buildings; and for persons employed in painting and paper-hanging (including renovations).

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abbors, Arne
Abel, Paul
Aga, Johan K.
Alander, Karl
Albrecht, Emil
Andersen, Lars T.
Andersen, -1620
Andersen, Anton
Andersen, -1402
Andersen, -1526
Andersen, -1609
Anderson, E.
Anderson, John
Anderson, Carl O.
Anderson, -1368
Anderson, Vicktor
Anderson, L. E.
Andersson, -1246
Andersson-1552
Andreasen, Mogens
Arnesen, Isak
Arnold, E. B.
Austin, -1040

Beling, Oskar
Berentsen, -1755
Berentsen, A. M.
Berggren, V.
Berlinz, Emil
Bertilsen, Peder
Beusang, Eugene
Blair, Francis
Blomquist, B. W.
Boers, M.
Borresen, Niels
Bourbigou, Louis
Bregler, Fred
Bruce, Robt. W.
Bryde, Chas.
Burr, C. C.

Cainan, Geo. T.
Carlgren, -644
Carlson, Fred
Carlson, Chas.
Carlsson, -760
Ceelan, John
Chaler, B.
Chapman, Frank
Christensen, Hans
Christensen, -850
Christensen-1332
Christensen, Harold
Christoffersen, -1288
Christoffersen, Alf.
Classen, Henry
Classon, John
Claus, Carl
Claus, C.
Cobac, Pierre
Connor, Wm.

Dahlof, Johan
Dahlman, J. A.
De Baere, Henry
De Santis, E.
De Young, A. R.
Dixon, John
Dorles, H.
Drausmann, Chas.
Duffy, John
Duncan, G. M.
Dupon, J.
Dyrnes, L. E.

Edwards, Louis
Eckley, O.
Eggers, J.
Eklund, Evert
Elison, -396
Eliassen, Sigurd
Ellingsen, Fred
Endresen, -673
Engberg, Oscar
Erickson, Erik W.
Erickson, Aug.
Eriksson, Konrad
Erland, Hans
Espensen, E. N.

Faulkner, John E.
Fitzgerald, Eddie
Fogland, Arthur
Foss, Laurits
Frankovich, A.
Fredricksen, -529
Froberg, T. W.
Frost, H.

Georgensen, Arthur
Gerner, Hans
Gibbs, Harry D.
Gjerdal, Soren
Gors, F.
Grawert, Joe
Gronros, Vicktor
Gronman, H.
Gronholm, -872
Grunbock, John
Gundersen, Krist.
Gustafsson, Ivar

Haarklau, I. A.
Halvorsen, Chas.
Halvorsen, Wm.
Hamilton, B. L.
Hammargren, O.
Hansen, Oluf
Hansen, Hans
Hansen, -965
Hansen, -967
Hansen, -1638
Hansen, Peter K.
Hansen, Enok
Hansen, Charles
Hansen, Hans P.
Hanson, Ole
Hanssen, -1867
Hansson, -1270
Hanssen, O. R.
Haraldsen, K.
Hartog, John
Heiman, John C.
Henriksen, Adolf G.
Hentschel, Otto
Heller, Olaf
Henrikson, H.
Hermanson, L.
Hermanson, -1622
Holden, Olaf
Holt, Karl C.
Holst, Richard
Hooland, Sofus
Huchlassen, Thomas
Huisman, K.
Hull, Hendrik
Huseby, Lars

Ingebregtsen, Hilmar
Ingebretsen, Olaf
Ingvalsen, Ing.
Isaacson, Hans
Itvelt, F.

Jacobsen, Torgil
Jacobsen, -1939
Jacobsen, Martin
Jakobsen, Halvor
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Janson, Edward
Jansson, Andreas L.
Jensen, Peter A.
Jensen, Harry
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Jensen, Edv. K.
Jensen, -2012
Jensen, C. E.
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Jepson, A.
Jersch, Wm.
Jespersen, Martin
Johanson, A. F.
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Johansson, Theodor
Johanssen, Thomas
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Johnson, J. W.
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Jonson, Robert
Jordfald, Theo.
Josephson, E. W.

Kaasik, August
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Karlson, -1324
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Kerch, Geo. C.
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Klemensen, E. A.
Klintberg, Chas.
Klousen, Chas.
Knudson, Jacob
Knutsen, Halfdan
Koestad, Helge
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Krestensen, C. E.
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Landal, Chas.
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Lau, Gustaf
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Lawberg, Albert
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Liedtke, Bernhard
Lindholm, -1274
Lindskog, Carl T. O.
Link, Alexander
Lersten, J. O.
Lindblad, C.
Lindman, Arthur
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Lohne, E.
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Lueders, Carl
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Malmberg, Elis
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Mengert, Fred
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Miller, Harry
Miller, Jas.
Moe, John M.
Moller, Adolf
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Mullen, J.
Munze, Dick
Murray, E.

Nagel, A.
Nanberg, Gus
Naumann, Alf.
Nego, A.
Nelson, C. M.
Nelson, C. J.
Nelsen, B. P.
Nelson, Martin
Nesbitt, J.
Newman, J. S.
Nielsen, -950
Nielsen, Niels A.
Nielsen, Daniel
Niemi, Fr.
Nilsen, -985
Nilsen, Theo.
Nurmi, Victor
Nylund, Karl

Oberg, C. V. -790
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Olafsson, M.
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Olson, John
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Olsson, Alf.
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Olsson, Johan
Olsson, John O.
Ora, Johan
Osol, Theo.
Osolin, O.
Ostlund, Edward

Paulsen, Paul
Paulsen, Theo.
Pearson, J. T.
Pedersen, Olaves
Pedersen, Sofus R.
Pedersen, Lars Peter
Pedersen, Olav
Petersen, Henning
Petersen, S.
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Peterson, Lars
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Petterson, Anton
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Pettersson, -1186
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Picard, Frank
Pietschman, Geo.
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Rasmussen, J. P.
Reichman, -505
Roalsen, Fred
Robinet, G.
Roschack, P.
Rose, W. H.
Rosenvald, Isak
Roth, Svend
Roussel, Fernand
Ruckle, E.

Sampson, Carl
Santos, Joe
Sauer, Emil
Scarabosio, M.
Schelenz, Hans
Schlachte, Alf.
Schmehl, Paul
Schmalkuche, Fritz
Schmidlen, John
Schmitt, -1793
Scholl, Karl
Schulz, G.
Schwartz, Jos.
Schwencke, Karl
Semberg, Johan
Sievers, Herman
Sikman, A.
Simens, Ole L.
Simonsen, Barney
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Skold, C. A.
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Smith, John V.
Soderlund, A.
Soland, Hans
Sorensen, -1664
Sovik, H.
Sprogue, Theo.
Stahl, Chas.
Stange, -2063
Stein, John
Steussloff, Emil
Strand, Chas.
Strom, -1678
Sund, Alex
Sundberg, K. K.
Sutierez, Arthur
Sutterman, M.
Svensen, Anker
Svensen, Sven
Swansson, Emil
Swenson, B.
Swensson, Martin
Telgland, Carl
Tergesen, Tom
Terente, M.
Thompson, A.
Thompson, Ch.
Thomsen, Grouland
Thorsen-689
Till, Chas.
Tofte, H.
Tollefsen, Aug.
Torkilsen, Olaf
Turan, R.
Turner, Ted.

Udbye, Sigurd

Vega, F. A.
Vejvoda, Franz
Verdick, C.
Vetland, John
Vetland, John
Vickers, John
Villman, Gust.
Visser, L.
Vogel, Martin
Vongehr, Ewald

Wahlers, W.
Walberg, Rudolf
Wallrath, K.
Ward, H.
Watson, A. J.
Wehde, Fritz
Wells, Geo. A.
Welure, J.
Wideberg, Oscar
Young, P. R.
Ziffer, Chas.
Zum, Felde Robt.
Wihtol, Ernest
Wiklund, Chas.
Wilke, Wm.
Winters, Ch.
Wirtanen, Carl
Wilson, F.
Wisto, Julius
Wolter, John
Zweygberg, John

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, -1274
Andersson, Vicktor
Arnold, E. B.
Gronman, H. R.
Hansen, -989
Hansen, Chas.
Johannessen, -1863
Josephson, E. W.
Lackey, C. H.
Larsen, Louis
Lewis, H.
Morken, Kristian
Nilsen, Olaus
Oetjen, Fred
Rundavist, O.
Skogman, Arnold
Wahlberg, R.
Westin, Otto
Youane, W. -2019

INFORMATION WANTED.

Wilhelm Drews, born at Breitenfelde, Germany, who was first mate on the American schooner "Philippine" in 1906 at Aberdeen, is inquired

John Ernest Meyna (Meiner), supposed to be sailing on the Pacific Coast, last heard of 9 years ago, is inquired for by relatives. Address, Coast Seamen's Journal.

Johan Pommer, a native of Russia, aged about 38, supposed to be somewhere in a Pacific Coast State, is inquired for by Alex Pommer, Sailors' Union of the Pacific, 44-45 East street, San Francisco.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

Ellis Owen Pritchard, last heard from on the Pacific Coast four years ago, is inquired for by his sister. Anyone knowing his whereabouts please communicate with the Coast Seamen's Journal.

Carl Wilhelm Swensson, a native of Kalmar, Sweden, born September 15, 1881, supposed to be sailing on the Pacific Coast, is inquired for by his sisters and parents. Address, Klaes Swensson, Sodra Lauggatan No. 26, Kalmar, Sweden.

Portland, Or., Letter List.

Aalte, Johan
Andersen, Ole
Adams, Steve
Buchtmann, F.
Berg, Chas.
Bach, Louis
Bergstrom, P.
Cassidy, Peter
Carlson, A. M.
Cox, H. E.
Erickson, Edwin
Ek, Thure
Engberg, Oscar
Farm, J. B.
Grimes, Donald
Hogen, Lars
Hancen, Clarence
Karlson, A. M.
Klahn, Chas.
Kjorsvik, Johan
Lorin, Kristian
Lagerman, Johan
Leonard
Mastak, Mihkel
Norman, S. L.
Oligren, Carl
Petersen, F. G.
Peterson, Paul
Pettersson-911
Petersen, Chas.
Sollen, P. Le
Silvan, Emil
Sweedris, Albert
Solberg, Thomas Th.
Sorensen-1607
Sable, F. L.
Scott, Ed.
Straten, W.
Sorensen-2118
Thomason, Thomas
Thulin, C. J.

Tacoma, Wash., Letter List.

Anderson, A. B.
Buckland, W.
Buhmeister, John
Carlson, Martin
Carnaghan, William
Chapman, F. G.
Eliasen, E. -396
Hanson, Peter
Harris, J.
Jenson, Chas. -769
Johansson, -1396
Kamagoret, Anatole
Larsen, Holger
Lindroos, A. W.
Lowe, John A.
Mandrick, Max
Meyers, Chas.
Ness, John
Olsen, Sigvald
Peters, F.
Ratshet, August
Saunders, F.
Soderberg, Chas.
Stabell, Frank
Swanson, Ben
Turner, Alfred
Turner, Richard
Wells, Leo. L.

Aberdeen, Wash., Letter List.

Ahrens, W.
Anderson, E.
Alexander, K.
Arnold, E. B.
Anderson, P. T.
Anderson, Harry
Andersson, J. R.
Anderson, -1534
Abbors, A.
Anderson, Sven
Appelgreen, J.
Buchtman, F.
Birkelund, R.
Busse, Ch.
Brandt, N.
Benson, Jon.
Boosban, Ch.
Carlson, K. J.
Christensen, H.
Christensen, C. E.
Duval, Benoit
Dorles, H.
Dowe, J.
Domhoff, J.
Drager, Otto
Eichel, Ch.
Eliassen, H. -599
Eliassen, G. -1427
Focketyn, F.
Furman, F.
Frank, F. -499
Goepper, Ch.
Godley, Geo.
Hansen, H. M.
Haniger, A. J.
Hammond, J. A.
Hammerquist, A. J.
Hope, Ole
Jacobsen, -1786
Johansson, 1700
Johannesson, J.
Jacobsen, Erland
Jensen, L.
Jalonen, J.
Johannesen, Carsten
Kristiansen, L.
Kavander, W.
Koskinen, W.
Long, L.
Lerch, Paul
Lewis, G. H.
Lundgreen, C.
Matsson, Karl
Morris, Oscar
Mulley, James
Malbom, H.
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Morden, J.
Michalsen, J.
Nielsen, V. -1000
Olen, Thom.
Orten, S.
Pierson, A.
Pederson, -896
Petersen, C.
Pedersen, James
Rantanen, -770
Rustanious, J.
Quistgard, C.
Swales, A. E.
Swansen, Carl
Syversen, H.
Tuvfeson, Knut
Taddiken, A.
Vonghер, Ed.

Pt. Townsend Letter List.

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Boyle, John
Chapman, F. S.
Duval, Benot
Gram, Erik
Holtberg, John C.
Johansen, J., -2021
Karlsen, K. G. -270
Knuelsen, T.
McCallum, Charles
Peterson, Paul
Rosenfeldt, J.
Selberg, G. -2336
Walzer, Ernest

ALASKA FISHERMEN'S LETTER LIST.

San Francisco, Cal.

Letters at the Alaska Fishermen's office will be advertised for six months only and will be returned to the Post Office at the expiration of seven months from date of delivery.

Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

Andersen, August
Benson, John
Bowman, Bernard
Di Mauro, Guiseppi
Ellman, Arvid
Green, John
Hagen, G. L.
Johnson, George P.
Johannesen, August
Jokl, John
Olsen, Oscar
Peterson, Frank V.
Pettersen, Isaac
Riise, Wm.
Swanson, Chas.
Tonnessen, Jorgen
Walstrom, John

Eureka, Cal., Letter List.

Anderson, H. A.
Anderson, John
Anderson, S.
Anderson, Olof
Armmi, Walter
Beary, Charles
Blunt, H.
Bostrom, C.
Brander, Frank
Christensen, Ole M.
Clemensen, Carl M.
Conaughton, H.
Gowjette, Joseph
Gottberg, Hendrick
Gustafson, Edvard
Gunther, Theo.
Horllins, Frank
Isaacson, Gustave
Johnsen, J.-25
Karlson, Anders E.
Lombar, Erminio
Lorensen, Orgt C.
Melander, G. L.
Michalsen, Johanes
Micheli, Agojtino
Mittemeijer, J. F.
Niccolai, Sant
Nilsen, Ruder
Nilsson, O.
Nyland, Sven.
Olson, Bror
Oman, Victor
Pedersen, P. G.
Penny, Matthew
Salminen, K. W.
Shulls, Christ
Sjellman, Jonas
Sorosen, A.
Selander, C.
Svensen, Olof
Telgland, T.
Thoresen, Petter
Walbrath, Carl
Yanl, C.

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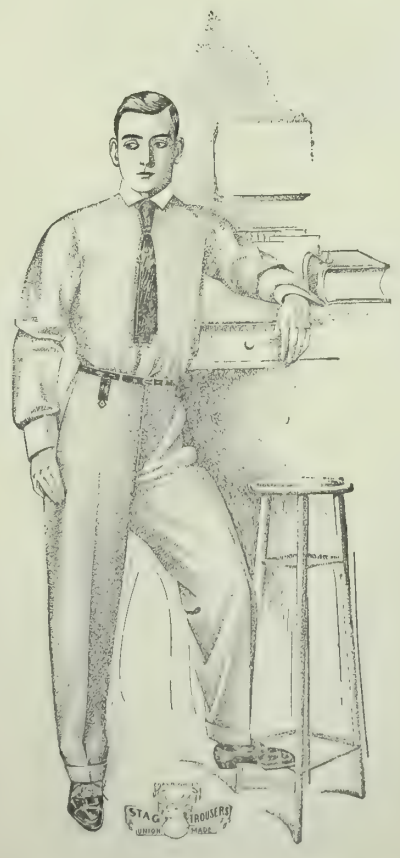
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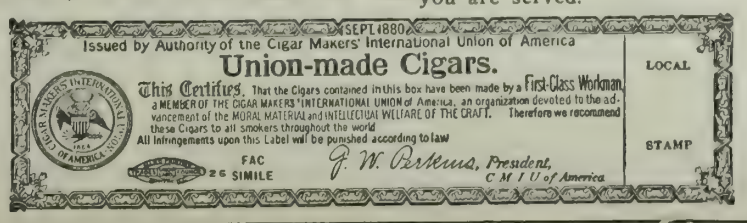
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Labor News.

Officials of the railroad brotherhood deny the rumor of an impending general strike.

The Michigan Central Railroad on December 7 increased trainmen's wages 6½ per cent and operators approximately 14 per cent.

President Taft, in his Message to Congress, recommends legislation on the Injunction, in keeping with the Republican party platform of 1908.

A railroad corporation in San Francisco has taken steps to test the validity of the ordinance recently enacted to prohibit the issuance of non-negotiable time-checks.

Switchmen employed on the railroads running west and north of St. Paul, Minn., went on strike on November 30 for an increase of wages and other improvements.

The United Mine Workers of America will attempt to raise $100,000 as a permanent relief fund for the widows and orphans of the victims of the Cherry (Ill.) mine disaster. President Lewis estimates that 1000 children have been made homeless.

Two hundred miners employed in the Stanley coal mines at Edmonton, Alberta, went on strike on November 26 because of dissatisfaction with working conditions. As a result a coal famine is threatened, and the schools and powerhouses will have to close.

The workday in the iron trades of San Francisco will be reduced on January 1 from eight and a half to eight and a quarter hours, in accordance with the agreement following the strike of 1907. The eight-hour day will become effective on July 1, 1910.

Headed by Santiago Iglesias, the delegate from the Free Federation of Workingmen of Porto Rico, a committee representing that organization called upon President Taft on November 27 and presented a petition for improvement in the conditions of labor in Porto Rico.

Union job printers at Seattle on December 6 presented a new scale calling for a reduction of hours from eight to seven and a half and an increase of wages from $24 to $28 a week. The employers rejected the scale, and announced that they would suspend business rather than pay it.

The executive committee of the Lead and Central City (S. D.) unions of the Western Federation of Miners called out all union watchmen and others employed by the Homestake Company on December 9. The order affects 250 men, who have been allowed by the mine management to work since the lockout.

Governor Deneen has asked the Illinois State Mine Investigation Board to draft amendments to the mining laws, to be introduced at a coming special session of the Legislature. They include fire-fighting apparatus and water in the mine, concrete construction of the underground stables and fireproof timbering at the bottom of the shafts.

One thousand cots were placed inside the tin mills stockade on December 9 by guards in the employ of the American Sheet and Tinplate Company at Bridgeport, O., where a strike has been in force for weeks. It is predicted that instead of dismantling the plant is is the purpose of the company to make a final attempt to operate the mills with imported non-union labor.

With the Wits.

The aeroplane is like a bird,
And yet it lingers incomplete.
It has no song with pleasure heard,
And is by far too tough to eat.
—Washington Star.

Bobby Stands Reproved.—Little Bobby's Ma—Josiah, Bobby has been using slang again to-day.

Little Bobby's Pa—Now, see here, kid! You've got to cut it out. I won't stand for it! See?—Browning's Magazine.

Thousand-Dollar Illustration.—Income, $1000; expenditure, $999.99—happiness.

Income, $1000; expenditure, $1000.90—misery.

Income, $1000; expenditure, $1500—gay time.—Puck.

Drawing a Conclusion.—Do you think they approved of my sermon? asked the newly appointed rector, hopeful that he had made a good impression.

"Yes, I think so," replied his wife. "They were all nodding."—Tit-Bits.

A Vicious Circle.—Wife (red hot)—Don't try any evasion with me, sir. Where—have—you—been?

Hub (maudlingly)—M'dear, wha's shuse! If I ansh'er your ques'hn, you will ques'hn my ansh'er.—Boston Transcript.

Untimely Suggestion.—Lyceum Orator (majestically)—My voice has been heard from the Atlantic to the Pacific, from the Great Lakes to the Gulf; yea, from the Orient to the Occident—

Person in Rear of Hall—Louder!—Puck.

Wherein They Differ.—Little Willie—Say, pa, what's the difference between a farmer and an agriculturist?

Pa—A farmer, my son, makes his money on a farm and spends it in the city; an agriculturist makes his money in the city and spends it on a farm.—Chicago News.

Children's Accounts

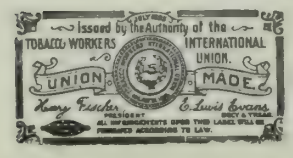
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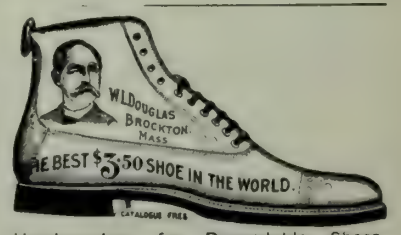
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXIII, No. 14. SAN FRANCISCO, WEDNESDAY, DECEMBER 22, 1909. Whole No. 2048.

SEAMEN'S CONVENTION.

(Continued from last week.)

COMMITTEE ON LEGISLATION.

Sailing Ship Inspection.

Whereas, The laws governing the inspection of seagoing vessels exclude all vessels not carrying passengers; and

Whereas, Vessels engaged in carrying men and supplies to the various salmon canneries in Alaska are excluded from Government inspection, although carrying from one to four hundred men on board, of whom fully two-thirds in the proper sense of the word can only be considered as passengers, as they are never called upon to perform any duty whatsoever on board such vessel or vessels, but simply carried to and from their destination of work; and

Whereas, The reason of these vessels not coming under the Inspection laws governing passenger carrying vessels, is given to be, that the men in these vessels are all assigned under pay from time of leaving for the canneries, until arrival home; and

Whereas, Through this reason such vessels may leave any port, with any number of men, the owner or owners of such vessel, or vessels, may see fit to carry, without being subjected to any inspection whatsoever, and naturally with this, the owners of such vessels are held absolutely irresponsible of what the results, in case of shipwreck of such vessels, may be; and

Whereas, The Alaska-going fishermen deem this action on the part of the Government, a gross neglect, and of a great injustice to any and all men that ship on an Alaska salmon vessel; be it therefore

Resolved, By the fourteenth annual convention of the International Seamen's Union of America, in regular session assembled, that the regularly elected Legislative Committee of said body be, and they are hereby instructed to use all their efforts in securing such amendments to the laws governing the inspection of vessels, as will give to the heremention ed Alaska-going men, proper protection.

By I. N. Hylen, Alaska Fishermen's Union.

Committee recommends adoption.

So ordered.

Efficient Cooks.

Whereas, It has been demonstrated by statistics that a large proportion of the cases of loss of health by seamen following their occupation, is caused by lack of efficiency of the cooks on board ship; and

Whereas, It would also be to the interest of the general public when traveling by sea that efficient cooks and stewards should be used for such service; be it hereby

Resolved, That the Legislative Committee be instructed to take this matter up with a view to securing the necessary legislation to have a system of certificated cooks and stewards for the benefit and protection of all concerned.

By Griffin, Cartledge, Kelly, Gardner.

Committee recommends adoption.

So ordered.

Efficient Seamen.

Whereas, Section 4463 of the United States Revised Statutes as amended by Congress requiring the United States Inspectors of Steam Vessels to designate the complement of licensed officers and crew necessary for the safe navigation of steam vessels is having the effect to increase the danger of travel at sea.

First. It fails to provide a standard of individual efficiency in the men constituting the deck crew as well as the engineroom and firerooms of the ships.

Second. It permits vessels to continue carrying crews who lack experience as firemen and seamen and without sufficient knowledge of the English language to understand the orders of the officers; also, the shipment of young boys between the ages of ten and seventeen years who have not the least conception of their duties aboard ship, which has caused an enormous destruction of life and property especially on the Great Lakes this year, as, for instance, the wrecking of the steamers Cowles, Hoit, Clement, Perry G. Walker, Stone, Bransford, Trevor, and others as well as scores of collisions and wrecking of American and Canadian Soo locks.

Third. It expressly authorizes the master of the ship to take his vessel to sea with fewer men than required by the certificate of Inspector, viz.: If, in his judgment the ship is sufficiently manned for the intended voyage, and only provides a small fine for failure to report such deficiencies in number of crew at end of voyage and no penalty for repeated violations when properly reported;

Resolved, By the International Seamen's Union in Convention assembled that the Legislative Committee be instructed to continue its efforts to have a bill passed by Congress compelling all merchant vessels to carry experienced and competent full crews on all U. S. merchant vessels.

By Edward Stack, Patrick Lee, Joseph P. Murphy.

Committee recommends adoption.

So ordered.

The Legislative Committee recommended the re-indorsement of the Spight bill, including in its report a full copy of that measure, accompanied by a copy of an address, entitled "Unskilled Sailors," which was issued by President Furuseth to all members of the last Congress. (For details of bill and address see Official Proceedings.) The bill and address were indorsed by the convention, also the committee's recommendation that a legislative representative be maintained at Washington during the pleasure of the Executive Board.

Thanks to A. F. of L.

The Committee on Resolutions reported as follows:

Your committee further reports that we have carefully considered the report from the convention of the American Federation of Labor as submitted by our delegates and we recommend, first, the full indorsement of the clear, emphatic and patriotic stand taken in the struggle to preserve free speech, free press, and government by law; second, that we tender to President Samuel Gompers, Vice-President John Mitchell, and Secretary Frank Morrison, who are now under sentence of twelve months, nine months and six months, respectively, as a result of the patriotic stand taken by them, our loyalty and the fullest support of which we are capable; third, that we thank the convention of the American Federation of Labor for its sympathy with us in our struggle on the Great Lakes and the action taken by the convention thereon.

Sleeping Quarters for Stewards.

Whereas, The sleeping quarters on some passenger steamships for the Stewards' Department are located so as to be extra dangerous; therefore

Resolved, That the Legislative Committee bring this matter before Congress to have proper sleeping quarters for the members of Stewards' Department.

Adopted.

Moved and seconded that the report of the Legislative Committee be adopted as a whole.

So ordered.

The Committee appointed to visit the Steamship New York reported verbally on conditions found and discussed to some length and adopted.

COOPER UNION MEETING.

The Committee on Arrangements for the Seamen's mass-meeting held in Cooper Union on December 6 reported as follows:

Your Committee in charge of the mass-meeting held in Cooper Union and in charge of the parade held in connection therewith, beg leave to report, first as to the parade, that it formed on West street, of this city, opposite the Cunard and White Star steamship piers. J. Havelock Wilson, President of the Sailors' and Firemen's Union of Great Britain, acted as Grand Marshal. The Sailors, Firemen, Cooks and Stewards now on shore in Greater New York formed the first division. Seamen from vessels of all nations at present in port formed the second division. There were about 1,800 seamen of all classes and all nationalities in line.

Your committee at this point would call special attention to the fact that Father McGrath, the head of the Catholic Mission at 422 West street, this city, though having no interest in the matter except the good of the seafaring men of the world, marched in the procession from the Cunard docks to Cooper Union Hall, and remained at the hall during the whole of the meeting. Your committee would recommend that the thanks of the International Seamen's Union of America be tendered to the Reverend Father for the interest he has shown in and the aid he has rendered the seamen of the world by doing as he did, and would recommend that he be notified by the Secretary of this action by this convention.

The parade started promptly at seven o'clock, up West street, up Tenth avenue, to Fourteenth street, to Fourth avenue and from there to Cooper Union Hall.

The delegates to the convention led the parade, marching directly behind the music, and arrived at Cooper Union Hall promptly at eight p. m.

William H. Frazier, Secretary-Treasurer of the International Seamen's Union of America, called the meeting to order and stated that in doing so

he asked permission to first read the following telegram which had just been received from Samuel Gompers, President of the American Federation of Labor, who it had been anticipated would act as the presiding officer of the meeting: "Supreme Court granted writ of certiorari and I will be able to attend the meeting this evening; will be on the train due 8:15 and will go immediately to Cooper Union."

The temporary Chairman then introduced to the audience the Hon. J. Havelock Wilson, formerly a member of the British House of Commons, who described the system of the British Shipowners' Association known to seamen as the International Shipping Federation, Limited, described not only its declared aims and purposes, but described its real actual work and the actual results which British seamen have suffered and for which they condemn the Shipping Federation, Limited.

At about the close of Mr. Wilson's address, President Gompers of the American Federation of Labor arrived, and before he could be introduced by the acting chairman and at sight of him the audience went wild, and it is safe to say that never has the old hall of Cooper Union, famed as it is for the men who have talked from its platform for the cause of human freedom and for the cause of the men and women that work for their daily bread, witnessed a greater demonstration.

When the cheering had finally ceased, the temporary chairman then introduced Mr. Gompers as the presiding officer of the evening, saying as he did so, that "he was proud to introduce to the seamen of the world, and the citizens of New York assembled to-night a man representing organized labor of the country who had just received permission from the United States Supreme Court to be with us to-night."

President Gompers then spoke and stated that as President of the American Federation of Labor he could tell this meeting of seamen and citizens of New York that the whole of organized labor of this country unanimously condemned the statutes, decisions, and treaties which deny and still deny to seafaring men the same ownership of their own bodies that is now enjoyed by other working men of the world.

The chairman then introduced Mr. Victor A. Olander, Second Vice-President of the International Seamen's Union of America, who talked on the conditions of American seamen on the Great Lakes and particularly mentioned the infamous system adopted by the British Shipowners' Association in branding on the hands their employes and stated that the losing of the Great Lakes strike of seamen would mean the introduction into this country of the same system.

Mr. Olander then stated on behalf of the seamen of the Great Lakes that the struggle would be continued indefinitely until the effort of the Lake Carriers' Association to fasten this Federation system upon the seafaring men should cease.

The chair then introduced Andrew Furuseth, President of the International Seamen's Union of America, who described in detail the laws under which seamen are held in bondage by all the nations of the world and who described the treaties between the different nations of the world by virtue of which one country is practically made the slave-catcher of another in apprehending, arresting and returning to the ship in irons in the same manner that a common felon is returned to justice the seaman who has committed no crime, except that of breaking a civil contract to labor.

At the close of the talking and with tumultuous and continued applause the following resolution was read by William H. Frazier, Secretary-Treasurer of the International Seamen's Union of America, and was unanimously adopted:

Cooper Union Resolutions.

Whereas, The laws of all maritime nations of the world, with the exception of the laws governing the coastwise and Great Lakes trade of the United States and certain exceptional cases in ports of Great Britain, make the bodies of seafaring men the property or chattels of the owners of the vessel on which they are employed, and give to such owners or employers the right to enforce this property right in human flesh and blood by process of imprisonment and penal servitude on their own demand; and

Whereas, Such laws are enforced in all maritime countries through international treaties, thus making one nation the slave-catcher of the other, through exactly the same methods employed in capturing and delivering up criminals and felons; and

Whereas, Thoughtful and humane people of all nations have of late sought and are now seeking to have such slave laws repealed and such slave treaties abrogated; and

Whereas, The shipowners of the world have recently formed an association known as the International Shipping Federation, Limited, for the purpose of resisting such proposed legislation wherever it is seriously attempted, and to substitute in such places as the maritime laws have been amended regulations made by themselves, using for this purpose their combined industrial power to increase their authority over the seamen of the world; now therefore be it

Resolved, That this meeting of seafaring men of the world and of citizens of the United States, held in Cooper Union Hall, this 6th day of December, 1909, calls upon all seafaring men to assert their own ownership over their own bodies by joining with the seafaring men now organized for the purpose of making such resistance to the International Shipping Federation's plans and purposes as in us may lie; and be it further

Resolved, That we call upon all humane and liberty-loving shipowners and citizens of all the countries of the world to give no countenance or support to the aims or purposes of the evil genius which has inspired and is now inspiring the International Shipping Federation, Limited, and which tend toward the further keeping in bondage of the seafaring men; and be it further

Resolved, That we call on all people and governments to repeal such laws and to abrogate such treaties as before mentioned, to the end that seamen may be the owners in fact and in law of their own bodies, and that thus the last vestige of serfdom may be abolished amongst civilized nations.

The meeting then came to a close with cheers from the audience for President Gompers, for Vice-President Mitchell, for Secretary Morrison, for the "Brotherhood of the Sea" and for the solidarity of the labor movement of the world.

H. P. Griffin, Wm. H. Frazier, G. H. Brown, Committee on Arrangements.

Moved and seconded that the report be adopted.

So ordered.

COMMITTEE ON RESOLUTIONS.

The Committee on Resolutions reported as follows:

Coast Seamen's Journal.

Resolved, That our affiliated unions be urged to render further support to the Coast Seamen's Journal, both by increasing their subscription and by contributions to its columns.

By Sailors' Union of Pacific Delegation.

Committee recommends adoption. So ordered.

Lake Strike Indorsed.

Whereas, The members of the Lake District have been on strike since May 1, 1909, against the conditions sought to be imposed upon them by a shipowners' organization known as the Lake Carriers' Association; and

Whereas, The necessity for said strike was caused by an attempt on the part of the Lake Carriers' Association to force seamen to surrender all rights of organization and to compel the seamen of the Lakes to submit to a system of industrial passports, continuous discharge or character books, centralized shipping of men and a vicious, merciless espionage system, which, if established permanently, could only result in absolute destruction of liberty and would make slaves of the men of the Lakes; and

Whereas, Said strike on the Great Lakes is a struggle for the maintenance of human freedom and against the establishment of feudalism; therefore be it

Resolved, By this fourteenth annual convention of the International Seamen's Union of America that the strike of the Lake District, now in progress, be indorsed and approved.

By Delegation of Lake Seamen's Union.

Committee recommends adoption. So ordered.

Sending Criminals to Sea.

Whereas, It is a frequent practice in the lower courts of seaport cities to dispose of persons convicted of crime by ordering them to "go to sea" instead of imposing sentence of imprisonment or other penalty provided by law; therefore be it

Resolved, By the International Seamen's Union of America, in convention assembled at New York, December 1, 1909, that we protest against such disposition of convicted criminals as contrary to law, as a mistaken form of mercy, and as an injury to the good name of the seafaring craft, tending to bring that craft into disrepute among the people, to lower the self-esteem of the seamen themselves and to depreciate the moral and material standards of the craft; further

Resolved, That the seafaring calling being an honorable one, in which the highest qualities of manhood should be enlisted, it is the duty of public officials to discourage and so far as possible prevent any practice or tendency the result of which must be to place the merchant marine of the country in the light of a refuge for the criminal elements, and ultimately to make that service dependent upon these elements for the labor needed to conduct it; further

Resolved, That a copy of these resolutions be forwarded to the Commissioner of Navigation, with the urgent request that an instruction be issued to all shipping commissioners to prohibit the engagement in any merchant vessel of the United States of any person convicted or otherwise disposed of in the criminal courts, whenever it shall be shown that such engagement is sought as an alternative of the penalty prescribed by law in the given case.

By Harry Ohlsen, Sailors' Union of the Pacific.

Committee recommends adoption. So ordered.

Support for Waist-Makers.

Whereas, The Ladies' Shirt Waist-Makers' Union of New York City, now under direction of the Women's Trade Union League, has found it necessary to disagree with their employers regarding wages and condition of employment, and as a result of the shortsightedness of the employers the waist-makers are now on strike; therefore, be it

Resolved, By the fourteenth annual convention of the International Seamen's Union of America now in session, that we hereby express our sincere sympathy with the Waist-Makers' cause and extend to them our fullest moral support and hope that the struggle will terminate in the uplifting and welfare of American womanhood.

By Delegation of the International Seamen's Union of America.

Moved and seconded that the resolution be adopted and a copy be sent the striking Shirt Waist-Makers.

So ordered.

Asiatic Exclusion.

Whereas, The American public sentiment against the immigration of Chinese, as expressed and crystallized in the enactment of the Chinese Exclusion Act, finds still stronger justification in demanding prompt and adequate measures of protection against the immigration of Japanese, Koreans and other Asiatic immigrants on the grounds: (1) that the wage and living standards of such labor are dangerous to, and must, if granted recognition in the United States, prove destructive of the American standards in these essential respects; (2) that the racial incompatibility, as between the peoples of the Orient and the United States, presents a problem of race preservation which it is our imperative duty to solve in our own favor, and which can only be thus solved by a policy of Exclusion; and

Whereas, The systematic colonization by these Oriental races of our insular territory in the Pacific, and the threatened and partly accomplished extension of that system to the Pacific Coast and other western localities of the United States, constitutes a standing danger, not only to the domestic peace, but to the continuance of friendly relations between the nations concerned; therefore, be it

Resolved, By the International Seamen's Union of America in convention assembled, this 8th day of December, 1909, that the terms of the Chinese Exclusion Act should be enlarged and extended so as to permanently exclude from the United States and its insular territory all classes of Asiatics other than those exempted by the present terms of that Act; further

Resolved, That these resolutions be submitted, through the proper avenue, to the Congress of the United States, with a request for favorable consideration and action by that body.

Adopted.

COMMITTEE ON CONSTITUTION.

The Committee on Constitution reported as follows:

Per Capita Tax.

Whereas, The present provisions for the levy and payment of per capita tax is unsatisfactory, inasmuch as each affiliated union may and does determine for itself the number of members upon whom such tax shall be paid without regard to the amount of income or the number of paying members; therefore be it

Resolved, By the International Seamen's Union of America in convention assembled, that Article IX, Section 1, be and is hereby amended by striking out the whole and inserting in lieu thereof the following:

Section 1. The income of this Union shall be: A fee of ten dollars for each new certificate of affiliation issued, payable in advance; and monthly dues, payable quarterly from the treasuries of affiliated unions, of seven cents of each month's dues collected from their respective members.

By Sailors' Union of Pacific Delegation.

Committee recommends non-concurrence.

Report adopted.

Delegate Ohlsen requested to be recorded as voting in the negative.

Financial Statement.

Resolved, That Article VI, Section 2, of the Constitution be amended by inserting after the word "Convention" (line 3), the words "and Executive Board," and by striking out the words: "He shall prepare quarterly a full financial report of the standing of the International Seamen's Union, and of all unions affiliated, to be forwarded to all subordinate unions," and inserting in lieu thereof the following:

"He shall prepare quarterly a financial statement showing the income and expense, the financial standing and the membership of the International Seamen's Union of America and its affiliated unions, with an account of the bill paid by him, and a report upon the state of the union, and furnish copies of such statement and report to each affiliated union."

By Sailors' Union of Pacific Delegation.

Committee recommends as a substitute that Article VI, Section 2, be amended by striking out the words: "He shall prepare quarterly a full financial report of the standing of the International Seamen's Union of America, and of all unions affiliated, to be forwarded to all subordinate unions," and substitute in lieu thereof,

the following: "He shall prepare quarterly a financial statement showing the income and expense, the financial standing and the membership of the International Union and its affiliated Unions, and a report upon the state of the Union, and furnish copies of such statements and report to each subordinate Union."

Your Committee further reports that Article VII, Section 6, already provides that the Executive Board shall keep a record of its proceedings.

Moved and seconded that the report of the Committee be adopted.

So ordered.

Delegates Ohlsen and Ericksen requested to be recorded in the negative.

Resolved, That the Constitution be amended as follows: Amend Article VII, Section 7, by striking out the whole and inserting in lieu thereof the following:

"Section 7. There shall be elected semi-annually in each District a committee to be known as the District Grievance Committee, composed of two representatives from each affiliated union, and presided over by the ranking officer of the International Seamen's Union of America residing in such district.

"It shall be the duty of said committee to adjust grievances between affiliated unions and their employers; to consider such other matters as shall have been referred to it by any affiliated union; and to carry out such instructions as shall have been given to it by the International Seamen's Union of America or agreed upon by affiliated unions.

"The committee shall keep record of its proceedings and shall furnish copies thereof to the Secretary-Treasurer of the International Seamen's Union of America and to each affiliated union in its proper district.

"In case the committee is unable to adjust any matter, it shall refer same to the Executive Board of the International Seamen's Union of America, whose decision shall be binding between conventions."

By Delegates Sailors' Union of Pacific.

Committee recommends that resolution be amended by striking out the word "semi-annually" and adopted as amended.

Report adopted.

International Headquarters.

Resolved, That the Constitution be amended in such a manner that the office and duties of the General Organizer be merged in the office of the Secretary-Treasurer;

That the Secretary-Treasurer devote his whole time to the work of the International Seamen's Union of America; and

That the convention establish and maintain headquarters for the International Seamen's Union of America, separate from and independent of the office or headquarters of any affiliated union.

By Sailors' Union of Pacific Delegation.

Committee does not deem it wise at this time for the International Union to assume the additional expense involved in establishing and maintaining a separate International office.

Report adopted.

Transfer System.

Whereas, The members of Marine Firemen, Oilers and Water Tenders' Association of the Great Lakes do not believe it necessary or wise that there should be any transfer system between the Marine Firemen, Oilers and Water Tenders' Association of the Great Lakes and those on the Coasts; and

Whereas, The Marine Firemen, Oilers and Water Tenders' Association of the Great Lakes believe that such a course at this time is for the best interest of all concerned; therefore be it

Resolved, That transfers between Marine Firemen, Oilers and Water Tenders' Unions shall be only by mutual understanding.

By Edward Stack, Joseph P. Murphy, Patrick Lee.

Your committee finds no reason for acting on resolution, as the Constitution already covers the subject matter, but we recommend to the locals of Marine Firemen, Oilers and Water Tenders that they take up the question of transfer with a view of, if possible, establishing a transfer system between them so that Marine Firemen, Oilers and Water Tenders holding full membership in one District will be recognized as union men in every other District.

Moved and seconded this subject matter be received and referred to the affiliated Firemen's Unions.

So ordered.

Strike Assessment.

Whereas, The finances of the Marine Cooks and Stewards' Association of Atlantic are at a low ebb, and 50 per cent of their membership are receiving but from $12 to $20 per month wages; be it

Resolved, That their strike assessment be reduced one-third.

By Griffin, Gardner, Cartledge, Kelly.

Committee recommends that Resolution be referred to the Executive Board for their consideration as per Article XIII, Section 7.

Adopted.

Reduction of Expenses.

Your Committee on Constitution recommends that Article II, Sections 6 and 7, be amended by striking out of both sections the figures "$7" and inserting in lieu thereof the figures "$5," so that said sections will read as follows:

"Sec. 6. Delegates attending the American Federation of Labor Convention shall be paid their railroad fare and $5 per day for salary and hotel expenses. They shall travel the most direct route and shall spend no more time than is absolutely necessary.

"Sec. 7. All other officers and representatives of the International Seamen's Union of America, when traveling for and by the authority of the International Seamen's Union, shall be allowed a sum sufficient to make the total amount allowed by the International Union and any salary which may be drawn from any local organization by such representative equal to $5 per day for salary and hotel expenses."

Moved and seconded the report be adopted.

So ordered.

COMMITTEE ON ORGANIZATION.

The Committee on Organization reported as follows:

The Committee approves of so much of the Auditing Committee's report as recommends that the services of the General Organizer be dispensed with, and the duties formerly carried on by him be turned over to the International Secretary-Treasurer. The Committee recommends that the salary of the General Organizer and Secretary-Treasurer be left to the convention as heretofore. This committee believes that more effective organizing work could be accomplished if the office of the Secretary-Treasurer and General Organizer was located in New York City, and submits this matter for the consideration of the convention.

The Committee has not acted on the other questions contained in the Auditing Committee's report, believing they should be disposed of by the convention.

Moved and seconded that the report be taken up seriatim.

So ordered.

The part relative to combining the offices of General Organizer and Secretary-Treasurer read, discussed and finally adopted.

Moved and seconded that the part relative to establishing of the office of Secretary-Treasurer in New York be non-concurred in. So ordered.

Committee on Organization further reported:

Transfer System.

Resolved, That all affiliated unions whose Constitutions at present prevent the admission "on transfer" of members of other affiliated unions of the same kind, as provided in Article VIII, Section 4, of the Constitution of the International Seamen's Union of America, be instructed to submit to a vote of their respective memberships amendments to their Constitutions providing for the admission of members of other affiliated unions of the same kind in the manner prescribed by the Article and Section of the Constitution above referred to.

By Sailors' Union of Pacific Delegation.

Approved and Secretary instructed to notify all affiliated locals.

Transfer of Cards.

Whereas, The Constitutions of a number of affiliated unions now provide that members of bona fide foreign seamen's unions may be admitted to membership under the rules prescribed by the Constitution of the International Seamen's Union of America for the "transfer" of members from one affiliated union to the other; and

Whereas, This rule has proven of benefit; therefore be it

Resolved, That this convention recommend that all affiliated organizations give friendly consideration to the proposition of making like provisions in their constitutions.

By Sailors' Union of Pacific Delegation.

Approved.

Organizer for Lake Cooks.

Whereas, It is very necessary, owing to the present strike on the Great Lakes, for the Marine Cooks and Stewards' Union of the Great Lakes to have an organizer; therefore be it

Resolved, That the International Seamen's Union of America do hereby grant one organizer to the Marine Cooks' and Stewards' Union of the Great Lakes, said organizer to assume his duties forthwith.

By J. M. Secord.

Approved.

Organizer for Atlantic Cooks.

Whereas, The progress shown by the Marine Cooks' and Stewards' Association of the Atlantic Coast is very encouraging; and

Whereas, The field is a very large one; be it hereby

Resolved, That two organizers be allowed them by the International Seamen's Union of America for the year 1910.

By H. P. Griffin, W. L. Cartledge, Chas. W. Gardner, John J. Kelly.

The Committee non-concurs, but recommends that it be referred to whoever shall have charge of organizing on the Atlantic.

So ordered.

Strike on Great Lakes.

Whereas, The shipowners (Lake Carriers' Association) of the Great Lakes have this year locked out all members of the unions of seamen on the Great Lakes and have forced us to go on strike and have done everything in their power to disrupt and destroy said unions in order to compel union men to submit to a method of shipping which is most degrading in every way and impossible to work under, and which must eventually result in a decrease in wages and bring conditions aboard ship to the lowest standard;

Whereas, The members of Marine Firemen, Oilers and Water Tenders' Association, the Lake Seamen's Union and Cooks' and Stewards' Union on the Great Lakes have been on strike since the opening of navigation this year and intend to stay on strike until such time as the Lake Carriers' Association decide that we may go to work on their boats as Ameriran citizens and free men, and not as slaves and serfs;

Resolved, That as this struggle on the Great Lakes is to continue until complete victory crowns our efforts, all agents and members of the affiliated Unions of the Pacific, Atlantic and Gulf Coasts are to be instructed to give all the publicity they can to the strike on the Great Lakes and do all in their power to keep men away from the Lakes until the unions of seamen win this strike and forever banish from the Lakes the "continuous discharge book" and blacklist system of the Lake Carriers' Association.

By Edward Stack, Patrick Lee, Jos. P. Murphy.

Committee recommended adoption.

So ordered.

Organizer for Harbor Boatmen.

Resolved, That the Harbor Boatmen of New York be granted one organizer for the year 1910.

By Robert Rauney.

Committee recommends that this resolution be referred to whoever has charge of the organization during the coming year.

Adopted.

Abolition of Sea Slavery.

Whereas, the laws of all maritime nations of the world, with the exception of the laws governing the coastwise and Great Lakes trade of the United States and certain exceptional cases in ports of Great Britain, make the bodies of seafaring men the property or chattels of the owners of the vessel on which they are employed, and give to such owners or employes the right to enforce this property right in human flesh and blood by process of imprisonment and penal servitude on their own demand; and

Whereas, Such laws are enforced in all maritime countries through international treaties, thus making one nation the slave-catcher of the other, through exactly the same methods employed in capturing and delivering up criminals and felons; and

Whereas, Thoughtful and humane people of all nations have of late sought and are now seeking to have such slave laws repealed and such slave treaties abrogated; and

Whereas, The shipowners of the world have recently formed an association known as the International Shipping Federation, Limited, for the purpose of resisting such proposed legislation wherever it is seriously attempted, and to substitute in such places as the maritime laws have been amended regulations made by themselves, using for this purpose their combined industrial power to increase their authority over the seamen of the world; now therefore be it

Resolved, That this meeting of seafaring men of the world and of citizens of the United States, held in Cooper Union Hall, this 6th day of December, 1909, calls upon all seafaring men to assert their own ownership over their own bodies by joining with the seafaring men now organized for the purpose of making such resistance to the International Shipping Federation's plans and purposes as in us may lie; and be it further

Resolved, That we call upon all humane and liberty-loving shipowners and citizens of all the countries of the world to give no countenance or support to the aims and purposes of the evil genius which has inspired and is now inspiring the International Shipping Federation, Limited, and which tend toward the further keeping in bondage of the seafaring men; and be it further

Resolved, That we call on all peoples and governments to repeal such laws and to abrogate such treaties as before mentioned, to the end that seamen may be the owners in fact and in law of their own bodies, and that thus the last vestige of serfdom may be abolished amongst civilized nations.

Moved and seconded that this resolution be adopted and read in Cooper Union to-night (December 6) and a number be printed.

So ordered.

Atlantic Firemen.

Whereas, The Atlantic Firemen are not in a position to comply with Article XIII of the International Constitution in the matter of levying strike assessment; and

Whereas, There is no other rule covering said question; therefore be it

Resolved, That the incoming Executive Board be authorized to provide some method by which

(Continued on Page 6.)

Home News.

The first regular session of the Sixty-first Congress met on December 6.

United States Senator H. D. Money was elected leader of the Democrats in the Senate on December 9.

George W. Woodruff, United States District Judge for the Territory of Hawaii, cabled his resignation to President Taft on December 9.

Former Senator J. C. S. Blackburn has resigned as a member of the Panama Canal Commission and his resignation has been accepted by President Taft, effective December 4.

Legislation aimed at corporation lawyers in Congress, particularly those representing railroads, is the object of a bill introduced on December 8 by Senator Borah of Idaho.

Representative Kahn has introduced a bill in Congress appropriating $5,000,000 for Federal participation in the Panama-Pacific International Exposition at San Francisco in 1915.

United States Senator Foster on December 16 introduced a joint resolution authorizing the War Department to return to the State of Louisiana the original Ordinance of Secession adopted by that State.

Before the grain growers' convention of Manitoba at Winnipeg on December 16, George Coldwell announced that the Manitoba Government had assumed ownership of all the grain elevators in the Province.

A change in the date of inauguration of the President of the United States from March 4 to the last Thursday in April is strongly urged in the annual report of the Commissioners of the District of Columbia.

President Taft has approved a plan suggested by Secretary of State Knox to improve the personnel and efficiency of the diplomatic service and to encourage secretaries of legations to qualify for promotion to the rank of Ministers.

What is believed to have been the first Presidential mansion in the United States is being torn down to make way for a structure paying larger revenue. It was known as the old Van Altren house and stood under one of the immense arches of the Brooklyn Bridge on Cherry Hill, New York.

A resolution authorizing the President to take the necessary steps for the apprehension of President Zelaya of Nicaragua and for his punishment on the charge of murder if the facts in the possession of the State Department warrant such action was introduced in Congress on December 10 by Senator Rayner.

Every depositor of the First State Bank of Keifer, Okla., which closed on December 15 as a result of the failure of the Farmers' National Bank of Tulsa, who demanded his money was paid in full. Only a few depositors demanded their money. The bank is protected by the State Guaranty Fund.

Dr. P. A. Baker, general superintendent of the Anti-Saloon League, in his report to the convention of that body at Chicago on October 7, said that 11,000 saloons had been voted out of existence and 4,000 more forced to close throughout the United States in 1908. Seventy per cent of the area of the United States is now "dry."

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Agents Harbor Steam Laundry.

David Stove, age about 28, who is supposed to have shipped on some vessel from Puget Sound in January, 1901, is inquired for. Any one knowing his present whereabouts please notify Coast Seamen's Journal.

Named shoes are frequently made in Non-Union factories.

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INFORMATION WANTED.

Samuel England, age 48 years, communicate with Seamen's Institute, 242 Steuart street, San Francisco.

James Sample, last heard of on ship Santa Rita in April, 1909, is inquired for by Seamen's Institute, 242 Steuart street.

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San Pedro Letter List.

Andersen, G. G.	Lange, Friedrich
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Andersen, A.	Lane, Emil
Anderssen, Frank	Lerch, Paul
Axelssen, C. B.	Lawsen, Jack
Angland, C. J.	Larsen, M.
Andree, E. A. -1410	Lueman, A.
Berdjelm, Alex.	Lundquist, F.
Berndt, Hugo	Le Joffie, Wm.
Brose, R.	Lassen, L.
Behrends, Gerh.	Mander, O. J.
Bade, Alexander	McKenzie, J. Th.
Barrach, Herman	Martin, Geo.
Brobach, Ch. E.	Mellin, Edwin
Belander, J. E.	Mygind, W. F.
Bjorseth, Knut	Melin, Einer
Berggren, John	Mahoney, F. E.
Bitila, -1338	Martin.
Bensen, Ray	Mickelsen, J.
Backman, Ernest	Mardisan, Andrew
Boisen, -1500	Mookala, John
Block, Magnus	McCarthy, J. J.
Berntsen, Julius	Mueller, Hugo
Bruhbard, Ewald	Nord, G. E.
Bloom, Charles	Nielen, Sievert
Celley, Edward	Nelsen, Eddie
Carlssen, A.	Norris, E.
Carlssen, C.	Nordstrom, Gust
Christiansen, E.	Nielsen, W. -1000
Carlson, C. G.	Nyberg, Erick
Campbell, Geo.	Nestor, Wilson
Carlsen, Marcus A.	Naumann, Alfred
Carlsen, Ch.	Nielsen, Jens A.
Christensen, Anton	Newman, Ino
Christiansen, Chr.	Osterholm, J. W.
Castro, Manuel	Olsen, Soren
Capello, Henrik	Olsen, Geo.
Christiansen, Hjal.	Olsen, Adolf
Christensen, Harold	Orten, Sigurd
Colombay, Louis	Ohm, Gunwall
Carlsson, N.	Olsen, Theodor
Cainan, George	Odman, Gus
Dorles, J. H.	Ott, John
Donaldsen, G. C.	Olssen, L.
Engbretsen, D. B.	Olsen, G. A.
Emanuelsen, Anton	Ohlsen, Ch.
Edlund, Agaton	Ohman, Pete W.
Erickson, Erick.	Pagel, Erwin
Ebepanen, W.	Petersen, Gert
Edolf, Charles	Pedersen, Julius
Englebright, H.	Pritschman, Geo.
Ekman, Gus.	Pettersen, Ed.
Ek, Thure	Pedersen, Alfred
Ellingsen, F.	Petersen, Ch. W.
Edland, Gus	Petersen, Sophus R.
Fleming, John J.	Pedersen, P. -1093
Fredricksen, H. G.	Petersen, H. -1067
Fasig, Don	Petersen, Th. -563
Glass, W.	Petersen, J. G.
Gray, Gustav	Petersen, Oscar
Guenther Chr.	Paulssen, Adolf
Geiger, J.	Raymond, J.
Gundersen, A.	Rasmussen, R. -1525
Gulbrandsen, A.	Robsham, J. W.
Glausen, Harry	Reuten, Axel.
Gorgesen, Emil	Rasmussen, Emil
Garner, Louie	Reed, L. C.
Haupt, Emil	Rudland, Jake
Hansberg, J. P.	Rueter, Herman
Haarkula, John	Remme, F.
Heckman, Fred	Rodriguez, M.
Hellesto, Emil	Reimon, L.
Hansen, Rasmus	Sander, A. J.
Haldersen, H.	Snarberg, Ch.
Harris, Tom	Sundstrom, F.
Hanson, Haakon	Semberg, J.
Henrikson, A. E.	Svenssen, N.
Hanson, Jacob	Staelsten, Karl
Hansen, Theodor	Smith, John
Hansen, Peter K.	Southerland, A.
Heggenmuller, H.	Silverberg, Harry
Hilke, Carl	Scott, E. G.
Harmening, Fr.	Schlobis, Ch.
Hage, Arne	Seidel, P. J.
Hansen, Peat	Smide, Albert
Hass, Jens	Swansen, Hugo
Jhensen, Charley	Swensen, J. E.
Johanssen, -1821	Strand, Emil
Johnsen, Gust	Steen, J. C.
Johnsen, Thomas	Shilman, H. H.
Ingbrethsen, Daniel	Samuelsen, W. L.
Jeffersen, V.	Swansen, Ch.
Jebsen, Ch.	Spearing, Gustav
Johansen, Johan -880	Schloesser, Ludwig
Jaejer, Adolf	Thompson, W. J.
Jensen, -1311	Thompson, T.
Jorgensen, Emil	Tammi, E. -801
Johanessen, Bob	Torres, V. L.
Kari, M.	Torgussen, G. T.
Kalberg, S.	Tuominen, Alfred
Kristiansen, Eigil	Touanne, Walter
Kuhme, Wilh.	Younggren, Edm.
Kammerman, W.	Vick, Jacob
Lister, Wm.	Widin, Andrew
Larssen, Chr.	Warren, Louis
Lund, Harry	Wahlstedt, R. -778
Lofman, K.	Wilemsen, Hans
Ludlow, J. J.	Werner, A.
Loeman, Ch.	Westgard, L.
Lewis, J.	Wahrenburg, Otto
Louis, Michel	Westad, Johan
Lundberg, F.	Wearner, Reuben

INFORMATION WANTED.

Anyone knowing the whereabouts of Henry D. Steele, or any news by which he might be located, kindly communicate with M. S. McLean, 1426½ South Los Angeles street, Los Angeles, California.

Pacific Coast Marine.

The following changes of masters were recorded at the San Francisco Custom-house on December 16: Steamer Sea Fox, D. C. Thomsen vice G. H. Mawdsley; steamer Restless, G. H. Mawdsley vice D. C. Thomsen; steamer Princess, Robert F. Morris vice Andrew Lauritzen. The steamer J. C. Elliott, Robert Litton, master, was enrolled.

The following changes of masters were filed at the San Francisco Custom-house on December 9: Steamer Richmond, N. E. Sisk vice John Nelson; schooner E. K. Wood, Ole Jensen vice John Hansen. The schooner San Buenaventura, Paul Rappmundt, master and the schooner F. M. Slade, John Johnson, master, were enrolled.

The leading members of various commercial bodies, in Honolulu, have issued a call for a mass meeting, the purpose of which will be to adopt resolutions asking Congress for a temporary suspension of the coastwise shipping regulations which impose a fine of $200 upon anyone who travels between American ports in foreign ships.

The Australian coal strike has stimulated coal shipping from Seattle and British Columbia to California. The steamer Tampico passed out at Cape Flattery on December 17 with coal for San Francisco, and the steamer Eureka will take a similar cargo. The Bessie Dollar and the Belle of Scotland will take coal from British Columbia to San Francisco.

The steamer Northland arrived at Seattle on December 17 from Sitka and Southeastern Alaska, and reported that a mirage was seen off Cape Fanshaw on November 24, depicting two large steamers, one in tow of the other. At Taku Inlet the ice on the bows of the Northland was blown off in a fierce gale, and great chunks of it were blown aft, smashing in the pilot-house windows.

A suit in admiralty, to recover an aggregate amount of $41,950 from the owners of the steam schooner Norwood, was brought in the United States District Court at San Francisco on December 13 by the Standard Oil Company, owner of the steamer Asuncion. These vessels were in collision during a heavy fog at 3:20 a. m., October 8, 1908, about four miles off Point Gorda.

The following changes of masters were recorded at the San Francisco Custom-house on December 13: Steamer Norwood, G. Enstrom, vice John T. Martin; steamer Pilot, John Olsson vice Charles S. Love; steamer J. C. Elliott, Robert Litton vice H. W. Anderson. The steamer Olympic, J. Hansen, master, and the ship Hawaiian Isles, W. M. Mallett, master, were enrolled.

The San Francisco Fire Department has decided to employ four engineers on the fireboats David Scannell and Dennis T. Sullivan, each working twenty-four hours on and twenty-four hours off. There will be three pilots, each working eight hours and having sixteen hours off, and the boats will carry a crew of about tewnty-five men, selected from among those in the department who have had sea service.

The following changes of masters were recorded at the San Francisco Custom-house on December 7: Steamer A. H. Payson, Henry A. Simpson vice John A. Hackey; steamer City of Topeka, Charles C. Gielow vice C. J. Hannah; steamer Herald, Enos Fauratt, Jr., vice Chris. McNulty; steamer Carmel, E. N. Hardwick vice Thomas P. Dorris; schooner Lillian, A. Jorgersen vice Charles Soderholm.

Only a dozen vessels suitable for placing in the offshore grain carrying trade and representing but 26,981 net register tons, are en route and listed for Portland, which indicates that the bulk of the wheat crop for export purposes has been dispatched. Usually at this season of the year there are from fifty to seventy ships on the en route list, aggregating from 50,000 to 100,000 capacity.

The new steamer Wilhelmina of the Matson Navigation Company expects to make a record passage from the Atlantic Coast to San Francisco. The vessel left Newport News, where she was constructed, on December 8. The officials of the Matson Company believe the Wilhelmina will accomplish the long voyage in about forty days. She is laden with a cargo of general merchandise and will burn oil as fuel.

A line of steamers will be operated between Genoa and San Francisco via the Panama Canal, according to New York advices. The announcement is authorized by Cesare Conti, New York agent of the Lloyd Sabaudo Steamship Company. This announcement follows advices that the North German Lloyd and Hamburg-American lines would also operate steamers between Europe and San Francisco via the Canal.

The license of Captain Levi Snyder of the steam-schooner Argo, which was wrecked near Tillamook two weeks ago, was suspended on December 9 for one year by United States Inspectors Fuller and Edwards, of Portland. Snyder was found guilty of carelessness and negligence in attempting to cross the Tillamook bar on a half-tide and during stormy weather. Four lives were lost in the wreck of the Argo.

United States Commissioner James P. Brown reported to Judge De Haven in the District Court at San Francisco on December 9 his findings in the libel of J. Ludwig Mowinckel against James Dewar, John McLaren, Ernest Gripper and William Webb. He found that there was twelve days' demurrage due under the charter party of the steamer Rygja, which foots up $5,272.32 with interest from March 22, 1908, at 6 per cent.

Captain T. P. H. Whitelaw was the highest bidder at the auction conducted on December 16 by the San Francisco Board of Marine Underwriters of the steam-schooner Majestic. The terms were not made known. Captain Whitelaw is confident that he will be able to realize a tidy sum on the wreck. The vessel was lost three weeks ago below Point Pinos, during stormy weather, and her condition is such that she was considered a total loss.

Three thousand three hundred and forty-one miles from San Francisco, the first wireless was received on December 17 from the Pacific Mail liner Korea, homeward bound from the coast of Asia. Through her powerful five-kilowatt apparatus the big steamship reported at 8 p. m. on the 15th that she was 1241 miles beyond Honolulu. The Korea left Hongkong on November 30 and is due to arrive at San Francisco on December 27.

The recent loss of the British ship Matterhorn, from Portland for Ipswich with barley, and which turned turtle off the Washington coast, and the probably similar loss of the British ship Brodick Castle with a barley cargo from Portland for Ipswich, which disappeared in December, 1908, will result in the marine underwriters requiring barley ships to carry ballast in addition to their grain cargo, according to the Seattle representative of Lloyd's.

The following changes of masters were recorded at the San Francisco Custom-house on December 6: Schooner Melvina, L. O. Rasmussen vice Charles Davidson; schooner C. A. Myer, Erik Ingnun vice G. T. Peterson (reported from Astoria); steamer Fort Bragg, A. P. Christensen vice Charles N. King; schooner Florence Caduc, Fred Wahl vice Christian Jespersen; schooner Louise, M. M. Johnson vice A. C. Horn. The schooner Eric, S. Gronvold master, was enrolled.

Favorable action was taken by the Senate Committee on Commerce on December 16 authorizing additional aids to navigation on the California Coast. Provision is made for lights, sirens, fog signals and other aids as follows: At Point Delgada, $60,000; on Anacapa Island, $100,000; at Army Point, $10,000; Point Hueneme, $24,000; Point Loma, $17,500; Port Kines, $20,000; Santa Cruz, $20,000; Bonita Point, $11,500; Point Arguello, $5000; Point Fermin, $11,500, and Santa Barbara, $20,000.

Advices from Japan report the launching of the Chicago Maru, third of the new Osaka liners built for the Tacoma-Oriental service. The Chicago Maru was launched successfully at the yards of the Kawasaki dockyard in Kobe. She is built along the same lines as the Tacoma and Seattle Maru, though all of the material used in her construction was manufactured in Japan. The Chicago Maru is expected to be in commission by February, when she will be operated between Tacoma and ports of the Orient, connecting at Tacoma with the Chicago, Milwaukee and Puget Sound Railway. The fourth steamer of the fleet, the Panama Maru, will be launched in March.

Captain Mackenzie of the Mackenzie Steamship Company of Vancouver was recently at Seattle completing arrangements for two steamers to run between that port and Vancouver and Victoria. The Grand Trunk Pacific has announced two vessels for the same run and the Canadian Pacific Railway is placing an order for another vessel in England to supplement the steamers on the route now. Mackenzie threatens to cut rates when he starts. Shipping men are looking for either a change in the projected program or a fight that will make the recent bitter war between the Canadian Pacific Railway and the Puget Sound Navigation Company pale into insignificance.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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CHICAGO, Ill., 242 South Water St.
MILWAUKEE, Wis., 317 Virginia St.

Sub-Agency:
CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO
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Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 44-46 East Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, DECEMBER 22, 1909.

GEARY STREET ELECTION.

On Thursday week, December 30, the citizens of San Francisco will vote on two propositions to issue bonds for the purpose of reconstructing and extending the Geary Street railroad and operating it under municipal ownership. A two-thirds majority is necessary to carry the propositions. Looked at from any point of view, there can be no doubt as to the interests of the citizens. They should vote for the Geary Street bonds and thus secure at least a measure of relief from the present disgraceful conditions of street-car service, which conditions will continue as long as the people are willing to acknowledge absolute dependence upon the United Railroads monopoly.

We need but consider the source of opposition to the Geary Street proposition to determine the merits of the case. Apart from the attitude of the commercial organizations, which bodies are notoriously and traditionally opposed to everything that savors of public welfare as opposed to "private enterprise," the opposition to the Geary Street bond issue emanates from one quarter, the United Railroads Company. That concern is financing the extensive billboard campaign against the project, and of course, it is the inspiration of the malicious and slanderous tirades of the corporation press, daily and weekly. The pretended basis of the opposition is that the proposed municipal street-car road will be a failure. A moment's reflection will show that if the United Railroads really believed this, it would secretly, if not openly, favor the scheme, since the failure of municipal ownership in this case would put an end to all further talk of public ownership, and thus insure a continuance of the present monopoly. In reality, the corporation is inspired by fear, nay certainty, that the city will succeed in the operation of the Geary Street road, and that, as a consequence, it will insist upon taking over all other roads as the franchises expire. The reasons—the real reasons—which animate the United Railroads in opposing the Geary Street bonds are the reasons why the people should favor that project by their votes on December 30.

The entire campaign of the corporation and its supporters is a mass of fabrication and falsehood. We are told that the Geary Street road will increase taxes; that it will favor one section of the city at the expense of other sections; that it will destroy the hope of securing other public improvements; that it will be a "white elephant"; that it will "do politics," etc., etc. It is sufficient to say that there is not a word or suggestion of truth in any one of these statements. The Geary Street road will pay for itself under municipal ownership, to an even greater extent than at present, and so far from imposing burdens upon the people, it will produce revenue. It will serve all sections of the city by compelling the corporation to improve its service generally. Further, the Geary Street road will be but the beginning of a system which shall ultimately extend to every part of the city.

We are told that we have voted "No" three times. This is but another instance of deliberate falsification. The facts are directly opposed to this statement. In each of the previous elections held on the proposition the people have voted "Yes," not to the extent of two-thirds majority, but nevertheless by a large majority, a majority that has increased upon each occasion. If precedents count for anything, the outcome of the next election is a foregone conclusion. Unless public opinion has undergone a revulsion since last June, the election of December 30 will carry the Geary Street propositions by a large margin.

Every citizen interested in the public welfare should vote "Yes" on each of the two propositions submitted, first, to issue bonds for $1,900,000 for the reconstruction of the present road and its extension to the Ocean, and, second, to issue bonds for $120,000 for the purpose of extending the road from its present terminal at Market and Geary streets to the Ferry. Only by voting for these two propositions can we hope to secure any improvement in present street-car methods. Every vote cast against these propositions is a vote to condemn the community to the strap-hangers' fate for life.

On page 12 of this issue appears a facsimile of the union label of the Bakers' Union. The label, affixed to bread, pastry or pies, is a guarantee that these products are made under sanitary conditions, consequently insuring the purity of the food. Our readers are urged to demand the Bakers' label, not only for the sake of the principle of fair labor conditions which it represents, but also for the sake of the public health.

The movement recently initiated against the Steel Trust should commend the support of all good citizens. The Trust is an enemy of the people, and it is the duty of the latter to check its aggressions, if only as a measure of self-preservation.

Demand the blue label of the Cigarmakers and Tobacco Workers when purchasing cigars and tobacco.

The JOURNAL extends to its readers best wishes for a Merry Christmas and a Happy New Year!

SEAMEN'S CONVENTION.

(Continued from Page 3.)

strike assessment may be levied on the Atlantic Firemen during the coming year.

By F. Benson.

Your Committee believes that all the Marine Firemen of the Atlantic and Gulf are ready, willing and anxious to bear their pro-rata burden in assisting their brother comrades on the Great Lakes in the grand fight they are making to prevent any decrease in such little freedom as seafaring men now enjoy, and to prevent any further degradation of conditions and surroundings than they now have.

Your Committee therefore recommends that Headquarters of the Marine Firemen's, Oilers' and Watertenders' Union of the Atlantic and Gulf, immediately submit the matter of levying the same Lake strike assessment as has been paid or will be paid by the other affiliated locals to a referendum vote of its membership.

Report adopted.

Organizer for Atlantic Firemen.

Whereas, The Firemen of the Atlantic and Gulf have been under control of the International and have shown no results; be it

Resolved, That the International select a fireman to take control as it would be to the interest of said body to have a fireman at head of said organization.

By Edw. Rodgers, F. Fewrey.

Your Committee concurs with this resolution, provided full power remain in the International Secretary-Treasurer to remove and appoint another man to take control whenever, in his discretion, such action would be for the good and welfare of the Marine Firemen of the Atlantic and Gulf.

Report adopted.

Alaska Fishermen.

Whereas, The members of the Alaska Fishermen's Union are only engaged at their calling as fishermen about five months out of the year; and

Whereas, During the remainder of the year they are engaged at some other vocation, principally sailing, or longshoring; and

Whereas, While so engaged they are paying dues, assessments, etc., to these other organizations under whose jurisdiction they may work during the other six or seven months in the year; therefore be it

Resolved, By the Fourteenth Annual Convention of the International Seamen's Union of America, that the Alaska Fishermen's Union be exempted from paying per capita tax to the International Seamen's Union of America for six months in the year; and be it further

Resolved, That any assessment levied by the said International Seamen's Union of America be paid by the Alaska Fishermen's Union at the same pro rata, or in other words, that the Alaska Fishermen's Union pay such assessments to said International Seamen's Union of America for one-half of its members in actual good standing at the time such assessment shall have been levied by said International Seamen's Union of America, as per reading of resolution on this matter adopted by the Alaska Fishermen's Union, in their regular meeting October 1, 1909.

By I. N. Hylen.

Your Committee disapproves of this resolution believing that this organization is not financially embarrassed; that it is in no different position than the Lake unions, nor in fact, of any of the other maritime unions affiliated with our International, all of whom have members working at different trades and all of whom have most of their members idle a good part of the time. Knowing also from their reports that this organization is in better financial shape than some of the other affiliated locals that are paying their full per capita and strike assessments.

Your Committee, however, recommends that in view of the fact that this organization was only chartered by the International Seamen's Union of America about six months ago, that their Lake Strike Assessment for 1909 be cut in half and that the payment already made by them of $3,000 be accepted in full payment for this year.

Adopted.

Harbor Boatmen.

Whereas, The Harbor Boatmen of New York is in a bankrupt condition and the membership fallen away to the lowest stage; be it

Resolved, That the convention of the I. S. U. of A. revoke said charter.

By F. Feebrey, Edw. Rodgers, W. Andrelzsky.

Committee non-concur in resolution.

Report amended that the International do what it can toward more fully organizing New York harbor.

Adopted as amended.

Secretary's Report.

(1) Your Committee approves of the whole of the report of the International Secretary-Treasurer submitted to it and especially of that part of the report referring to a World's Conference of Seafaring Men.

(2) Your Committee recommends that the ex-

ecutive officers continue their efforts toward effecting such Conference next year and we recommend that the International Seamen's Union be represented there by two delegates to be elected by this convention before its adjournment.

(3) We have given the matter of how many delegates should be sent by our International very careful consideration and make the recommendation because we believe we should send as many delegates as we can afford, if only for the moral effect it would have on the Seamen of the World and we believe we can afford to send two, and that two are not too many to represent all the Sailors, Firemen, Cooks, Stewards and Fishermen of the United States.

(4) We also recommend that all affiliated Locals be invited to send as many representatives to such conference as they may see fit.

(5) We recommend the approval and adoption of the International Secretary-Treasurer's entire report as read.

Moved and seconded that this part of the report be taken up seriatim.

So ordered.

First paragraph adopted.

Second and third paragraphs adopted.

Fourth paragraph adopted.

Fifth paragraph adopted.

Vice-President Olander's Report.

Your Committee approves of the whole report submitted to it, and in considering the Great Lakes situation as shown in this report, your Committee recommends:

First. That another full strike assessment for the coming year, 1910, be levied on all affiliated unions and that to that end the International Seamen's Union at once take the necessary steps to have the matter properly submitted to a referendum vote of the membership of the various locals without delay.

Second. Your Committee recommends that the Legislative Committee of the International for the coming year be directed to do all in their power to effect such amendment to Section 4463 of the United States Statutes as may make any evasion of the statute impossible, particularly any evasion as to the manning and efficiency of the crews.

Third. Your Committee feels that it cannot lay down this report without again bringing to the attention of this convention the fact that the report shows that five of our comrades on the Great Lakes have in the past year offered up their lives for the good of the men that go to sea, have given up their lives in their fight to procure freedom and better conditions for their fellow workers on the waters and for those that may come after them. To again call attention to the fact that the roll of names of the men who have died, martyrs to the cause of organized labor has been increased by the addition of the names of James O'Rourke, Richard Brown, William Woods, Matthew Dwyer and George Houghton.

Your Committee recommends the approval and adoption of the entire report of Vice-President Olander as read.

Adopted.

Organizer Benson's Report.

Your Committee has been unable to quite agree with all the statements of this report but approves of the whole of the same with the following exceptions:

Your Committee does not agree with the statements that "non-union seamen in the big seaports along the Atlantic Coast do not respond to invitations to attend mass meetings," and your Committee recommends that the policy of holding mass-meetings along the Atlantic and Gulf be continued by the local officers and that the same be held as often as possible.

Your Committee would recommend further that the thanks of this convention be tendered to Organizer Benson for his past services in organization work, for your Committee realizes the task he had before him and believes that he has exerted every possible effort to accomplish the same.

With these two exceptions your Committee approves of the entire report and recommends that it be with these two exceptions, approved and adopted by this convention.

Adopted.

Vice-President Bodine's Report.

This report being principally a statement of conditions, etc., on the Gulf at present, and it appearing from it that matters are at present running smoothly, there appears to be no particular recommendations to be made on it except as to the advisability of continuing the policy of the past year for another year, and the question of Chinese crews sailing out of New Orleans.

On the later question we believe very little can be done except by the legislative powers of the different nations whose flags the ships fly, out of New Orleans. The vessels complained of are all British, and we know that J. Havelock Wilson, President of the British Sailors' and Fire men's Union, has in the past done, will in the future do, and is now doing, everything that human being can do to effect legislation that will bar the British shipowner from carrying Chinese crews; we therefore make no recommendation except that:

We recommend that should this convention see fit to send representatives to the proposed World's Conference next spring they be instructed to use their best efforts there toward the same end, and that our Executive Board be asked to give the matter all possible publicity.

Your Committee recommends that the same policy that has been in force the past year on the Gulf as to the Marine Firemen's affairs be continued during the coming year, or until such time as the Executive Board may see fit to change the same, and that the Firemen's affairs on the Gulf be left in the charge of Vice-President Bodine, with full power to remove and appoint the Firemen's officers, the Gulf Branches to act with and co-operate with their headquarters the same as all other branches.

We recommend the approval and adoption of the entire report of Vice-President Bodine as read.

Adopted.

Great Lakes Strike.

The Committee recommends the adoption of the following resolution:

Whereas, During the season just past, all of the seafaring men of the Great Lakes, Firemen, Sailors, Cooks and Stewards, have been engaged in one of the greatest and most momentous struggles for human freedom that has ever been waged by maritime workers; and

Whereas, This fourteenth annual convention of the International Seamen's Union of America realizes fully as it believes do the seafaring men of the whole United States, that on the outcome of the struggle depends not only the welfare of the men of the Lakes but that of all American seafaring men; and

Whereas, This contest for the right to sail as free men and under conditions that can be endured by self-respecting men is still going on, and being carried on by the maritime organizations of the Great Lakes in a manner that has won for them the admiration of the working classes of the country, and is being carried on by these men with a determination that has proven conclusively that there can be absolutely but one of two ends to the struggle, either complete victory or complete annihilation, either a continuance of their right to sail on American waters as American seamen and under American conditions, or their complete abandonment of their profession; now therefore be it

Resolved, By this the fourteenth annual convention of the International Seamen's Union of America, that it believes it is voicing the sentiments of all of the organized seafaring men of the United States in pledging to the men of the Great Lakes the full financial support of all the affiliated unions of America to the extent of the last dollar in their treasuries and this convention recommends to all its affiliated Unions of Sailors, Firemen, Cooks, Stewards and Fishermen that at the very earliest opportunity they all take action on this matter and present the same before their respective members, to the end that the treasurers of the various organizations may have authority to immediately advance to the men of the Great Lakes all financial aid that they may need; and be it further

Resolved, That the Secretary of the International Seamen's Union of America at once send copies of this resolution to the secretaries of all affiliated unions and that he notify the officers of the maritime unions of the Great Lakes of the same, to the end that men of the Great Lakes may know that in the fight they are waging the Sailors, Firemen, Cooks, Stewards and Fishermen of the whole United States are standing solidly at their backs and will stand there till the finish.

Adopted; twenty-one in favor, one opposed, Delegates Murphy and Lee not voting.

Committee Recommendations.

The following report was taken up seriatim:

Your Committee in conclusion begs leave to submit for the consideration of this convention certain recommendations that it desires to make, recommendations that have come to its attention by virtue of the various resolutions and officers' reports that it has acted on, but that are not covered by any resolutions:

(1) This Committee recommends that it is the sense of the International Seamen's Union of America that the Latin element MUST be organized and brought in with their fellow-workers of the sea. Adopted.

(2) That if in the judgment of the Secretary Treasurer or General Organizer it is necessary for the accomplishment of that end to maintain a separate hall or office for the use of the Latin members he be given full power by this convention to establish the same in the Port of New York. Adopted.

(3) That as the great majority of Spanish Firemen sailing on the Atlantic and Gulf seaboards are unable to read English, and as they show a desire to understand and acquaint themselves with the rules and regulations of the Marine Fire

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Dec. 20, 1909.

Regular weekly meeting was called to order at 7:30 p. m., Paul Scharrenberg in the chair. Secretary reported shipping dull. The Shipwreck Benefit was ordered paid to four members wrecked in the steam-schooner Majestic. E. A. Erickson submitted a report, on behalf of the Pacific Coast delegation, relating to the recent convention of the International Seamen's Union of America and the general situation on the Atlantic Coast and the Great Lakes. Balloting for officers was proceeded with and will be concluded at the next regular meeting.

E. ELLISON, Secretary pro tem.
44-46 East St., Phone Kearny 2228.

Vancouver, B. C., Dec. 13, 1909.

Situation unchanged. It was decided to affiliate with the Vancouver Labor Council.

JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, Dec. 13, 1909.

Shipping dull; prospects poor.

H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Dec. 13, 1909.

Shipping medium. C. F. Hammarin, Walter Moller and Wm. Gohl were elected delegates to the convention of the Washington State Federation of Labor.

P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Dec. 13, 1909.

Shipping medium; prospects uncertain.

WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Dec. 13, 1909.

Situation unchanged.

WM. GOHL, Agent.
P. O. Box 62. Tel. 225.

Portland, Or., Agency, Dec. 13, 1909.

Shipping dull; prospects uncertain.

D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Dec. 12, 1909.

Shipping slack; prospects uncertain.

JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Dec. 13, 1909.

Shipping dull; prospects uncertain.

HARRY COOK, Agent pro tem.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, Dec. 6, 1909.

Shipping and prospects good.

CHAS. SORENSEN, Agent.
Cor. Queen and Nuuanu Sts. P. O. Box 314.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Dec. 16, 1909.

The regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping dull. Balloting on officers was proceeded with.

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Dec. 9, 1909.

No meeting; shipping slow.

LEONARD NORKGAUER, Agent.
P. O. Box 1335. Phone Sun Main 2233.

San Pedro Agency, Dec. 13, 1909.

Shipping medium; prospects poor; plenty of men ashore.

ED. BARRY, Agent.
P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Dec. 13, 1909.

Navigation closed for the season.

ALEX. McKECHNIE, Acting Secretary.
674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Dec. 14, 1909.

Shipping and prospects good.

PERCY J. PRYOR, Sec'y pro tem.
1½A Lewis St.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

LOSS OF CAR-FERRY.

The loss of car-ferry Pere Marquette and Bessemer No. 2, of Conneaut, with all hands was a fearful blow to the people of Conneaut, and we offer our heartfelt sympathy to the bereaved families of the men who went down with her.

The little tug Perry, engaged in a search for some trace of the missing vessel, found one of her boats with nine of her crew, frozen to death in an open boat. They were: G. R. Smith, steward, Conneaut, O.; F. Steele, fireman, Conneaut, O.; J. Shank, fireman, Conneaut, O.; J. Hart, oiler, Conneaut, O.; H. Thomas, second cook, Port Stanley; J. W. Sanaro, waiter, Conneaut, O.; Charles Allen, coal-passer, Conneaut, O.; William Ray, coal-passer, Conneaut, O.; —— Sharp, seaman, Rondeau.

Following is a corrected list of the men still missing, not including the passengers: R. R. McLeod, captain, Conneaut, O.; J. C. McLeod, first mate, Courtwright, Ont.; Frank Stone, second mate, Conneaut, O.; Eugene Wood, chief engineer, Conneaut, O.; E. Buckler, first assistant, Conneaut, O.; T. Kennedy, second engineer, Conneaut, O.; W. Wigglesworth, fireman, Conneaut, O.; W. Wilson, wheelsman, Conneaut, O.; Fred Walker, address unknown; F. Annis, watchman, Conneaut, O.; J. Clancy, Cleveland, O.; J. Wirtz, oiler, Detroit, Mich.; G. Lawrence, cook, Port Stanley; P. Keith, coal-passer, Conneaut, O.; J. King, coal-passer, Port Stanley; J. Bailey, coal-passer, Canada; F. Barrett, seaman, Wisconsin; E. Harvey, seaman, unknown; P. Hughes, seaman, Conneaut, O.; D. Ball, seaman, unknown; Charles Krutts, seaman, unknown; Wilbert J. Weise, passenger, Erie; Christ Johnson, passenger, Erie.

Contrary to most opinions, Car-Ferry No. 2 was not manned by a union crew.

TO DEEPEN SOO CHANNEL.

At a recent meeting of the Commercial Club of Duluth, resolutions were passed instructing the committee of waterways and docks to make every effort to secure the deepening of the channel about the Soo passages to correspond to the depth of the new locks.

It was pointed out by the waterway committee that the new channel would mean absolutely nothing to Duluth with its twenty-six-foot channel, while the passage above the lock would admit vessels of not more than twenty feet.

The committee was instructed to bring the matter to the attention of Congressman Miller and his colleagues in the House and the two Minnesota Senators, in an effort to secure their influence for the necessary appropriation for the dredging of the channel.

Captain Reid has purchased the plant of the old Jenks Shipbuilding Company, which was located above Tenth-street bridge, Port Huron, and will move it to their drydock; the sale includes all the equipment and a large quantity of steel. The Reids are lengthening the old Dunford & Alverson drydock to 620 feet, and are making it of concrete.

ENGINEER BADLY SCALDED.

John Scott, chief engineer on the steamer Lycoming, and Frank Smith, his first assistant, were badly injured on November 17 by steam escaping from the boiler of the vessel. Scott was in the pit at the rear of the boiler, packing one of the bolts. The bolt was blown out and Scott was quickly enveloped in steam. Smith heard Scott's cries for help and rushed to his assistance. He suceeeded in rescuing his chief, but not until the latter had been severely scalded about the head, face, chest and arms.

In trying to rescue Scott the first assistant engineer was badly scalded. His head also came in contact with some of the machinery while he was groping about in the darkness for the unconscious body of the chief. Both of the injured men are in a critical condition.

COLLISION AT THE SOO.

The first accident as a result of the Poe lock being out of commission and big freighters being congested above the locks, occurred on November 13, when the steamer Ward Ames rammed the steamer Charles Weston of the Mills fleet, which was at anchor abreast of Big Point.

Captain Fleck beached the Weston. She is resting easily on sandy bottom. An examination made by Captain Frank Root of the Great Lakes Towing Company showed a hole on her port side amidships two feet wide, from her spar deck to her eleven-foot mark, a distance of nineteen feet.

Tank No. 2 opposite No. 8 hatch is full of water. She will have to be lightered and patched before proceeding. It is thought that the Ames was not greatly injured, as she proceeded on up the Lake.

PLANS FOR NEW STEAMER.

Plans for a new excursion steamer for the Detroit, Belle Isle & Windsor Ferry Company are in the hands of the shipbuilders around the Lakes, and, if favorable bids are received and the vessel can be built in time for use next year, the company may give the contract out in a short time.

The directors have as yet taken no action. While berths are well filled, the boat could be turned out by July 1 if necessary. Plans call for a ship in size between the Britannia and the flagship Columbia.

The schooner Quickstep, from Masonville, arrived at Chicago November 17, after having lost 30,000 feet of her lumber cargo in the gale which swept over lower Lake Michigan on that day. The schooner Belle Brown, also loaded with lumber, likewise reached port, after having given up a part of her lumber cargo to the waves. Neither boat sustained other damage.

Several officials of the Pennsylvania Railroad were at Ashtabula recently to view some of the new ore-handling machines. It is reported the Pennsylvania Company is to install several new fifteen-ton Hulett unloading machines in its new Lake front docks.

WINTER BERTHS FOR VESSELS.

The package lines having their terminal at Buffalo will lay up most of their craft at that port for the winter. The steamer Seneca will have the honor of being the last package boat to leave the harbor with a load for Upper Lake ports, and the steamer Northern King of the Mutual Transit Company will probably be the last to arrive at Buffalo.

Following is a list of the package boats and where they will lay up this year:

Western Transit Company—At Buffalo: Steamers Buffalo, Rochester, Superior, Troy, Chicago, Commodore, Milwaukee, Mohawk, Utica and Syracuse.

At Chicago: Steamers Duluth and Boston.

Mutual Transit Company.—At Buffalo: Steamers North Sea, Northern Queen, Northern King, St. Paul, W. C. Rhodes, Huron, Lackawanna, Binghamton, Reynolds, Tioga, Chemung, Owego and Scranton.

At Duluth: Steamers Northern Wave, North Lake, Northern Light, North Wind, Gould and Minneapolis.

At Chicago: Steamers Ramapo and Starrucca.

Anchor Line—At Buffalo: Steamers Tionesta, Schuykill, Lehigh, Clarion, Codorus and Alaska.

At Duluth: Steamers Muncy, Delaware and Wissahickon.

At Chicago: Steamers Susquehanna, Mahoning and Conemaugh.

At Erie: Steamer Juniata.

Lehigh Valley Transportation Company—At Buffalo: Mauch Chunk, Tuscarora and Saranac.

At Chicago and South Chicago: Bethlehem, Seneca and Wilkesbarre.

LIGHTHOUSE TO BE MODEL.

Work has been rushed on the new White Shoals lighthouse, and although still incomplete, it is already doing service as a light station. One hundred and fifty feet above lake level, a fixed white acetylene gas light has been installed and this will serve until the last boat has left the Lakes this fall.

The building of the lighthouse occupied little over a month, once the contractor had finished the crib. All the terra cotta, which forms the outer covering, has been placed from the second floor to the ninth. The great lantern which is to be permanently established can not be placed until next spring, but the contractors have promised to have everything ready by the opening of navigation.

The White Shoals light is the forerunner of many others of like construction, which the Government will erect in the future. Built of steel and concrete, along the lines of a modern office building, the new type is calculated to resist the storms of many seasons.

The contractors have been unusually fortunate in the condition of the weather during the period of construction, as the work was practically uninterrupted. A large force of more than thirty men were housed on the crib while the building operations were under way, but the majority have finished their work and gone ashore. The interior finishing can be done during the winter.

ALL LAKES LOWER.

The United States Lake Survey reports the stages of the Great Lakes for the month of November, 1909, as follows:

Lakes.	Feet above tide water, New York.
Superior	602.25
Michigan-Huron	580.13
Erie	571.60
Ontario	245.35

Lake Superior is 0.06 foot lower than last month, 0.02 foot higher than a year ago, 0.73 foot below the average stage of November of the last ten years, 1.26 feet below the high stage of November, 1900, and 0.59 foot above the low stage of November, 1892. It will probably fall about 0.3 foot in December.

Lakes Michigan and Huron are 0.25 foot lower than last month, 0.23 foot lower than a year ago, 0.41 foot below the average stage of November of the last ten years, 2.67 feet below the high stage of November, 1885, and 0.95 foot above the low stage of November, 1895. They will probably fall about 0.2 foot in December.

Lake Erie is 0.19 foot lower than last month, 0.11 foot lower than a year ago, 0.24 foot below the average stage of November of the last ten years, 1.98 feet below the high stage of November, 1885, and 0.90 foot above the low stage of November, 1895. It will probably fall about 0.1 foot in December.

Lake Ontario is 0.49 foot lower than last month, 0.57 foot lower than a year ago, 0.04 foot below the average stage of November of the last ten years, 1.34 feet below the high stage of November, 1883, and 1.94 feet above the low stage of November, 1895. It will probably fall about 0.1 foot in December.

WILL COST THREE MILLIONS.

It was announced at Ashtabula on December 1 that the outer breakwater, for which the Chamber of Commerce is making a campaign, is to cost $3,000,000, will be two miles long on the west side, and one and one-half miles on the east side and a mile out from the present harbor entrance. Blueprints and maps are being prepared, and will be submitted to Colonel John Millis, United States engineer at Cleveland.

ST. MARY'S FALLS TRAFFIC.

Traffic through the St. Mary's Falls Canal for the season of 1909 will probably amount to upwards of 57,000,000 tons, the largest ever recorded. The November report brings the total to December 1 to 56,103,800 tons. The total ore traffic thus far is 48,316,130 tons. About 99,029,798 bushels of wheat has gone down through the canal. Vessel passages to December 1, according to the report, numbered 18,712.

The English inventor of a new method of water purification makes the claim that he is getting purer water from the Thames below London than is derived from many supposedly innocuous sources.

Demand the union label on all purchases.

WILL BUILD CAR-FERRY.

Some months ago the Ann Arbor railroad bought the Manistique and Lake Superior road running northward from Manistique, to Shingleton. An extension is being built to the south shore of Lake Superior, probably to Munising.

Colonel Zimmerman, president of the Ann Arbor line, stated recently that a big steel car-ferry capable of moving thirty-two freight cars will be built, and that it will run between Munising and Port Arthur, giving the first car-ferry service ever tried across Lake Superior.

The company now operates four ferries on Lake Michigan and one of these may be used at the beginning of the service, President Zimmerman says.

CONTRACT FOR NEW BOAT.

Charles B. Calder, general manager of the Toledo Shipbuilding Company, has closed a contract with the Argo Steamship Company for a steel lumber carrier. The new boat will be 256 feet over all, 236 feet keel, 40 feet beam, 17 feet deep and will have a water bottom. The steamer will have triple expansion engines and Scotch boilers. She will be modern in every respect. The new boat will come out May 1, 1910. This contract makes three ships that the Toledo firm has orders for to come out next season. The Argo Steamship Company operates the steamers Argo, Sachem and schooner George B. Owen.

LEASED A DRYDOCK.

The Dominion Government has granted a lease of its drydock at Kingston to the Kingston Shipbuilding Company, a new company composed of Alexander McDougal, Duluth, Minn.; Horace B. Smith, Owen Sound; Simon Dyment, Barrie; James M. Smith, Collingwood; Hiram A. Calvin, John McKelvy and W. J. Fair, Kingston. The company will have a capital of $500,000. It will pay a rental of $10,000 a year for the dock. The lease will run twenty-one years. The company will begin at once to install a plant. At least $50,000 will be spent by next summer.

Within a few hours after her arrival to lay up at Marine City for the winter, the barge Badger State became an abandoned hulk. Captain Lenard had barely left the boat and reached the business section when fire started on the barge, which was lying alongside the barge William Brake at the Sugar Factory dock. The flames could not be subdued and it was found necessary to cast the burning vessel adrift. She floated across the St. Clair river a mass of flames and grounded below Fawn Island, where she became a total loss.

The Western Transit Company has chartered the steamers Gratwick and the small A. B. Wolvin to carry package freight from Chicago to Buffalo. The Western Transit Company has had an exceptionally heavy season, and when the Boston was put out of commission by a recent storm, it was found necessary to get the two boats. The steamers will bring one load of freight to Buffalo and will then lay up there for the winter.

The steamer Louis Pahlow has been abandoned for the present and the crew left for their homes November 18, most of them being residents of Chicago. The body of the drowned seaman has not yet been found. The stern of the Pahlow is sunk and resting on the bottom in forty feet of water. It cannot be towed into the harbor until raised. The barge Delta will be towed to Chicago by tug.

INFORMATION WANTED.

Donald McIvers, No. 19,060, Lake Seamen's Union, last heard of in Buffalo last spring, is inquired for by I. H. McDonald, Walkers, Ontario.

Comrade William Burke, of the Marine Firemen, Oilers and Water Tenders of the Great Lakes, is inquired for by his sister, Miss Ella Burke, Little Falls, New York.

Wm. A. Nicholson, No. 13,156, Lake Seamen's Union, is inquired for by his sister, Miss Alice Nicholson, 356 Lake street, Oak Park, Ill.

Frank Schmitz, formerly a member of the Lake Seamen's Union, but now a fireman, probably in Chicago, is inquired for by his sister, Mrs. Margaret Simon, Helena, Mont., General Delivery.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

Mrs. D. Ingraham, N. Mentor, Ohio, inquires for her son, Daniel Ingraham, No. 7373, Lake Seamen's Union. Any one knowing his whereabouts please communicate with the above address.

For fair products of all kinds, consult the JOURNAL'S ad columns!

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

674 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.

TOLEDO, O.....54 Main Street
Phone Bell 1890.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.

SUPERIOR, Wis.....213 Banks Avenue
Telephone, Old Phone, 4428 L.

BAY CITY, Mich.....108 Fifth Avenue

OGDENSBURG, N. Y.....70 Isabella Street

KINGSTON, Ont., Canada.....(Box 96) King Street

ERIE, Pa.....305 French Street
Telephone Bell 682.

CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.

SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.

SANDUSKY, O.....510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

SEAMEN'S CONVENTION.

(Continued from Page 7.)

men's Union, and to understand intelligently their rights and obligations under the Constitution of this Union, that the Secretary-Treasurer be given full authority by this convention to have the Constitution of the Marine Firemen's, Oilers' and Watertenders' Union of the Atlantic and Gulf, translated into Spanish and distributed among the Spanish Firemen purely as an educational measure. Adopted.

(4) The Committee at this point wants to thank Comrade Mamne Lopez for the information he has given the convention as to the Marine Firemen of Spain. Adopted.

(5) That the International Seamen's Union of America go on record at this convention as favoring and urging all affiliated locals to adopt such rules as may fit their localities, as will tend toward inducing their members that regularly sail out of United States ports to become American citizens and so acquire for the seafaring men of the United States the powerful weapon they have so long neglected, the ballot. Adopted.

(6) That the efforts of the seafaring men of all maritime craft on the Great Lakes, to hold the freedom and the conditions that they have already acquired for themselves, and to fight for the same to the very last be indorsed by this convention of the International Seamen's Union of America, and that this convention place itself on record as pledging to the men of the Great Lakes its fullest support, financial as well as moral, to the extent of the last dollar in its treasury. Adopted.

(7) That inasmuch as this convention has increased the work of the International Secretary-Treasurer by combining with his previous duties those of the General Organizer, and by so doing has economized as to the International funds to the extent of one hundred dollars, that the International Secretary-Treasurer receive from the International Seamen's Union of America the further sum of $25 per month as compensation for such further duties as are imposed upon him by reason of his also assuming the duties of the General Organizer.

All of which is respectfully submitted by the full Committee.

Moved and seconded that this matter be deferred until the convention takes up the matter of salaries.

So ordered.

Organizer for Pacific Cooks.

Whereas, The Marine Cooks and Stewards' Association of the Pacific Coast have been granted an organizer by the last convention of the I. S. U. of A. as contained in Resolution No. 39; and

Whereas, The Marine Cooks and Stewards' Association did not avail itself of said organizer owing to the same reasons as set forth in previous resolution; and

Whereas, The conditions and prospects seem to indicate a much brighter future on the Pacific Coast from what it has been for the past two years;

Resolved, That the Marine Cooks and Stewards of the Pacific Coast be given the reindorsement of said organizer for one year at the salary of $25 per week.

By Dan Fulton.

Moved and seconded that the request be granted after the struggle on the Lakes is over.

Amended, that the request be granted.

Amendment lost.

Chair ruled that this defeated the original motion.

Delegate Frazier appealed from the decision of the Chair.

Chair sustained.

Jap Cooks On Pacific.

Whereas, The entire fleet of sailing vessels on the Pacific Coast is now employing Japanese, Chinese and other Asiatics as cooks to the exclusion of members of the Marine Cooks and Stewards' Association comprising over 300 members;

Whereas, These members so replaced by Japanese cooks are now practically without any protection whatsoever from the Union;

Resolved, That all sailing vessels on the Pacific Coast either carry Union cooks only to the exclusion of Japanese and Chinese and if this cannot be carried out with the assistance of the other Marine Unions of the Pacific Coast (Sailors' Union), these members of the Marine Cooks and Stewards' Association be transferred as members to the Sailors' Union of the Pacific upon the same conditions as applied to members transferring from one Union to another.

By Dan Fulton.

Chair ruled the proposition out of order as unconstitutional.

Moved and seconded that the Committee report be adopted as acted upon.

So ordered.

Moved and seconded the Executive Board be empowered and instructed that if it should become necessary during the progress of the struggle of the Seamen of the Lakes, or any other district of the International Seamen's Union of America against the International Shipping Federation, they shall call for the assistance so kindly offered by the American Federation of Labor.

By H. P. Griffin.

Delegate Bodine rose to a point of order that the matter had been acted upon.

Point sustained.

Delegate Stack appealed from decision of the Chair.

Chair sustained.

Moved and seconded that the Executive Board of the International Seamen's Union of America be instructed to apply to the Executive Council of the American Federation of Labor for financial aid on February 1.

Moved and seconded that the motion be laid on the table.

So ordered.

The Auditing Committee's recommendations on the subject of salaries were taken up and acted upon as follows:

Moved and seconded that the salary of the Secretary-Treasurer be $75 per month; amendment, that it be $50.

Amendment adopted.

Moved and seconded that the Secretary-Treasurer be allowed $15 per month for an assistant, whenever in his judgment it is necessary.

So ordered.

Auditing Committee's report recommending that the salary of the Editor of the Coast Seamen's Journal be $35 was taken up and motion made to adopt the Committee's recommendation. Amendment was made to make the salary $5 per week.

Amendment adopted.

Moved and seconded that the salaries of the organizers remain the same as last year.

So ordered.

Moved and seconded that the letters written by Mr. J. Havelock Wilson to the Rev. Mansfield and Mr. Stafford Wright and read here yesterday (December 9), he now made a part of the proceedings. After some discussion, the motion was adopted. The letters are as follows:

WILSON'S LETTER TO WRIGHT.

52 Charles St.,
New York, Dec. 8, 1909.

Mr. Stafford Wright,
Seamen's Christian Association,
399 West St., New York City.

Dear Sir:

I read in this morning's World that you intend to fight the Union tooth and nail, "not the men, but the officials who have attacked us." I am anxious to know if the Union I represent is one of the Unions you intend to fight, and whether I am one of the officials who may expect an attack, and I take the liberty of reviewing in this letter how far we have come in touch with each other.

On my arrival in New York on August 13 I called at the Seamen's Christian Association in order to make your acquaintance. I was informed that you were on your vacation to Europe. On leaving your Institute I was accosted by a number of sailors and firemen who informed me that it was of little use for me to seek any assistance in helping the seamen from your Institute, as you were dead against the interests of the men. I told them I knew nothing about that; I should make enquiries for myself. After I had been here over a month I met you at Pier 16 when one of the vessels of the American Line was paying off its crew. You grasped me warmly by the hand and assured me you were delighted to have the pleasure of meeting me, and on this occasion you informed me that you yourself were a Union man, a member of "Big Six," the printers' union, and if I could send you along fifty men every week with union books, you would be only too willing to supply them with berths on vessels of the American Line. This pleased me very much and I took the earliest opportunity of announcing the good news at a mass meeting of Sailors and Firemen. Almost the whole of the audience laughed at my simplicity, and I was told publicly that I did not know Mr. Stafford Wright. I informed these gentlemen, and the meeting at large, that I believed that you were a man of honor and there was no reason why I should distrust you in any way until I had satisfied myself by putting your professions to the test. I was not aware at the time that you had instructed one of your deputies to sneak into the meeting and take a shorthand note of all that was said. It was immaterial as far as I was concerned, as I stated in public I was prepared to accept your word as being a straightforward man.

The next occasion on which I met you was again at Pier 16. You again shook me warmly by the hand, and it was apparent that in spite of all that had been said by others you evidently had no ill-feeling against me, otherwise you would not have been quite so effusive in your handshake. On this occasion you informed me that the American Government were insisting on the crews of boats of the American Line, that is the sailors and firemen, being American citizens, and you guaranteed me that if I could supply fifty American citizens, Union men, every week, they should all have berths.

From the first time I met you up to date I have sent over one hundred Union men to look

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 44-46 East St.
Branches:
VANCOUVER, B. C., 122 Alexander St., P. O. Box 1365.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 1312 Western Ave., P. O. Box 65.
PORT TOWNSEND, Wash., 114 Quincy St., P. O. Box 48.
ABERDEEN, Wash., P. O. Box 62.
PORTLAND, Or., 51 Union Ave.
EUREKA, Cal., 227 First St., P. O. Box 327.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE PACIFIC.
Headquarters:
SAN FRANCISCO, Cal., 91 Steuart St.
Branch:
SEATTLE, Wash., 1408½ Western Ave., P. O.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.
Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branches:
SEATTLE, Wash., 209-210 Powell Building, P. O. Box 1335.
SAN PEDRO, Cal., P. O. Box 54.

UNITED FISHERMEN OF THE PACIFIC.
Headquarters:
SEATTLE, Wash., P. O. Box 42.
Branches:
COLUMBIA RIVER FISHERMEN'S UNION.
ASTORIA, Ore., P. O. Box 138.
LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.
GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.
ALASKA FISHERMEN'S UNION.
SAN FRANCISCO, Cal., 93 Steuart St.
Agencies:
SEATTLE, Wash., Colman Dock, Room 10, P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.
Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA
29 ERSKINE STREET, SYDNEY, N. S. W.

for berths on the American Line vessels, but none of them were shipped, and I told you in our last interview that the reason the American sailors and firemen demurred at accepting employment was due to the conditions not being satisfactory. On the day of our last interview I called to see the Superintendent of this Company and explained to him the difficulty in the way of obtaining citizens. This was about eleven o'clock in the morning. About twelve the same day the seamen sitting around your Institute heard you have a very animated conversation with some one connected with the American Line. You went for me pretty strong, you declared through the telephone that I was no class, and on the next occasion that you met me you would give it to me hot and strong, and that you did not care for me even if I were a Member of Parliament and many other things. It was evident from this that you were angered because I had the audacity to call and speak with the Superintendent referred to without first of all consulting you on the matter. No doubt you had a suspicion in your mind that I was endeavoring to cut you out in your business as shipping master in the same manner as you cut out the man who had this job previous to yourself, and since this famous interview, I am informed that on every occasion you have held a meeting of a handful of seamen you have put yourself to the trouble of speaking very strongly against myself.

Now I should like to know from you your justification for this line of conduct. I am not responsible for the seamen believing that you are their enemy. I was told this less than half an hour after I had landed in the city of New York. They alleged that you had cut down their wages, which I thought was somewhat strange, seeing that you proclaimed yourself to have been a Union man for many years. The men say that prior to you getting the shipping business that on vessels engaging men for Europe they were paid twenty-five dollars for the run, whereas they now only get day's pays, which works out at about ten dollars as against twenty-five. The men further allege that you often ship men who are incompetent to do their work in the stokehold. Of these matters I cannot speak of my own knowledge. I am only giving you what has been told me by the men, and they further state that it is an ill-advised policy for religious institutions, however well meaning, to mix themselves up in this business, as they believe that it is quite an easy matter for any of the so-called shipping masters or crimps to change their tactics by establishing so-called religious institutes and running their shipping business in the guise of religion. The great evil in connection with this is that it brings all religious institutions into disrepute and certainly does a considerable amount of mischief amongst those who would help the seafaring men.

I should like you to explain what you mean by your statement that you refuse to be ruled by the Union. I defy you to prove that I have attempted to rule you, or interfere with your business in any shape or form. If, however, you continue your attacks I may deem it necessary to interfere, and if I do I'll promise you that you will find your supply of bona fide sailors and firemen considerably reduced.

Yours truly,
J. HAVELOCK WILSON,
General President, National Sailors' and Firemen's Union of Great Britain and Ireland.

WILSON'S LETTER TO MANSFIELD.

52 Charles St.,
New York, Dec. 9, 1909.

The Rev. A. H. Mansfield,
Seamen's Church Institute,
1 State St., New York City.

Dear Sir:

In the Times to-day, December 9, there appears a statement from you to the effect that "J. Havelock Wilson, who is President of the National Sailors' and Firemen's Union of Great Britain and Ireland, came before the doors of our Institute and warned men that they would not be allowed to sign with vessels unless they joined the Union." If you are correctly reported, may I ask you on what grounds you have made such a libelous statement? I desire to inform you that there is not one word of truth in the statement you have made, and I trust that you will be good enough to withdraw the same at your earliest opportunity.

You further say that you will not countenance any breach of the neutrality the Institute has maintained. If this is so, can you explain how it was when four British Firemen applied to you on Tuesday last as to whether they could have employment through your shipping agency, you asked those men as to whether they were members of the Union? If you are perfectly neutral in your dealings with Union men and shipowners why should you go out of your way to enquire as to whether the men were members of the Union? If the statement made by the men is correct some explanation is required at your hands.

I further notice that you now admit that you are prepared to ship hardup seamen at less than the Union wage. You further say that it is in consequence of the practical work done by the Institute that the jealousy has arisen among the so-called leaders of the Union. I suppose I am one of the leaders you refer to, and if this is so I will take this opportunity of reviewing my chances of observing the usefulness of your Institute and the only opportunity I have had of speaking to you personally.

On my arrival in New York in August last I called on you. I asked in the lower office if I could see Mr. Mansfield. I told the gentleman in charge who I was and who I represented. After some hesitation I was taken to the second floor of the building, in front of your office door, which was open, and told to remain there. At that time you were engaged in conversation with a gentleman. You had already been informed as to who I was. You saw me standing there but you did not invite me in. After waiting some ten minutes one of your ladies came out and enquired what I wanted. I informed her that I wanted to see the Reverend Mr. Mansfield. I was again asked as to what I wanted. I again replied I wanted to see the Reverend Mr. Mansfield, and after some further preliminaries I was invited to your presence. You pretended that you did not know me, and further that you had never heard of my name. I explained my business as being desirous of obtaining the use of a room, for which I offered to pay, for the purpose of holding a meeting of seamen at Brooklyn. I told you I could get plenty of saloons, but I desired to avoid as far as possible the taking of seamen to rooms attached to saloons. Right there and then you commenced a violent tirade against the officials of the American Seamen's Unions. I told you that I had no knowledge of any dispute that may have arisen between you and the American Seamen's Unions and it was no business of mine. You further informed me that the whole of your fight had been against the shipping-masters and the boarding-houses.

For over three months I have been in evidence almost daily in State street, and I have watched very closely your methods of engaging and supplying men, and this is what I have found: First, that the men in the Breakwater have the first opportunity of being shipped in any vessels for which you supply the crews. Failing a sufficient supply from your own lodging house you then call in the aid of certain other boarding-house keepers, and in this way you make up the supply. Men who do not reside in your lodging-house or in boarding-houses are barred from employment, regardless of the fact as to whether they are married men or men who desire to live wherever they think proper, and almost every day that I have been at State street I have noticed that certain boarding-house keepers have free access to your office in the basement.

Furthermore, I am informed that the men's advance notes are not given to them at the Consul's office when they engage on vessels which you supply with crews. In this connection I would like to ask on what grounds is this done? If a man is to have a note for which he signs he surely has the right to have it made payable to whom he pleases and it should be handed to him direct. But by your system, if I am correctly informed, he is bound to have a note payable to either your manager or a boarding-house keeper. A case was brought under my notice on Tuesday last of four men shipped by you in the Afghan Prince and lodging with a boarding-house keeper named Brown at Brooklyn. I am informed that two of the men were hard up and had been unable to obtain employment because they had no money to pay their board at the Breakwater, and they could not have employment from you because they did not reside in the places prescribed, consequently they went to Brown and thereupon were shipped. I should like to know who got their notes and did they receive full value?

You enjoy exceptional privilege at the British Consulate. You have a door leading from your premises into the Consular Shipping office. Your cashier has an office erected in the room where the crews are paid off and where he transacts your business. The manager of the Breakwater collects the men's money when they are being paid off. These are exceptional privileges, I may tell you, which would not be permitted to exist in any Mercantile Marine office in Great Britain. I myself have been denied the right in New York to collect contributions from the members of the British Seamen's Union in the Consul's office, and I readily accepted the instructions of the Consul on the matter. If, however, it is your intention to wage war on my humble self, I may deem it necessary to open up the whole question on the following points in the British House of Commons:

1. Your right to have an office in the discharging room.
2. Your right to have a door leading from your premises into the Consular Shipping office.
3. The right of your shipping master to be in the office when crews are being signed on.

I have seen these things for months and have made no complaint, but of course if you intend to attack me and make misstatements as to what I have said to you, and that you are going to give a preference to non-unionists, I shall certainly raise the whole question in the House of Commons and with the British Foreign office, as to your position.

I contend that men living in private houses or with their friends, or even if they have nowhere to live, should have the same right of employment through your office as the men living in boarding-houses or your lodging-house, and if they can not have this, I shall take steps to insist that they shall.

Yours truly,
J. HAVELOCK WILSON,
General President, National Sailors' and Firemen's Union of Great Britain and Ireland.

ELECTION OF OFFICERS.

Officers were elected as follows: President, Andrew Furuseth; First Vice-President, C. J. Harrington; Second Vice-President, Victor A. Olander; Third Vice-President, Edward Stack; Fourth Vice-President, H. P. Griffin; Fifth Vice-President, P. B. Gill; Sixth Vice-President, George C. Bodine; Seventh Vice-President, T. A. Hanson; Eighth Vice-President, J. M. Secord; Secretary-Treasurer, William H. Frazier; Delegates to American Federation of Labor convention, Andrew Furuseth and V. A. Olander; Delegates to International Transport Workers' convention, Andrew Furuseth and George C. Bodine. Detroit was chosen as the meeting-place of the next convention, to take place on the first Monday in December, 1910.

RESOLUTIONS OF THANKS.

Delegate Furuseth introduced the following resolution:

Resolved, That the visiting delegates to the fourteenth annual convention of the International Seamen's Union of America, do hereby express our sincere appreciation and our heartfelt thanks to the officers and members of the affiliated unions of the Atlantic District for their hearty welcome, and for their generous and delightful entertainment tendered us during our stay in this city.

Resolution adopted.

Moved and seconded that a vote of thanks be extended to the Central Federated Union of New York, and to Herman Robinson, for their greetings and for their work in making the Cooper Union mass meeting the grand success that it was.

So ordered.

Moved and seconded that a vote of thanks be extended to J. Havelock Wilson and Mr. Thos. Chambers, for their work in this city and for their attendance at the convention as fraternal delegates.

So ordered.

Moved and seconded that a vote of thanks be extended to President Gompers of the American Federation of Labor for his coming all the way from Washington to preside at the mass meeting held in Cooper Union.

So ordered.

The convention then adjourned sine die at 11:40 a. m. (December 10), with three hearty cheers for the International Seamen's Movement of the World.

BRITISH INDUSTRIAL ACCIDENTS.

In 1908 there were 4,224 deaths from industrial accidents in the United Kingdom, a decrease of 250 deaths as compared with those of 1907. The deaths in 1908 occurred as follows: Factory and workshop employes, 767, viz., 10 women, 93 young persons, and 664 men, 85 less than in 1907; textile industry, 82, against 95 in 1907; metal manufacture, 148, against 194 in 1907; shipbuilding, 116, against 101 in 1907; docks, wharves and quays, 131, against 167 in 1907; construction of buildings, 114, against 127 in 1907; in all other industries, 2,866.

The following are estimated death rates from accidents in 1908 per 10,000 of those employed in the following callings: Seamen, 50.4; miners, 13.2; quarrymen, 10.6; railway employes, 7.5; non-textile workshop operatives, 2.2; textile factory operatives, 0.8.

A German inventor claims to have perfected a non-inflammable celluloid by using acety-cellulose, made from actic acid, instead of nitro-cellulose, and artificial camphor instead of the genuine.

Steel car wheels turned out by a Pittsburg company are called "noiseless" because they will last three and a half times as long as the old style one, and are guaranteed not to wear flat.

News from Abroad.

Twenty-three deaths in ten days have resulted from bubonic plague in the Province of Uralsk, Asiatic Russia.

President Zelaya of Nicaragua tendered his resignation to the Congress of that country on December 16. His successor has not yet been named.

The Russian Holy Synod and its clergy have finally decided to withdraw their opposition to the introduction of the new style calendar.

King Leopold of Belgium died at Brussels on December 16, aged 74 years. He is succeeded by his nephew, Prince Albert, son of the late Count Philippe of Flanders.

Referring to the rumors of an impending conflict between Russia and Japan, the Russian Government emphatically declares that all rumors of serious complications are absolutely unfounded.

The Naval Committee of the Santiago (Chile) Chamber of Commerce has decided to recommend the construction of two battleships of the Dreadnought class, to be completed within three years.

The Chinese Government has refused finally Portugal's proposals for the arbitration of the Macao boundary dispute, concerning which the two Governments have been negotiating since last March.

The art treasures of the late George Salting, the eccentric connoisseur, are bequeathed by his will to the British nation. The total value of the collection is estimated at from $15,000,000 to $20,000,000.

The Central Committee of the Irish Nationalists has decided to support the Liberals in the general election. Premier Asquith's recent declaration at Albert Hall concerning Home Rule is deemed satisfactory.

Newspapers recently received from China state that the boycott against Japanese steamers by Chinese merchants has been removed. It continued for eighteen months, and during that time Japanese vessels had almost no Chinese patronage.

Fifty members of the various colonies of the Central American republics at Mexico City met on December 9 and at a late hour adopted resolutions denouncing President Taft, Secretary Knox and the action of the United States toward Nicaragua.

The Nobel Peace prize awarded on December 10 is divided between Baron D'Estournelles de Constant, president of the French parliamentary group for international arbitration, and M. Beernaiert, former Minister of State of Belgium and Belgian representative at the last Hague Peace Conference.

From statistics published by the Ministry of War it appears that the number of convicted criminals in the French army is sufficient to form a whole army corps. There are at the present moment 13,671 soldiers in the ranks who before entering barracks had been in prison. The majority of the sentences were for theft.

The filing of the will of King Leopold of Belgium divides $3,000,000 between his three daughters, Louise, Stephanie and Clementine. This practical disinheritance of his children indicates a gigantic legal battle to obtain the King's wealth, similar to that which ensued on the death of their mother, Queen Henrietta.

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INFORMATION WANTED.

Richard Guenther, from Hamburg, Germany, is inquired for by the German Consul at San Francisco, Cal.

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Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, A. B.	Krentz, Karl
Akesson, C. A.	Kristofferson, Alfred
Andersen, Lars	Kristiansen, Louis
Andersen, Carl P.	Kristiansen, Nils
Aposholokos, P. G.	Kristofferson, Emil
Apps, P.	Kuhl, Hans
Atkinsen, S.	Larsen, Chr.
Baek, M.	Larsen, Hans
Berentsen, Rolf.	Latz, K.
Berentsen, Alex.	Lauritsen, Hans
Blomquist, B. W.	Lind, H. E.
Bohman, Eric	Lof, Oscar
Boad, ——	Malmberg, A. C.
Brown, Jim	Mayers, P. M.
Brakke, Hans	Masterson, D.
Buck, F.	Mattson, E. -1856
Buth, Sigfried	Mathison, Nils
Carmell, Geo. B.	McDonald, James
Carlson, Thure	McFadden, W.
Christiansen, Andrew	McGuire, O. S.
	Mitchell, S.
Chapman, F. G.	Mietman, John
Christoffersen, Emil	Mikkelson, Kr.
Christie, W.	Morrison, J.
Chotard, Emil	Molver, Olof
Conee, A.	Monsson, S.
Draw, J.	Mortimer, Ernest
Eichel, Chas.	Ness, Carl
Elliot, W. V.	Nelson, Peter
Elsted, John	Nicholsen, O. T.
Eliasen, C.	Optiger, Geo.
Elboidt, Alfred	Olsen, E. K.
Elwood, Alfred	Olason, Axel
Engstrom, Chas.	Olsen, B. -597
Ernst, Geo.	Olsen, Hans P.
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Fasig, Don	Olsen, Ragwold
Fredriksen, B. D.	Overland, T. -912
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Gonyette, Joseph	Pedersen, Chr.
Grohn, John	Pel, J. Van
Grise, J. H.	Penny, W.
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Hansen, K. Johan	Peterson, Peter
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Harris, E.	Price, Bruce
Hansen, John	Rasmussen, And.
Hansen, Ernest	Rasmussen, Harold
Helbwood, ——	Rasmussen, Ackton
Hedlund, Arvid	Ruman, Karl
Hermansen, L.	Riehbrack, Paul
Herbert, Chas.	Rides, Arthur
Holden, W.	Robertson, D. A.
Ingalls, Lewis	Rugland, Ole
Jacklin, C.	Sandstrom, Th.
Jacobson, T.	Saaleness, T. J.
Jacobson, Carl	Sandstrom, O. S.
Jersch, W.	Scherlan, R.
J. W.	Seidel, G.
Johanson, C. J. -1566	Skarin, R.
Johanson, K. -1592	Sorensen, Hans
Johanson, Chas.	Sally, Ed.
Johanson, Hans	Steen, Ivar -1999
Johnson, Alf. -1700	Sundley, E.
Johnson, Eric	Swanson, Emil
Jorgensen, Julius A.	Swanson, B.
Kalning, Jacob	Thomas, W.
Kahlhetser, F.	Thonesen, Tonger
Kaald, Johan	Thompson, T. G.
Kisher, K.	Zebr, G.
Klingenberg, J.	Winnie, Clifton
Knutson, E. A.	Worm, Albert
Kohler, Albert	Woolridge, C. C.

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INFORMATION WANTED.

Fritz V. Jacobson is inquired for by his brother, Job Jacobson. He was last heard of in Seattle. Address Lake Seamen's Union, 70 Isabella street, Ogdensburg, New York.

Robert Scherlau, a member of the Seamen's Union of the Pacific, is inquired for by relatives. Address Coast Seamen's Journal.

Mr. James Clapton, of Newport, Mon., England. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

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INFORMATION WANTED.

John M. Murphy, dark hair, blue eyes, height 5 feet 8, smooth face. Last heard of at Oakland. Any information, communicate Seamen's Institute, 242 Steuart street, San Francisco.

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Domestic and Naval.

The need of the United States Navy for more enlisted men is shown by orders placing in reserve the armored cruiser New York, which recently was placed in commission, after having been completely rebuilt.

About 1,000,000 acres of land in Eastern Montana, heretofore withdrawn for the purpose of making allotments to the Rocky Boy band of Chippewa Indians, has been restored to settlement and entry by Secretary Ballinger.

With the mailing on November 29 of checks for an aggregate of $9,735,508, the Pennsylvania Railroad Company paid the largest dividend in its history. This dividend was on $324,516,950 of stock, and went to 55,270 shareholders.

Manager Leslie of the Marquette & Bessemer Dock and Navigation Company, which owned the car ferry lost on Lake Erie, said recently that thirty-two persons were lost, thirty-one being members of the crew, and one passenger.

The rank of Rear-Admiral was conferred on A. C. Dillingham and Hugo Osterhaus by the Navy Department on December 7. Rear-Admiral Osterhaus has been assigned to the command of the fourth division of the Atlantic battleship fleet.

The Lewes (Del.) life-saving station has been equipped with a self-bailing and self-righting lifeboat 36 feet long and fitted with a six-cylinder 38-horsepower engine. The boat was given a trial during a strong northerly wind recently and worked very satisfactorily.

Captain John J. Day, formerly master of the schooner Victor C. Records, will command the schooner G. J. Cherry, recently launched at Phippsburg. The schooner is 150 feet long, 33.7 feet beam, 14 feet depth of hold and registers 533 gross and 468 net tons.

The Atlantic Fruit Company has placed in Norway orders for the construction of two steamships for their fruit trade between Jamaica and Philadelphia. The new vessels will be of the same type as the Salvatore di Giorgio, trading between Port Antonio and Philadelphia.

The barge Gatherer, which sank with a cargo of coal near the Assateague light on November 29, was once widely known, especially as a "hell-ship." She was built at Bath, Me., in 1874, and when she outlived her usefulness as a square-rigger was converted into a coal barge.

A yawl containing the bodies of nine members of the crew of the car-ferry Bessemer and Marquette No. 2 was picked up on Lake Erie on December 12. The men had been frozen to death. They were identified as follows: H. Thomas, second cook; William Ray; J. W. Souars, waiter; G. R. Smith, steward; F. Steele, fireman; J. Shenk, fireman; J. Hart, oiler; O'Hagen; Charles Allen.

The Lighthouse Board has changed the name of the buoy that has for more than forty years marked the historic spot where the Merrimac sought a bed in the waters of Hampton Roads after the fight with the Monitor. It was called the Merrimac Wreck Buoy No. 28, but it is now designated as Channel Buoy No. 28. The change was made because of the disappearance of all traces of the wreck.

World's Workers.

A union conference recently held in New Zealand declared by resolution that forty hours were enough for any man to work in a week.

A strike started at the North mine at Broken Hill, Australia, recently, but the combined unions, which had not been consulted, ordered the men back to work, pending negotiations.

The Victorian (Australia) Minister for Mines expects to employ 500 men and to make a substantial profit on the working of the State coal mine at the Powlett River, Gippsland.

An ominous note of warning has been sounded by the Prison Commissioners in Great Britain, who report that loss of employment and poverty are leading to a marked increase of crime in England.

Replying to a deputation that waited upon him recently, the New Zealand Minister for Labor said he favored a proposal to have all goods manufactured in the Dominion branded with a distinctive mark.

Young English and German immigrants are taking women's work in Sydney, Australia, and do bedmaking, room sweeping, and such house and chambermaids' work for 10s. to 12s. per week.

M. Millerand, French Minister for Public Works, addressing a meeting of his constituents, recently stated that henceforward in granting mining concessions he would always include a proviso that the miners shall share in the profits.

Richard Bell, M. P., has been relieved of his Parliamentary duties in connection with the Amalgamated Railway Servants of England, of which he is general secretary, after an inquiry into charges of misrepresentation made by Socialist members.

The stock cutters in the tailoring trade of Sydney, Australia, intend to submit to the Clothing Trade Wages Board that wages should be increased to £3 5s. per week for 44 hours; that improvers be limited to one for three journeymen, and that improvers' wages be increased.

A big union conference, consisting of 117 delegates, was held in Melbourne, Australia, recently with the object of consolidating the organized wage-earners of Victoria. The conference recommended that an industrial organization be formed in one or more industries, if need be, cease work when a strike or lockout is on, upon the principle that "an injury to one is the concern of all."

The Grocers' Wages Board of Sydney, Australia, has arrived at its determination, which is to come into force on January 3. It provides that persons between 21 and 25 years of age are to be paid 40s. per week of 52 hours; between 23 and 24 years, 45s.; 24 years and upwards, 50s.; managers, £0s.; storemen and packers, 42s. 6d.; carters, driving one horse, 40s. for 60 hours; and carters driving two horses, 45s.

Factory owners of Japan who employ 742,000 hands, of whom 392,000 are women and a big percentage children, are excited over the proposed factory law. The law will provide against employment of children under 12 years of age. Workers under 16 and females may not be worked more than twelve hours a day and must be given two days' rest each month. In days of ten hours an hour's rest must be given.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abbors, Arne
Abraham, A.
Aga, Johan K.
Andersen, Ned
Andersen, Lars T.
Andersen, Anton
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Andersen, -1526
Anderson, E.
Anderson, E.
Anderson, Axel
Anderson, -779
Anderson, -910
Anderson, John
Anderson, Carl O.
Anderson, L. E.
Andersson, -1216
Andersson, -1060
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Andreasen, Hans
Andreasen, -1136
Andressen, -1334
Austin, -1040

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Belin, Eric
Beling, Oskar
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Berg, Michael
Bergquist, -1395
Berggren, V.
Berkelund, R.
Berlinz, Emil
Bensang, Eugene
Bjorkholm, G. A.
Bjorseth, Knut
Bjork, Axel
Bliesath, M.
Blomquist, B. W.
Boers, M.
Bohm, Emil
Borresen, Niels
Bourbigou, Louis
Brams, Carl
Bregler, Fred
Brekke, Hans
Brelin, Adolf
Browne, Harold W.
Brox, Henrik
Bryde, Chas.
Bryde, Carl M.
Burr, C. C.

Cainan, Geo. T.
Carlsen, Conrad
Carlson, Fred
Carlson, Chas.
Carlson, Axel Geo.
Carlson, Gust
Carlson, Martin
Carlson, Walter
Carlsson, -760
Carlsson, Marcus A.
Chapman, Frank
Christensen, Hans
Christensen, -850
Christensen-1332
Christensen, Harold
Christoffersen, -1288
Claus, Carl
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Connor, Wm.
Coughlan, -1174
Cutler, Wm.

Dahl, Olaf
Dahlof, Johan
Dahlstrom, H.
Danielsson, Emil
Danielsen, Sigurd
De Santis, E.
De Young, A. R.
Duffy, John
Dully, A.
Duncan, G. M.
Dupon, J.
Durholt, Hugo

Eckert, Fred
Eckley, O.
Eggers, J.
Eklund, Evert
Ekvall, Gus A.
Ellingsen, Fred
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Erickson, Erik W.
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Erland, Hans

Fagen, John
Fagerholm, Carl
Farnen, W. L.
Fawcett, Sam
Faulkner, John E.
Fitzgerald, Eddie
Flem, K.
Fogland, Arthur
Folkman, John
Fors, Alf.
Foss, Laurits
Frankovich, A.
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Gabrielson, C. W.
Georgensen, Arthur
Gibbs, Harry D.
Gors, F.
Graff, Edw.
Grand, Oluf O.
Grant, Stephen
Grass, Chas.
Green, Chas.
Green, Wm.
Gronman, H.
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Grunbock, John
Gunnarson, John

Haagensen, Martin
Haarklau, I. A.
Halloran, Augustine
Halvorsen, Chas.
Halvorsen, Wm.
Hamilton, B. L.
Hammargren, O.
Hansen, Hans
Hansen, Peter K.
Hansen, Enok
Hansen, Charles
Hansen, Hans P.
Hansen, Christian
Hansen, Harold O.
Hansen, Max
Hansen, Frank
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Haraldsen, K.
Hartog, John
Haupt, Emil
Heidig, Gerhard
Heiman, John C.
Henriksen, Adolf G.
Heller, Olaf
Hermanson, L.
Hinner, P.
Hogensen, Martin
Hogman, Viktor
Hoisether, Sigfred
Holden, Olaf
Holt, Karl C.
Holst, Richard
Hooland, Sofus
Huchlassen, Thomas
Huisman, K.
Hubbal, Andrew
Huseby, Lars

Ingebregtsen, Hilmar
Ingebretsen, Olaf
Ingvalsen, Ing.
Isaacson, Hans
Itvelt, F.

Jacobsen, Torgil
Jacobsen, -1939
Jacobsen, Martin
Jakobsen, Halvor
Jakobson, S. Thure
Janson, Edward
Jansson, Andreas L.
Jensen, Peter A.
Jensen, Harry
Jensen, Edv. K.
Jensen, -2012
Jensen, C. E.
Jensen, J. C.
Jensen, -1076
Jepson, A.
Jersch, Wm.
Jespersen, Martin
Johanson, A. F.
Johanson, -880
Johanson, Algot
Johansson, Theodor
Johanssen, Thomas
Johnson, John E.
Johnson, J. W.
Johnson, -1547
Johnson, Fred
Johnson, -2060
Johnson, Chas.
Jonasson, C. A.
Jonson, Robert
Jordfald, Theo.
Josephson, E. W.

Kaasik, August
Kane, G.
Karlson, -1324
Karlsson, Gust.
Kaskinen, W.
Kayser, Karl
Kerch, Geo. C.
Kerleau, A.
Kermagoret, A.
Klahn, Karl
Klebingat, F.
Klemensen, E. A.
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San Francisco, Cal.

Letters at the Alaska Fishermen's office will be advertised for six months only and will be returned to the Post Office at the expiration of seven months from date of delivery.

Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

Andersen, August
Benson, John
Bowman, Bernard
Di Mauro, Guiseppi
Ellman, Arvid
Green, John
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Johnson, George P.
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Sjellman. Jonas
Sorosen, A.
Selander, C.
Svensen, Olof
Teigland, T.
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Walbrath, Carl
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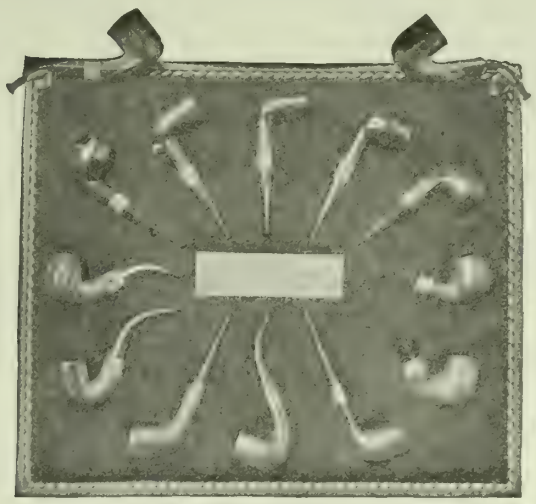
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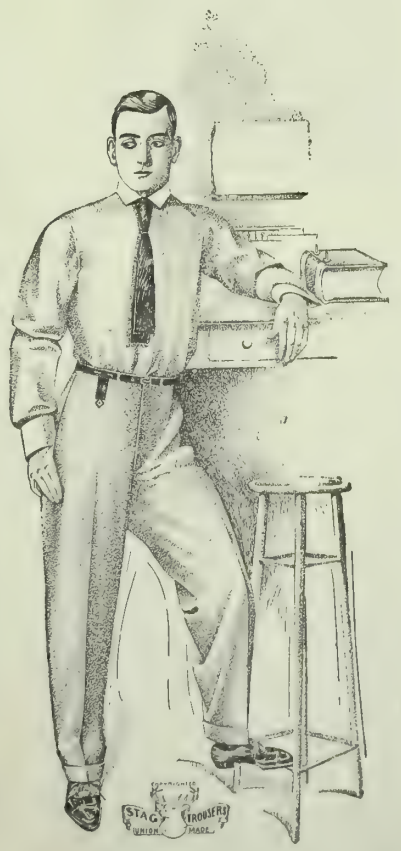
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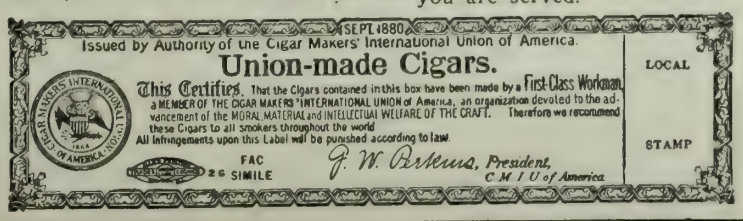
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Labor News.

Miss Anne Morgan, daughter of J. P. Morgan, is a recent applicant for membership in the Woman's Trade-Union League of New York.

The Musicians' Protective Union, of San Francisco, has adopted a resolution increasing the initiation fee from $21.50 to $100, payable in one sum.

The attempt to settle the Shirt-Waist-Makers' strike in New York has failed owing to the refusal of the employers to consider the question of recognizing the union.

The United States Steel Trust has announced its purpose to establish a new 100-mill tin-plate plant at Gary, Ind., to be operated entirely by non-union men.

The First Court of Civil Appeals of Galveston, Texas, on December 17 declared unconstitutional the Eight-Hour Telegraphers' law passed by the last Texas Legislature.

President Gompers has announced that the American Federation of Labor will support the Railroad Switchmen on strike in the Northwest to the extent of its powers.

Eighteen hundred Polish laborers who had been on strike at the bagging mills at Ludlow, Mass., for several weeks, returned to work on December 17, and shortly afterward all walked out again on a second strike.

From returns received at Pittsburg on December 16 it is apparent that Thomas L. Lewis has been re-elected President of the United Mine Workers of America. The exact figures will not be made public until after the first of the year, when the annual convention is held in Indianapolis.

The Supreme Court of the United States on December 6 granted the petition for a writ of certiorari in the contempt cases of Gompers, Morrison and Mitchell. The effect of the decision will be to bring the entire record in the Buck Injunction case to the Supreme Court for review.

The demand of the Illinois Central telegraphers for an increase of 10 per cent in wages was refused at Chicago on December 7. At the request of the railroad officials it was agreed to submit the matter to the mediation of Chairman Knapp of the Interstate Commerce Commission and Federal Labor Commissioner Charles P. Neil.

The House Committee on Interstate Commerce has agreed to report favorably the two bills empowering the Interstate Commerce Commission to designate the dimensions, locations, etc., of all safety appliances now required on railroad equipment, and requiring all common carriers engaged in interstate and foreign commerce to make full report to the Commission of all accidents.

A number of leading representatives of organized labor, headed by President Gompers of the American Federation of Labor, met at Pittsburg on December 14 and adopted resolutions declaring their purpose to fight the "Open Shop" policy of the United States Steel Trust and calling upon the public to assist in the struggle to check the aggressions of that corporation. The resolutions are signed by James O'Connell, T. L. Lewis, W. D. Mahon, George W. Perkins, J. W. Hayes, Frank M. Ryan, T. Healy, Samuel Gompers, P. J. McArdle, Charles E. Lawlor.

With the Wits.

Agreed.—Fusser One—I love that girl.

Fusser Two—I second the emotion.—Harvard Lampoon.

Wives of great men oft remind us
We are dying in our prime,
While they struggle on behind us
In the same old social climb.
—Judge.

Higher.—Grace—Women are not so frivolous as you think, Tom. There are still some who have thoughts of higher things than dress.

Tom—Oh, yes, I know; hats!

One of Two Things.—"What do you think of a man with a rip in his coat and only three buttons on his vest?"

"He should either get married or divorced."—Boston Transcript.

Optimism.—"Pa, what's an optimist?"

"A man who has four children and continues to think the price of living is no more than it's worth."—Exchange.

Soon.—"I was nearly killed yesterday."

"What happened?"

"I was having tea in the garden when an airship passed over with one of those didn't-know-you-were-underneath fools in it!"—Puck.

Should Have Known Better.—"What's the matter?"

"Just quarreled with my wife."

"What about?"

"She said that a woman whom we met was beautiful, and I agreed with her."—Houston Post.

Desperate.—An American visiting London for the first time was goaded to desperation by the incessant necessity for tips. Finally he entered a washroom in his hotel, only to be faced by a large sign which read, "Please tip the basin after using."

"Never!" said the Yankee, turning on his heels, "I'll go dirty first."

Joint Accounts

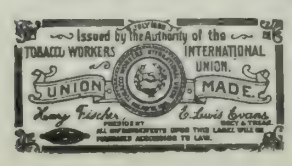
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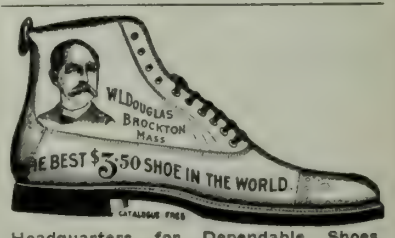
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VOL. XXIII, No. 15. SAN FRANCISCO, WEDNESDAY, DECEMBER 29, 1909. Whole No. 2049.

DECISION ON GOMPERS' APPEAL.

FOLLOWING is the decision of the Court of Appeals of the District of Columbia (November 2, 1909) on the appeal of Gompers, Mitchell and Morrison against the decision sentencing them to imprisonment for one year, nine months and six months, respectively, for contempt of the Buck injunction:

Appeal by defendants from a decree of the Supreme Court of the District of Columbia, in Equity, No. 27,305, adjudging them guilty of contempt of court. Affirmed; Mr. Chief Justice Shephard dissenting. (For the opinion below, see 36 Wash. Law Rep., 822.)

Mr. J. H. Ralston, Mr. F. L. Siddons, and Mr. Alton B. Parker for the appellants.

Mr. J. J. Darlington, Mr. Daniel Davenport, and Mr. James M. Beck for the appellee.

Mr. Justice Van Orsdel delivered the opinion of the Court:

This cause was appealed from a decree of the Supreme Court of the District of Columbia adjudging appellants guilty of contempt of court. For convenience, appellants will be referred to hereafter as defendants and appellee as complainant.

On the 19th day of August, 1907, a bill of complaint was filed by the complainant corporation in the Supreme Court of the District of Columbia praying for an order of injunction restraining certain parties, among whom were these defendants, from conducting a boycott against the business of complainant. On the 18th day of December, 1907, the temporary restraining order set forth in the petition herein was entered.

The bond required by the court to be filed to indemnify the defendants against any damage they might sustain by reason of the order, was filed by complainant on the 23d day of December, 1907. The temporary restraining order, therefore, did not become effective until that date. Thereafter, evidence was taken by the respective parties, and, on hearing, the court, on March 23, 1908, entered a decree making the temporary injunction perpetual as to the original defendants.

From the final decree making the temporary injunction perpetual, an appeal was taken to this court. No supersedeas bond was given nor any action taken by the defendants to stay the judgment. On hearing, this court (33 App. D. C., 84: 37 Wash. Law Rep., 154) modified the decree to read as follows:

"This cause came on to be heard on the transcript of the record from the Supreme Court of the District of Columbia, and was argued by counsel.

"On consideration whereof, it is now here ordered, adjudged, and decreed by this court that the decree of the said Supreme Court in this cause be, and the same is hereby modified and affirmed as follows: It is adjudged, ordered, and decreed that the defendants, Samuel Gompers Frank Morrison, John B. Lennon, James Duncan, John Mitchell, James O'Connell, Max Morris, Denis A. Hayes, Daniel J. Keefe, William D. Huber, Joseph F. Valentine, Rodney L. Thixton, Clinton O. Buckingham, Herman C. Poppe, Arthur J. Williams, Samuel R. Cooper, and Edward L. Hickman, individually and as representatives of the American Federation of Labor, their and each of their agents, servants, and confederates, be, and they hereby are perpetually restrained and enjoined from conspiring or combining to boycott business or product of the complainant, and from threatening or declaring any boycott against said business or product, and from abetting, aiding, or assisting in any such boycott, and from directly or indirectly threatening, coercing, or intimidating any person or persons whomsoever from buying, selling, or otherwise dealing in complainant's product, and from printing the complainant, its business, or product in the 'We Don't Patronize' or 'Unfair' list of defendants in furtherance of any boycott against complainant's business or product, and from referring, either in print or otherwise, to complainant, its business or products, as in said 'We Don't Patronize' or 'Unfair' list in furtherance of any such boycott."

This cause arose out of the alleged disobedience by these defendants of the decree of the court below. On July 20, 1908, complainant filed a petition in the original cause in equity charging the defendants, Samuel Gompers, Frank Morrison, and John Mitchell with wilful and premeditated violations of both the temporary and perpetual injunctions, and with a total disregard of the same, and, in so doing, they are charged with acting in gross and wilful contempt of the authority of the court. The petition in full appears, post, p. 1049 this issue.

On the same day the petition in the present case was filed, a citation was issued requiring the defendants, on or before the 8th day of September, 1908, to appear and show cause why they should not be adjudged in contempt of the order and decree of the court. Within the time allowed, the defendants appeared and answered separately, substantially admitting the facts alleged in the petition in so far as they directly applied to them individually or collectively; but each specifically denying any intention to disregard or treat with contempt the decrees of the court. As we shall later observe, the answers, in the state of this record, become of little importance in the disposition of this appeal.

A voluminous amount of evidence was taken by the respective parties. On hearing, the court entered the following decree:

"Now come the parties, by their attorneys, and the respondents, Samuel Gompers, Frank Morrison, and John Mitchell, in their proper persons, and this cause having been submitted to the court on, to wit, the 17th day of November, A. D. 1908, upon the petition of the complainant for a rule upon the respondents, Samuel Gompers, Frank Morrison, and John Mitchell, to show cause why they should not be adjudged in contempt, the answers of the said respondents and the testimony taken thereunder, and after full argument by the solicitors of the parties, respectively, and the same having been duly considered by the court, it now finds the fact to be that, on or about the 24th day of January, 1907, while the injunction pendente lite of December 18, 1908, was, and was by them known to be, in force, the said respondents published and caused to be widely disseminated a paper signed by them, and which they caused to be accompanied by another paper, therein referred to as an editorial from the February, 1908, Federationist, which papers, in violation of the express mandates of the said injunction, made reference to the fact that a boycott had been declared against the complainant, its business, and its product, and that organized labor had asked its friends to use their influence and purchasing power in aid thereof, alleged that the said injunction was an invasion of the liberty of the press and of free speech, and declared that it could not 'compel union men or their friends to buy the Buck's stoves and ranges,' and that 'for this reason the injunction will fail to bolster up the business of this firm, which it claims is so swiftly declining;' that on or about the 25th day of January, 1908, the respondent, John Mitchell, in like violation of the said boycott, combined with sundry persons, acting in aid of and in conjunction with himself and others of the defendants, in calling attention to the said boycott and in giving notice that any one of the 300,000 members of the United Mine Workers of America who should purchase a stove of the complainant's manufacture should be fined therefor and expelled from the said organization if the fine were not paid; that in April, 1908, when the permanent injunction of March 23, 1908, was, and was by them known to be in full force, the respondents, Samuel Gompers and Frank Morrison, in violation thereof, published in the said American Federationist and widely disseminated a letter signed by them and addressed to the many State branches and Central Bodies of the defendant, the American Federation of Labor, requesting them to 'bear in mind that an injunction issued by a court in no way compels labor or labor's friends to buy the product of the Van Cleave Buck's Stove and Range Company, of St. Louis. Fellow workers, be true and helpful to yourselves and to each other. Remember that united effort in the cause of right and justice must triumph;' and the court further finds as a fact that the respondents, Samuel Gompers, Frank Morrison, and John Mitchell, are guilty of the several acts charged in paragraphs 17 and 26 of the complainant's petition; that the said respondents Gompers and Morrison are guilty of the several acts charged in the 16th and 20th paragraphs of the said petition; that the respondent Morrison is guilty of the acts charged in the 25th paragraph of the said petition; and that the respondent Gompers is guilty of the several acts charged in the 19th, 21st, 22d, and 23d paragraphs thereof.

"And, the court being fully advised in the premises, it is by it, this 23d day of December, A. D. 1908, considered that the said respondents, Samuel Gompers, Frank Morrison, and John Mitchell, are guilty of contempt in their said disobedience of the plain mandates of the said injunctions; and it is, therefore, ordered and adjudged that the said respondent Frank Morrison be confined and imprisoned in the United States jail in the District of Columbia for and during a period of six months, that the said respondent John Mitchell be confined and imprisoned in the said jail for and during a period of nine months, and that the respondent Samuel Gompers be confined and imprisoned in the said jail for and during a period of twelve months, said imprisonment as to each of said respondents to take effect from and in-

cluding the date of the arrival of said respective respondents at said jail."

From this judgment the case comes here on appeal.

At the threshold of this inquiry, we are met with a motion filed by complainant to dismiss the appeal. This motion is based upon three grounds: first, that the judgment of the court below is reviewable by writ of error only, and not by appeal; second, that the record contains no bill of exceptions, agreed statement of facts, or other appropriate basis for review of the judgment in this court, and, third, that the appeal presents no case susceptible of review by this court upon the record therein.

No bill of exceptions has been preserved or appears in the record. The case was brought here by the defendants upon the theory that the judgment decreeing them guilty of contempt is in the nature of an interlocutory order made in the original injunction proceedings, and that the case should come here for review on appeal as part of the equitable proceeding. The motion, therefore, primarily raises the question whether this case can be reviewed upon appeal or whether it should have come here on error. Section 226 of the Code providing for appeals to this court is as follows:

"Any party aggrieved by any final order, judgment, or decree of the Supreme Court of the District of Columbia, or of any justice thereof, including any final order or judgment in any case heard on appeal from a justice of the peace, may appeal therefrom to the said Court of Appeals; and upon such appeal the Court of Appeals shall review such order, judgment, or decree, and affirm, reverse, or modify the same as shall be just."

This provision of the Code embraces appeals in cases both at law and in equity, but it in no way affects the character of record necessary to obtain a review in this court. The record in a law cause must still contain a bill of exceptions, or its equivalent, to bring before the court the evidence and rulings thereon of the court below. Ormsby vs. Webb, 134 U. S., 47; Met. R. R. Co. vs. District of Columbia, 195 U. S., 322. The record, therefore, essential to properly present a law cause for review in this court, must be the same as if the case were brought upon writ of error instead of appeal. That being true, the general rule as to the preparation of the record applicable to the appeal of contempt cases in Federal courts will apply to this court.

We are of the opinion that, under our practice, where the contempt is civil and the order adjudging contempt is made in the course of the original proceedings, the order may be treated as interlocutory, and may be considered as a part of such proceedings, and so treated, either upon the appeal of the original cause or upon a special appeal. Hence, if the contention of counsel for defendants is correct, the order being one made in the original injunction proceeding, if a civil contempt, would be appealable and reviewable in the same manner as the original cause.

The mere fact, however, that the alleged contempt was brought to the attention of the court by petition of the complainant, and not upon complaint of the prosecuting officer of the Government, is immaterial in determining whether the process issued thereon is civil or criminal. We are not concerned with the manner in which the court's attention was called to the offense, but with the proceedings after the court took cognizance thereof.

Blackstone (book 4, ch. 20), considering the general subject of crimes, treats contempt of court under the head of "summary convictions." The only distinction he makes between contempts and other misdemeanors is in the manner in which they are prosecuted. Enumerating the different species of contempt, he refers to—

"those committed by parties to any suit or proceeding before the court, as by disobedience of any rule or order made in the progress of a cause, by non-payment of costs awarded by the court upon a motion, or by non-observance of awards duly made by arbitrators or umpires after having entered into a rule for submitting to such determination. Indeed, the attachment for most of this species of contempts, and especially for non-payment of costs and non-performance of awards, is to be looked upon rather as a civil execution for the benefit of the injured party, though carried on in the shape of a criminal process for a contempt of the authority of the court. And therefore it hath been held that such contempts, and the process thereon, being properly the civil remedy of individuals for a private injury, are not released or affected by the general act of pardon."

It will be observed that the learned commentator is careful to limit civil contempts to the disobedience of orders made in the nature of civil execution for the benefit of the injured party. The commitment in such instances is upon civil process, and is coercive to compel obedience to the order. When the order is complied with, the restraint is at an end. We are not here confronted with such a case. This is an alleged disobedience of a decree of injunction restraining the defendants from doing certain acts injurious to the complainant. It comes within the general classification of criminal contempts. The penalty is imposed by way of punishment, and is inflicted, not for the benefit of the complainant, but on behalf of the public to prevent a repetition of the offense in similar cases.

In the leading case of Bassette vs. W. B. Conkey Co., 194 U. S., 324, Mr. Justice Brewer, in distinguishing between civil and criminal contempts, quoted with approval from the opinon of Judge Sanborn of the Court of Appeals of the Eighth Circuit in In re Nevitt, 54 C. C. A., 622, 632; 117 Fed., 448, 458, as follows:

"Proceedings for contempts are of two classes, those prosecuted to preserve the power and vindicate the dignity of the courts and to punish for disobedience of their orders, and those instituted to preserve and enforce the rights of private parties to suits, and to compel obedience to orders and decrees made to enforce the rights and administer the remedies to which the court has found them to be entitled. The former are criminal and punitive in their nature, and the Government, the courts, and the people are interested in their prosecution. The latter are civil, remedial, and coercive in their nature, and the parties chiefly in interest in their conduct and prosecution are the individuals whose private rights and remedies they were instituted to protect or enforce. Thompson vs. Railroad Co., 48 N. J. Eq., 105, 108; Hendryx vs. Fitzpatrick (C. C.), 19 Fed. Rep., 810; Ex parte Culliford, 8 Barn., & C., 220; Rex vs. Edwards, 9 Barn., & C., 652; People vs. Court of Oyer and Terminer, 101 N. Y., 245, 247; Phillips vs. Welch, 11 Nev., 187, 190; State vs. Knight, 3 S. Dak., 509, 513; People vs. McKane, 78 Hun, 154, 160; 28 N. Y. Supp., 981; 4 Bl. Comm., 285; 7 Am. & Eng. Ency. Law, 68. A criminal contempt involves no element of personal injury. It is directed against the power and dignity of the court, and private parties have little if any interest in the proceedings for its punishment. But if the contempt consists in the refusal of the party or the person to do an act which the court has ordered him to do for the benefit or the advantage of a party to a suit or action pending before it, and he is committed until he complies with the order, the commitment is in the nature of an execution to enforce the judgment of the court, and the party in whose favor that judgment was rendered is the real party in interest in the proceedings."

The distinction between civil and criminal contempts seems to be that where the order of the court is made in a civil proceedings solely for the benefit of one of the parties litigant and is disobeyed by the other party to the suit, an order committing such party for contempt until he yields obedience to the order is a civil proceeding. Such are orders requiring the payment of money or the performing of some act for the benefit of the opposing litigant, and are not matters in which the public is interested. Criminal contempts consist in such disobedience of the mandates or decrees of a court as constitute a defiance of the power and authority of the court. A disobedience or disregard of an order of injunction is usually treated as a criminal contempt.

In the case of Phillips vs. Welch, supra, the contempt consisted in the refusal of a party to obey a decree of injunction restraining him and certain others from diverting water from a stream to the damage of each other. The court in determining whether this constituted a civil or criminal contempt, said:

"If the contempt consists in the refusal of a party to do something which he is ordered to do for the benefit or advantage of the opposite party, the process is civil and he stands committed till he complies with the order. The order in such case is not punitive, but coercive. If, on the other hand, the contempt consists in the doing of a forbidden act, injurious to the opposite party, the process is criminal and conviction is followed by a penalty of fine or imprisonment, or both, which is purely punitive. In the former case the private party alone is interested in the enforcement of the order, and the moment he is satisfied, the imprisonment terminates; in the latter case the State alone is interested in the enforcement of the penalty. It is true the private party receives an incidental advantage from the infliction of the penalty, but it is the same sort of advantage precisely which accrues to the prosecuting witness in a case of assault and battery, the advantage being that the punishment operates in terrorem, and by that means has a tendency to prevent a repetition of the offense. The principle of discrimination between the civil and criminal process for contempt here indicated, though not expressly recognized in any of the cases that have fallen under our observation, is entirely consistent with all the decisions, and is the only means of rendering them consistent with each other. It may, therefore, be considered established by them."

In this case the contempt was held to be a criminal one. The court rendered a similar decision in State vs. Knight, 3 S. Dak., 509, where the offense consisted in disobeying an order of injunction restraining the foreclosure of a mortgage. To the same effect are the following cases: Baltimore & Ohio R. R. Co. vs. Wheeling, 13 Grat. (Va.), 57; Thompson vs. Pennsylvania R. R. Co., 48 N. J. Eq., 105; New Orleans vs. Steamship Co., 20 Wall., 387; Warden vs. Searles, 121 U. S., 14.

Both the Federal and State Courts have generally regarded the disobedience of an injunctive order, where the order does not involve the performance of some act for the exclusive benefit of a party litigant, as a criminal contempt, and have universally refused, in the absence of a bill of exceptions, or its equivalent, appearing in the record, to consider the facts on appeal. A recent decision, strongly in point, is found in the case of Continental Gin Co. vs. Murrey & Co., 162 Fed., 873, in which the Murrey Company brought suit against the Continental Gin Company in the Circuit Court for the District of Delaware, alleging infringement of patents. The Circuit Court entered an interlocutory decree against the Gin Company for an injunction and account. The injunction restrained defendants generally from making, using, or selling the articles with respect to which the infringement was alleged. Subsequently, on motion of the Murrey Company in the same proceeding, the plaintiffs in error were adjudged guilty of contempt for disobedience of the injunction and ordered to pay a fine of $250 to the United States, and $500 to the complainant as counsel fee and the costs of the proceeding. The matters was brought to the Circuit Court of Appeals upon writ of error, but no bill of exceptions appeared in the record. Mr. Justice Moody delivering the opinion of the court held that, while judgment in contempt may be reviewed in the Circuit Court of Appeals by writ of error, in the absence of the evidence adduced at the hearing of the contempt proceedings in the court below appearing in the record by bill of exceptions—"there is no record in the proper sense of the word in which the assignment of error can be applied, and in the further absence of any finding of facts or special verdict or request for ruling upon the facts or upon questions of law, there is nothing left in the record to consider except the motion for attachment, the order to show cause, and the judgment."

The order finding the defendants guilty of contempt was not an interlocutory order in the injunction proceeding. It was in a separate action, one personal to the defendants, with the defendants on one side and the court vindicating its authority on the other. In Alexander vs. United States, 201 U. S., 217, a witness refused to answer certain questions and produce certain books, on the ground of immateriality, claiming immunity also under the Fifth Amendment to the Federal Constitution. The court overruled the objections, and ordered him to answer the questions and produce the books. The order left the witness no alternative but to obey or answer for contempt. The court held that the order was interlocutory in the original suit from which an appeal would not lie, but that if the witness had been punished for contempt, it would constitute a separate, independent action from which an appeal would lie. In referring to this distinction, the court said:

"This power to punish being exercised the matter becomes personal to the witness and a judgment as to him. Prior to that the proceedings are interlocutory in the original suit. This is clearly pointed out by Circuit Judge Van Deventer, disallowing an appeal from an order like those under review, in the case of Nelson vs. United States (No. 490), in error to the Circuit Court of the United States for the District of Minnesota. The learned judge said: 'I am of opinion that the mere direction of the court to the witnesses to answer the questions put to them and to produce the written evidence in their possession is not a final decision; that it more appropriately is an interlocutory ruling or order in the principal suit, and that if the witnesses refuse to comply with it, and the court then exercises its authority, either to punish them or to coerce them into compliance, that will give rise to another case or cases to which the witnesses will be parties on the one hand and the Government as a sovereign vindicating the dignity and authority of one of its court's will be a party on the other hand.'"

The offense here charged is a criminal one, from which an appeal will lie; but the failure to include in the record a bill of exceptions or its equivalent closes the record so far as this inquiry is concerned, except as to the petition, answers, citation, and judgment. In the absence of a bill of exceptions, we must presume that the evidence was sufficient to establish the truth of each charge contained in the petition, of which the trial justice found the defendants guilty. Our inquiry, therefore, is limited solely to questions of law.

This brings us to a consideration of the charges contained in the petition. It appears, among other things, that between the date when the court announced its decision granting the temporary injunction and the date of filing the bond required by the complainant, the defendants Gompers and Morrison advanced the issue and circulation of the January, 1908, edition of the American Federationist and printed therein the name of complainant in the "Unfair" or "We Don't Patronize" list. For this, the trial justice found these defendants guilty of contempt. It is contended by counsel for defendants that the temporary restraining order did not become operative until the filing of the bond, and that, until the required undertaking had been filed, there could be no disobedience of the order. We.

(Continued on Page 7.)

WHALES OF TO-DAY

The whales of to-day are divided into the toothed whales and the whalebone whales. The great cachalot, or sperm whale, is captured chiefly in the Southern ocean and killed in large numbers for the sake of the "spermaceta," or "sperm oil," which forms the great mass of its head; but he is so fierce and active that he is not easily captured, and is not in immediate danger of extinction. The smaller toothed whales, the killers, dolphins and porpoises—though one of them (the bottle-nosed whale—is being killed out), are not as yet seriously threatened by commercial man. But the whalebone whales are in a parlous state. The right whales, as they are called, are the chief of these. They are huge creatures, sixty feet in length, with an enormous head, as much as one-third of the total length of the Greenland whale. Besides the Greenland species, there are four other "right whales," which may be considered as four varieties of the species. The head is not quite so large in them. The Biscay whale is one of them, and was hunted until it was exterminated in the Bay of Biscay, when the whalers, extending their operations further and further north, came upon the Greenland whale, which proved to be even more valuable than the Biscay species. The huge mouth of these two whales was hanging from its sides, within the lips of a series of long bars or planks of wonderfully strong, elastic, horny substance—the "baleen," or "whalebone"—each plank being as much as eight or even nine feet long. Following close on one another and having hairy edges, they act as strainers so as to separate the floating food of the whale from the water, which rushes through the mouth as it swims. The whalebone is of great value commercially, as well as the fat, or oil. A hundred years ago it fetched only £25 a ton; now the same quantity fetches more than £1500. The Rorquals, or "finners," have smaller heads and mouths; their whalebone is so short as to be valueless; but they grow to even greater size than the right whales, and are found on our own coasts and all over the world. The humpback whale is one of these "finners," distinguished by its excessively long flippers and great bulk.

The Biscay whale was the first of these great creatures to be hunted. The Basques began its capture as early as the ninth century. It was exterminated by them in the Bay of Biscay, and only saved from complete extinction elsewhere by the discovery of the more valuable Arctic or Greenland whale. The capture of the Greenland whale began in 1612, and in 200 years the unceasing pursuit of this species had driven it to the remote places of the Arctic Ocean. It is now so rare that it is not worth while to send a ship out for the purpose of hunting it, and it will probably never recover its numbers. An idea of its value and former abundance may be formed from the fact that between 1669 to 1778 it yielded to 1400 Dutch vessels about 57,000 individuals, of which the baleen and oil produced a money value of £4,000,000 sterling. Of late years a single large Greenland whale would bring £900 for its whalebone and £300 for its oil. These two great Right whales, having been practically exterminated, the merciless hunt has now been turned on to the wilder and less valuable Finback whales or Finners. In these days of steam and electric light the Arctic night is robbed of its terrors, and the whale chase goes on very fast. The shot harpoon was invented in 1870 by Sven Foyn, a Norwegian, and is the most deadly and extraordinary weapon ever devised by man for the pursuit of helpless animals. It is this invention (a commercial, not scientific, discovery!) which has, in conjunction with swift steamships, rendered the destruction of whales a matter of ease and deadly certainty.—Sir Roy Lankester, K. C. B., F. R. S.

RESOURCES OF SIBERIA.

In the forests there is wealth, the half of which can not be told. There is scarcely a farm that does not support one or more groves of trees that are not only valuable, but add to the beauty of the landscape and afford more or less protection from the cold, both for man and beast. Birch, pine, and oak predominate. The immense wealth of the forests may be indicated by the fact that the area of forest belonging to the Crown alone exceeds 3,500,000 acres. In addition to the native forests, a well regulated system of forestry has been established and the plains hitherto barren are now being rapidly planted.

Siberia is richly endowed with navigable rivers, the Volga, Kama, Chusovaya, Serebrianka, Tagil, Tura, Tobol, Irtysh, Obi, Amur and many others affording transportation for millions of tons of freight in and out. It is notable that many of these streams flow to the north. All abound in fish of rare varieties, the sturgeon of the Volga being noted the world over.

With the settlement of Siberia, railways will follow, and eventually the exports will surpass the brightest dream of the peasant, who will become rich and prosperous. Already thousands of tons of the finest butter are being sent to Denmark, Holland, Germany and England. It is of late shipped in tubs to China and Japan, where it is rapidly replacing the tinned butter imported from Denmark and Holland; it also finds its way to South Africa.

The herds are being improved, the shorthorn and Jersey replacing the long-horned, small and unproductive native breeds. Better horses are to be seen, owing to the cross of native animals with imported breeds from France and the United States. The common black sheep, small, ugly, with coarse wool, are being replaced with the flat-tail Cotswold, the Southdown and other imported breeds. Five years ago a white sheep in a flock was the exception, but it is different now. The razorback, long-snouted swine are also giving way to the Poland-China and other improved breeds. They grow fat on the cheap grains grown on the Siberian plains and from the wastes of the dairy, and from them the finest hams and bacons are produced, which find a ready market in Germany and elsewhere.

State Health Commissioner Porter of New York says that unless prompt and radical measures are taken the 5000 Indians still existing in that State will rapidly dwindle in numbers, on account of the ravages of consumption and other germ diseases, and the race ere long become extinct.

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Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques y puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

Home News.

Henry Phipps, the founder of the Phipps Tuberculosis Institute in Philadelphia, has made a gift of $500,000 to the University of Pennsylvania.

United States Senator A. J. McLaurin, of Mississippi, died suddenly on December 22, at his home in Brandon, Miss., aged 61 years.

Eight men were killed and the lives of 400 others were imperiled by an explosion of gas in mine A of the Chicago and Carterville Coal Company at Herrin, Ill., on December 23.

President Taft on December 13 nominated Horace H. Lurton, of Tennessee, to be an Associated Justice of the Supreme Court of the United States.

Conforming to the avowed policy of helping the Anti-Saloon League to enforce the liquor laws, the brewers of Indiana are closing many saloons by refusing to sell beer to them.

Forty-two men, representing interests capitalized at $600,000,000, were the guests at the Hotel Astor, New York, on December 15, at the annual dinner of the National Commercial Gas Association.

Well defined and well supported plans have just been made in Washington to start the campaign of Governor Judson Harmon of Ohio, for the Democratic nomination for President of the United States.

The Palace Hotel, San Francisco's most famous hostelry, was reopened on December 16, three years and eight months after its destruction in the great fire. The new structure represents an investment of nearly $10,000,000.

The American Ice Company was found guilty in the Supreme Court of New York on December 10 of restricting competition in and attempting to create a monopoly of the sale of ice. The Court imposed the maximum sentence of $5000 fine.

The proposition to extend the franchise of the Metropolitan Street Car Company, which now holds the traction rights of Kansas City, Mo., up to 1925, was defeated at a special election in that city on December 16 by a majority of 7091. This was the first election held under the Referendum law.

William J. Gaynor, Mayor-elect of New York, speaking on December 15 at a dinner of 300 Tammany Hall spellbinders who took part in the recent municipal campaign, said that the condition of financial affairs of the city was "barbaric" and "a reproach to every one who has been responsible for it."

Dr. W. A. Evans, Commissioner of Health in Chicago, has asked to have his salary lowered. He now draws $8000 a year and he wants this reduced to $7200. Dr. Evans has found it impossible to get raises for his men in any other way. So he has decided to cut $800 from his own salary in order to accomplish this result.

A bill aiming at the suppression of the "white slave traffic" and imposing imprisonment and heavy fines for any person importing women into this country for immoral purposes or harboring them after their arrival here was reported out of the House Immigration Committee on December 17. A maximum penalty of ten years' imprisonment and a fine of $5000 is provided for violations. The bill also covers the interstate traffic.

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Agents Harbor Steam Laundry.

David Stove, age about 28, who is supposed to have shipped on some vessel from Puget Sound in January, 1901, is inquired for. Any one knowing his present whereabouts please notify Coast Seamen's Journal.

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John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INFORMATION WANTED.

Samuel England, age 48 years, communicate with Seamen's Institute, 242 Steuart street, San Francisco.

James Sample, last heard of on ship Santa Rita in April, 1909, is inquired for by Seamen's Institute, 242 Steuart street.

CAN'T BUST 'EM

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San Pedro Letter List.

Andersen, G. G.	Lange, Friedrich
Abbors, Arne	Lehtonen, John
Andersen, A.	Lane, Emil
Anderssen, Frank	Lerch, Paul
Axelssen, C. B.	Lawsen, Jack
Angland, C. J.	Larsen, M.
Andree, E. A. -1410	Lueman, A.
Berdjelm, Alex.	Lundquist, F.
Berndt, Hugo	Le Joffie, Wm.
Brose, R.	Lassen, L.
Behrends, Gerh.	Mander, O. J.
Bade, Alexander	McKenzie, J. Th.
Barrach, Herman	Martin, Geo.
Brobach, Ch. E.	Mellin, Edwin
Belander, J. E.	Mygind, W. F.
Bjorseth, Knut	Mehn, Einer
Berggren, John	Mahoney, F. E.
Bitila, -1338	Martin.
Bensen, Ray	Mickelsen, J.
Backman, Ernest	Mardisan, Andrew
Boisen, -1500	Mookala, John
Block, Magnus	McCarthy, J. J.
Berntsen, Julius	Mueller, Hugo
Bruhbard, Ewald	Nord, G. E.
Bloom, Charles	Nielen, Sievert
Celley, Edward	Nelsen, Eddie
Carlssen, A.	Norris, E.
Carlssen, C.	Nordstrom, Gust
Christiansen, E.	Nielsen, W. -1000
Carlson, C. G.	Nyberg, Erick
Campbell, Geo.	Nestor, Wilson
Carlsen, Marcus A.	Naumann, Alfred
Carlsen, Ch.	Nielsen, Jens A.
Christensen, Anton	Newman, Ino
Christiansen, Chr.	Osterholm, J. W.
Castro, Manuel	Olsen, Soren
Capello, Henrik	Olsen, Geo.
Christiansen, Hjal.	Olsen, Adolf
Christensen, Harold	Orten, Sigurd
Colombay, Louis	Ohm, Gunwall
Carlsson, N.	Olsen, Theodor
Cainan, George	Odman, Gus
Dories, J. H.	Ott, John
Donaldsen, G. C.	Olssen, L.
Engbretsen, D. B.	Olsen, G. A.
Emanuelsen, Anton	Ohlsen, Ch.
Edmund, Agaton	Ohman, Pete W.
Erickson, Erick.	Pagel, Erwin
Ebepanen, W.	Petersen, Gert
Edolf, Charles	Pedersen, Julius
Englebright, H.	Pritschman, Geo.
Ekman, Gus.	Pettersen, Ed.
Ek, Thure	Pedersen, Alfred
Ellingsen, F.	Petersen, Ch. W.
Edland, Gus	Petersen, Sophus R.
Fleming, John J.	Pedersen, P. -1093
Fredricksen, H. G.	Petersen, H. -1067
Fasig, Don	Petersen, Th. -563
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Gray, Gustav	Petersen, Oscar
Guenther Chr.	Paulssen, Adolf
Geiger, J.	Raymond, J.
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Gulbrandsen, A.	Robsham, J. W.
Glausen, Harry	Reuten, Axel.
Gorgesen, Emil	Rasmussen, Emil
Garner, Louie	Reed, L. C.
Haupt, Emil	Rudland, Jake
Hansberg, J. P.	Rueter, Herman
Haarkula, John	Remme, F.
Heckman, Fred	Rodriguez, M.
Hellesto, Emil	Reimon, L.
Hansen, Rasmus	Sander, A. J.
Haldersen, H.	Snarberg, Ch.
Harris, Tom	Sundstrom, F.
Hanson, Haakon	Semberg, J.
Henrikson, A. E.	Svenssen, N.
Hanson, Jacob	Staelsten, Karl
Hansen, Theodor	Smith, John
Hansen, Peter K.	Southerland, A.
Heggenmuller, H.	Silverberg, Harry
Hilke, Carl	Scott, E. G.
Harmening, Fr.	Schlobis, Ch.
Hage, Arne	Seldel, P. J.
Hansen, Peat	Smide, Albert
Hass, Jens	Swansen, Hugo
Jhensen, Charley	Swensen, J. E.
Johanssen, -1821	Strand, Emil
Johnsen, Gust	Steen, J. C.
Johnsen, Thomas	Shilman, H. H.
Ingbrethsen, Daniel	Samuelsen, W. L.
Jeffersen, V.	Swansen, Ch.
Jebsen, Ch.	Spearing, Gustav
Johansen, Johan -880	Schloesser, Ludwig
Jaejer, Adolf	Thompson, W. J.
Jensen, -1311	Thompson, T.
Jorgensen, Emil	Tammi, E. -801
Johanessen, Bob	Torres, V. L.
Kari, M.	Torgussen, G. T.
Kalberg, S.	Tuominen, Alfred
Kristiansen, Eigil	Touanne, Walter
Kuhme, Wilh.	Younggren, Edm.
Kammerman, W.	Vick, Jacob
Lister, Wm.	Widin, Andrew
Larssen, Chr.	Warren, Louis
Lund, Harry	Wahlstedt, R. -778
Lofman, K.	Wilemsen, Hans
Ludlow, J. J.	Werner, A.
Loeman, Ch.	Westgard, L.
Lewis, J.	Wahrenburg, Otto
Louis, Michel	Westad, Johan
Lundberg, F.	Wearner, Reuben

INFORMATION WANTED.

Anyone knowing the whereabouts of Henry D. Steele, or any news by which he might be located, kindly communicate with M. S. McLean, 1426½ South Los Angeles street, Los Angeles, California.

Pacific Coast Marine.

The coal shortage in British Columbia is causing overtime work in the local mines, and deliveries are hard-pressed to keep pace with the demand for fuel.

The steamer Pleiades of the Boston Towboat Company has been rechartered for ten months by the American-Hawaiian line to operate between Salina Cruz, San Diego and San Francisco.

Samuel Hoag, water-tender on the Pacific Mail liner Peru, was probably fatally scalded and several others had a narrow escape in an explosion in the fireroom of that vessel at San Francisco on December 11.

The board of inquiry into the wreck of the British ship Matterhorn completed its hearing at Seattle on December 11 and the result has been forwarded to the British Board of Trade. It exonerates all concerned.

The Puget Sound Navigation Company, of Seattle, has awarded a contract to Moran's yards for a steel steamship 175 feet long over all for the Straits run. The vessel will be ready for service by June, 1910, and will cost $175,000.

Captain Fred Warner, master of the steamer St. Croix, recently burned off Point Dume, has been given command of the steam-schooner Francis H. Leggett of the Hammond Lumber Company. He will take his new position in about a fortnight.

The Dollar Steamship Company has chartered the Pacific Coast Steamship Company's steamer Delhi, which has been lying idle at Eagle Harbor for many months. The vessel will be operated in the lumber trade between Puget Sound and California ports.

The Association of Sailing Ship Owners of London has suspended the Pacific Coast minimum rate of 27s 6d, according to advices received at Portland. Rumors are in circulation that the Association is about to disband, but denials have been issued.

One of the Japanese wireless stations claims to have communicated direct with San Francisco. The steamer Korea of the Pacific Mail fleet, which has a very powerful apparatus, also claims to have done some long distance talking, over 4000 miles having been covered.

The Tacoma Harbor-master's report for November shows that the ocean commerce of that port, foreign and coastwise, for eleven months to December 1, exceeds $37,000,000. For the year it will exceed $40,000,000, about equally divided between imports and exports.

The following changes of masters were recorded at the San Francisco Custom-house on December 21: Schooner Ruby, Charles Calhoun vice William Meins; schooner Magnolia, Frank A. Long vice Isak Isakson. The schooner Nellie Rich, Anton Anderson master, was enrolled.

Anton Engelbritzen was recorded at the San Francisco Custom-house on December 24 as master of the schooner Evelene vice N. C. Jensen. The schooner Andrew Jackson, with Luis Dreyersdorff as master, and the schooner Klamath, with Edward Jahnsen as master, were enrolled.

The following changes of masters were recorded at the San Francisco Custom-house on December 17: Schooner Annie L., William Waldeck vice J. E. Johnson; steamer Kansas City, L. N. Nopander vice William Kidston. The schooner Advent, O. F. Olsen master, was enrolled.

The following changes of masters were recorded at the San Francisco Custom-house on December 14: Steamer E. L. Ripley, J. A. Hackey vice John Nelson; steamer Juliette, Peter Hansen vice Charles H. Weber, Jr.; steamer Nay, Charles Linder vice George Hammer.

The following changes of masters were recorded at the San Francisco Custom-house on December 15: Steamer Brunswick, George Stammar vice Charles Ellefsen; steamer Rosecrans, W. H. Moore vice Gus Holmes. The ship Falls of Clyde, Hans Engalls master, was enrolled.

At Unalaska on April 12 next, the United States will sell at auction the two Japanese schooners, Saika Maru and Kinisei Maru. They were captured by revenue-cutters within the three-mile limit of the Prybilov Islands and confiscated. With the vessels will go their gear, ammunition, guns and 660 sealskins.

With the assistance of a tug, Captain Pierce of the steam-schooner Homer, ashore on the Mexican coast, thinks the vessel can be floated. This will probably be done, as the vessel is resting easily, and does not seem to have sustained any severe injury to her hull. She ran ashore on a favorable beach forty miles north of San Blas.

The Canadian-Australian steamer Aorangi arrived at Honolulu on December 10 from the Colonies and sailed that night for Victoria and Vancouver. She had considerable trouble getting away from Sydney on account of the strike of the coal handling companies. She could get only coal enough to take her to Suva, and had to coal again there.

The following changes of masters were recorded at the San Francisco Custom-house on December 11: Steamer Dixie, Arturo Sbagia, vice W. R. Osgood; steamer Napa City, John Lauritzen, vice Peter Paulsen; steamer Grace Dollar, John Hagen, vice John McClements. The steamer Nebraskan, S. B. Knight, master, was registered.

The Puget Sound Navigation Company of Seattle on December 23 awarded the contract for construction of a steel steamer to cost $175,000 and to be named the Minneapolis, to ply in passenger service on Puget Sound and Canadian waters. The invasion of Puget Sound by the Grand Trunk Pacific, which has three big steamers under construction in England and which has leased a central wharf in Seattle, has caused a great stir in steamship circles.

The total pack of all kinds of salmon in British Columbia fell below the million mark this season for the first time in many years during the period of a big run of fish. The total of all kinds of salmon packed is shown to be 967,920, including 840,441 cases of sockeye salmon. In 1905, the year of the last previous big run, the total pack amounted to 1,167,460 cases; in 1901, another big year, the pack totaled 1,236,156 cases, while in 1897, also a big year, it was 1,015,477 cases.

Before Judge De Haven and a jury in the United States District Court at San Francisco on December 22, the suit of Basilios Hanos a marine fireman, to collect $25,000 damages from the steamer F. A. Kilburn for scalded hands, was heard. The testimony showed that on a voyage in January, 1908, a flue collapsed in one of the Kilburn's boilers and the rush of escaping steam caused the injury of Hanos. The most important witnesses testified that the flaw in the flue could not have been detected and the accident was unavoidable.

The report of United States Commissioner Francis Krull awarding $17,235 and costs to the Simpson Lumber Company on account of the collision of its schooner Advent with the steamer Sonoma on July 6, 1907, was confirmed by United States District Judge De Haven at San Francisco on December 20. A similar course was pursued toward the findings of United States Commissioner Brown in the case of J. Ludwig Mowinkel against James Dewer for demurrage on the steamer Rygia with a cargo of coal. The award was $2932 for demurrage against Dewer.

The British ship Tinto Hill, Captain Thomas, arrived at San Francisco, on December 22, from England and Holland, and reported falling in with quite a number of sailing vessels on her passage. The Tinto Hill spoke the following vessels: December 9, latitude 31.24 north, longitude 128.28 west, a barkentine with letters J. B. M. S., steering north; November 2, latitude 41.56 south, longitude, 78.45 west. British bark Lydgate, from Hamburg for Santa Rosalia; October 24, latitude 55.59 south, longitude 78.45 west, Italian ship Celeste, from Merillones for Azores; December 21, 8 P. M., fifteen miles south of the Farallones, a square rigger steering for San Francisco. The Tinto Hill was 200 days out from Ipswich, via Rotterdam 144 days. She brought a cargo of general merchandise.

The Hydrographic Office has just issued the first number of a quarterly pilot chart of the Indian Ocean similar in general characteristics to its preceding charts of the South Atlantic and Pacific oceans. This is the third series of ocean pilot charts newly appearing this year, the South Atlantic coming out last May and the South Pacific in August. Those of the North Atlantic and North Pacific have been published monthly for a number of years. The Indian Ocean pilot chart, which is 21½ by 30 inches in size, contains full information for both steam and sailing vessels, including such items as best route, ocean currents, magnetic variation of the compass, northern limits of floating Antarctic ice, wireless telegraph stations, prevailing winds and atmosphere pressure. The reverse of the chart is devoted to an article on cyclonic storms with special reference to handling vessels in or near the stormy area, besides some items regarding the port facilities of harbors situated in West Australia and the East Indies.

LOST.

Lost, a package, size of a large cigar-box, on the water-front of San Francisco on December 16. Finder will please communicate with Tom Tergesen, Sailors' Union Hall, San Francisco.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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CONNEAUT, Ohio, 995 Day St.
TOLEDO, Ohio, Cherry and Summit Sts.
WEST SUPERIOR, Wis., 401 Tower Ave.
SOUTH CHICAGO, Ill., 83 Ninety-second St.
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BAY CITY, Mich., 208 Fraser St.

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CLEVELAND, Ohio, 929 Superior Ave.
CHICAGO, Ill., 242 South Water St.
MILWAUKEE, Wis., 317 Virginia St.

Sub-Agency:
CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, DECEMBER 29, 1909.

SHIPPING LEGISLATION.

The latest news from Washington indicates the probability that legislation of some kind will be enacted by the present Congress in the interest of the American merchant marine. It appears that a compromise has been reached between the out-and-out subsidy men and those who favor such measures as "free ships," etc. Assuming the correctness of these reports, it would appear that the long-sought measure for the "rehabilitation of the American merchant marine" is at last in sight. Good luck to it, say we! No class of citizens will welcome the consummation more warmly nor go further to make it a reality than the seafaring class. The opposition of that class to the measures proposed in the past has been based not upon any desire to hamper the growth of the merchant marine, but, on the contrary, to a conviction that these measures have been defective in their essential features, and in some instances positively subversive of the objects which they were ostensibly designed to accomplish.

As to the attitude which the seamen shall assume toward the legislation now proposed, we can only say that that will depend upon the manner in which the seamen's interests are considered by those having the matter in hand. Generally speaking, a compromise which considers only the interests of the materiel—i. e., the ships themselves—will not be satisfactory to the personnel—i. e., the seamen. The shipping question embraces these two elements—materiel and personnel—and any measure designed to deal with that question upon comprehensive lines must take these interests into consideration upon a practically equal basis.

The seamen's interests in the proposed shipping legislation lie in securing provisions for the efficient manning of vessels, improvements in forecastles, abolition of allotment in the foreign-going trade and abolition of imprisonment for desertion in foreign ports. These matters affect the seamen primarily, but in the broad sense they affect the country, as much at least as any question relating primarily to the ships or shipowners. With the insertion of these features in the proposed law, or their adoption in conjunction with the latter, there is little question that a united support of all interests can be secured for the plan now under consideration. Unless such an agreement shall be reached, the seamen will be forced in self-protection to withhold their support from, if not to actively oppose a measure which deals with one aspect of the question and ignores the other and probably more important aspect of the same question.

HONOR THE BRAVE!

Deeds of bravery among seamen are regarded as "all in the day's work"; so much so that no particular notice is taken of them, even by the seamen themselves. It is the failure not the fact of personal courage that attracts attention by its rarity. Nevertheless, there frequently occur instances of the kind so marked by the degree of devotion to the spirit of "every man for the other man" as entitles them to special commendation at the hands of those best qualified to give credit where credit is due. Such an instance is that of Robert Kerr, second-mate of the steamer Princess Ena. The details of Kerr's heroism are brief but significant. The Princess Ena was lying at Skagway, Alaska, on November 26. John Magee, a quartermaster on the vessel and a member of the Sailors' Union, fell overboard. In the course of his fall he was stunned so that he was helpless in the water, the temperature of which was eleven degrees below zero. At the imminent risk of his own life Kerr jumped overboard and passed a line around Magee's body, by which he was hauled on board. Those familiar with the circumstances, and especially Comrade Magee himself, pronounce Kerr's action as worthy the highest praise by reason of the serious peril in which he voluntarily placed himself to save the life of a shipmate. The JOURNAL takes pleasure in commending Second-Mate Kerr, and wishes him a full measure of the reward most valued by men of heroic mold, the gratitude, respect and admiration of his friends and fellow-seamen.

In keeping with a time-honored custom, the "associates" of James H. Barry, of the San Francisco Star, took dinner together on December 22. Among the "associates" were a number of ladies and gentlemen representing other publications printed in the Star office. The affair surpassed all previous records in point of attendance and the "distinction" of the "honored guests," if such an expression be permissible in a case where the "devil" was the peer of the gods. Mine Host Barry was happy at the head of his family, and happiest in that spirit of partnership, or rather comradeship, which actuates all his dealings with his "associates." An "extra" of The Star was distributed at the tables, creating great consternation and amusement, the latter at the expense of the "deposed editor" and certain other members of the household. The JOURNAL joins Brother Barry and his (also our) "associates" in mutual good wishes for a continuance of the spirit which makes such association "a thing of beauty and a joy forever."

Don't fail to cast your vote for the Geary Street bonds to-morrow, December 30!

A mass-meeting of all members of the unions affiliated with the International Seamen's Union of America will be held in Sailors' Union Hall, San Francisco, at 8 p. m. on Wednesday of next week, January 5. The delegates from the Pacific District to the recent convention of the International will present their views on that gathering, including their impressions concerning the situation on the Great Lakes. The discussion will be of the greatest interest to all members of the affiliated unions. Every sailor, fireman, cook, steward, steamboatman and fisherman in port is urgently invited to attend.

With the close of navigation on the Great Lakes the struggle between the Lake seamen's unions and the Lake Carriers' Association enters upon another, and probably the last phase. The record maintained by the unions during the past season affords a good assurance that peace will be proclaimed in the spring, or, failing that, that the struggle will be continued with unabated vigor. In either event, the seamen's unions of the country stand just where they have stood since the beginning, ready and able to lend a hand as long as the struggle lasts.

By reason of its importance as a feature of "history in the making," this issue of the JOURNAL is devoted mainly to a reprint of the decision in the Gompers' appeal from the sentence of imprisonment for contempt of the Buck injunction. This and other features of the same case are destined to become famous as time passes. Every trade-unionist and other person interested in the "trend of events" should carefully read the decision, so that he may be prepared to act intelligently when the time for individual action arrives, as it undoubtedly will in the near future.

According to press dispatches, the Australian Parliament has passed an Act prohibiting strikes and lockouts upon pain of imprisonment. This in view of the coal-miners' strike in New South Wales. The Australians are a very progressive people, of course, but in this matter they have taken the back track. The new measure will increase the evil of strikes, both in number and nature. You can't turn back the hands of time. Neither can you legislate men into slavery or involuntary servitude—and make it "go."

It is estimated that the United Railroads Company, of San Francisco, has spent $100,000 in its campaign against the bond issue to municipalize the Geary-street road. In other words, "Thousands for politics, but not a cent for service!" One-half that sum expended in improving the United Railroads' service would have produced double the results in votes against the bond issue. Fortunately, the selfishness of a monopoly can usually be depended upon to carry it to the extreme of stupidity. One evil offsets the other.

With the approach of the New Year, the JOURNAL extends its compliments to its numerous friends and readers. May the coming twelvemonth prove a period of health equal to their labors and happiness equal to if not greater than their deserts!

Start the New Year with a resolution to demand the union label upon all purchases—and keep the resolution!

DECISION ON GOMPERS' APPEAL.

(Continued from Page 2.)

need not express an opinion on this point. The defendants were found guilty of circulating through the American Federationist, after the injunction became effective, the "Unfair" or "We Don't Patronize" list with complainant's name thereon, as published in the said January, 1908, and previous editions of that paper. It is charged, and found to be true by the trial court, that this circulation continued up to the date of the filing of the petition in this cause. It is also charged in the petition, and found to be true, that the defendants Gompers and Morrison published and circulated through the American Federationist articles calling the attention of the members of the American Federation of Labor and their friends throughout the country to the injunction issued by the court below in such a manner as to cause their followers to disregard and disobey the same, the intended effect of which was to injure and interfere with complainant's business and the sale of its product, and to restrain the membership of the American Federation of Labor and the public generally from patronizing the complainant and to continue and maintain the boycott against the business of complainant. The following expressions appear in the articles so published:

"With all due respect to the court, it is impossible for us to see how we can comply with all the terms of this injunction. . . . This injunction can not compel union men or their friends to buy the Buck's stoves and ranges. For this reason, the injunction will fail to bolster up the business of this firm, which it claims is so swiftly declining."

"Individuals, as members of organized labor, will still exercise the right to buy or not to buy the Buck's stoves and ranges. It is an exemplification of the saying that 'You can lead a horse to water, but you can't make him drink,' and more than likely these men of organized labor and their friends will continue to exercise their right to purchase or not purchase the Buck's stoves and ranges."

"The publication of The Buck's Stove and Range Co. on the 'We Don't Patronize' list of the American Federation of Labor is only an incident in the history of the case. These stoves might have been left as severely alone by purchasers if they had never been mentioned on that list. It is not the matter of removing that firm from the list against which we primarily protest, it is this injunction invading the freedom of the press."

"The temporary injunction issued by Justice Gould, of the Court of Equity, of the District of Columbia, in the (Van Cleave) Buck's Stove and Range Company of St. Louis against the American Federation of Labor, its officers and all others, has been made permanent. The case will now be carried to the Court of Appeals of the District of Columbia.

"It should be borne in mind that there is no law, aye, not even a court decision, compelling union men or their friends of labor to buy a Buck's stove or range. No, not even to buy a Loewe hat."

"Bear in mind that an injunction issued by a court in no way compels labor or labor's friends to buy the product of the Van Cleave Buck's Stove and Range Company of St. Louis.

"Fellow workers, be true and helpful to yourselves and to each other. Remember that united effort in cause of right and justice must triumph."

It will be observed that in each of the above publications, the members of the American Federation of Labor and their friends are combined together. This is most significant, and, in the conditions then existing, was manifestly intended to encourage and counsel a continuation of the forbidden acts.

It is charged in the petition that, on numerous occasions, while the injunction was in full force and effect, the defendant Gompers gave utterance to similar statements in public speeches, for example, in a speech delivered before a public gathering of working people on May 1, 1908, in the city of Chicago, Ill., Gompers said:

"I might say just parenthetically about the hatters' case that you are not now permitted to boycott the Loewe hats, but I want to call your attention to the fact that there is no law compelling you to wear a Loewe hat, nor had any judge issued a mandamus compelling you to buy a Loewe hat. That applies equally to Mr. Van Cleave's stoves and ranges. And, by the way, I don't know why you should buy any of that sort of stuff. I won't; but that is a matter to which we can refer more particularly in our organizations."

In a public address to the working people of New York City on the 19th of April, 1908, Gompers made the following statement:

"Of course, in the case of the Buck's Stove and Range Company, if I told you that the Buck's Stove and Range Company was still unfair, when I got back to Washington to-morrow, or some place where they say people play checkers with their noses—well, as I say, I am not prepared to tell you that these things are unfair. But there is no law, no court decison that compels you to buy them, nor does any law compel you to buy anything without the union label."

It was found by the court below to be a fact, not only that these statements were made as charged, but that they were made with the intent of inciting the membership of the American Federation of Labor and their friends to continue the boycott against the business of complainant in defiance of the decree of the court. The defendants having been found guilty of the offenses above charged, in the absence of the evidence from the record, the sole question left for us to consider is whether, under the circumstances, they constitute contempt of court.

It must be remembered that the injunction affected directly and indirectly several millions of people of the United States. The decree did not run alone against these defendants, but against about two million members of the American Federation of Labor throughout the country. Hence, it is proper to consider the effect of the acts of the defendants upon this membership and the persons who had been formerly prevented by the boycott from patronizing the complainant. While these acts, if they had affected only the conduct of the defendants, or if the injunction had been against them alone, might not have amounted to more than a comment or criticism of the action of the court, yet, if the remarks, when published, and uttered, were such as to tend to inflame their followers into a feeling of resentment to the decree of the court and lead to disobedience of its commands, the defendants would be chargeable with contempt for producing this result. Contempt may be committed by innuendo and insinuation. It may consist in maliciously saying or doing anything that will have a tendency to induce others to disregard the authority of the court. While the publications and utterances before us may not when literally interpreted, constitute a technical contempt, yet, if the manifest intent of the defendants was not only to disobey the order of the court themselves, but also to inspire their followers to do likewise, it may be regarded as a punishable contempt. We think it is this sort of an offense of which the defendants are here guilty.

The boycott waged by the American Federation of Labor against the business of complainant had become so acute and extensive that the terms "boycott," "unfair," and "we don't patronize," when used in connection with complainant's name, had acquired such a significance to the organization and its friends that the mere printing or uttering of the name in that connection was a signal to the membership and their friends not to deal with the complainant or persons having business relations with it. As Mr. Justice Robb said in the opinion of this court in the former case (33 App. D. C., 84), referring to the "Unfair" or "We Don't Patronize" list: "The court below found, and in this finding we concur, that this list in this case constitutes a talismanic symbol indicating to the membership of the Federation that a boycott is on and should be observed." The mere mention of complainant's name by these leaders in the columns of the Federationist or on the public platform in connection with the expressions "boycott," "unfair," or "we don't patronize" might tend to influence many to disregard the decree of the court, and thus become as effective notice to their followers as it had formerly been when published in the "Unfair" or "We Don't Patronize" list. We are convinced that the acts charged were committed by the defendants for the express purpose of nullifying the order of the court, in the belief that they were technically avoiding the charge of contempt. The acts of these defendants, taken as a whole, can produce in the mind of any reasonable person but one impression—a concerted, well-planned effort to encourage the membership of the American Federation of Labor and their friends to disregard and disobey the orders of the court, and to create among their followers and their sympathizers a lack of respect for the authority and dignity of the court.

In paragraph eighteen of the petition, the defendant, John Mitchell, is charged with presiding over and taking part in the deliberations of a convention of the United Mine Workers of America on the 25th of January, 1908, at which a resolution was adopted placing the product of the complainant on the "Unfair" list, and fining any member of the organization five dollars for purchasing a stove manufactured by complainant; providing that for non-payment of the fine, expulsion from the order should be imposed as a penalty. The defendant in his answer admits that he was present and presided over the convention, but disclaims any knowledge of either the consideration or passage of the resolution, until his attention was called to it by the filing of the petition herein. Upon this important issue of fact, owing to the absence of the evidence from the record, we must accept the conclusion of the trial justice as to the truth of these charges and the guilt of the defendant.

The adoption of this resolution could accomplish but one end, the perpetuation and continuation of the boycott. A labor organization can conduct an unlawful boycott as effectually by compelling its own members to refrain from dealing with the party boycotted, as by coercing others into similar action. This wilful participation

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Dec. 27, 1909.

Regular weekly meeting was called to order at 7:30 p. m., E. A. Erickson presiding. Secretary reported shipping rather dull. It was decided to hold a mass meeting under the auspices of the International Seamen's Union of America in the Sailors' Union Hall, on Wednesday, January 5, at 8 p. m. An important matter relating to the Lakes situation will be discussed in the next regular meetings and voted upon in the meetings held at Headquarters and Branches on Monday, January 10.

E. ELLISON, Secretary pro tem.
44-46 East St., Phone Kearny 2228.

Vancouver, B. C., Dec. 20, 1909.
Situation unchanged.
JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, Dec. 20, 1909.
Shipping medium; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Dec. 20, 1909.
Shipping medium; prospects uncertain.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Dec. 20, 1909.
Shipping good; prospects uncertain. L. Coadou was elected Agent pro tem.
L. COADOU, Agent pro tem.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Dec. 20, 1909.
Shipping medium; prospects good.
WM. GOHL, Agent.
P. O. Box 62. Tel. 225.

Portland, Or., Agency, Dec. 20, 1909.
Shipping dull.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Dec. 20, 1909.
Shipping good; prospects uncertain.
JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Dec. 20, 1909.
Shipping fair. Comrade Ohlsen reported upon the recent convention of the I. S. U. of A.
HARRY OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Dec. 23, 1909.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping dull, plenty of men ashore. Balloting for officers was concluded, to be counted at the first meeting in January.

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Dec. 16, 1909.
Shipping very slack.
LEONARD NORKGAUER, Agent.
P. O. Box 1335. Phone Sun Main 2233.

San Pedro Agency, Dec. 20, 1909.
Shipping slow; prospects poor; plenty of men ashore.
ED. BARRY, Agent.
P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Dec. 20, 1909.
Situation quiet.
ALEX. McKECHNIE, Acting Secretary.
674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Dec. 21, 1909.
Shipping dull; prospects better.
PERCY J. PRYOR, Sec'y pro tem.
1½A Lewis St.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

SEAMEN'S CONVENTION.

To the Seamen of the Lakes: Comrades—The fourteenth annual convention of the International Seamen's Union of America, held at New York City, beginning November 29, has just come to a close. In many respects it was a remarkable convention, remarkable for its length, and remarkable for the work done and the unqualified support of affiliated unions offered to the striking seamen of the Lakes, remarkable for the number of mass-meetings held during the life of the convention and for the size of those meetings. Over three thousand five hundred seamen attended the great mass-meeting held at Cooper Union, and heard such mighty speakers as Samuel Gompers, J. Havelock Wilson, Andrew Furuseth and our own Olander declare freedom for the men of the sea as well as for the slave of the South. At the close of that meeting the following resolution was read by Secretary-Treasurer William H. Frazier:

"Whereas, The laws of all maritime nations of the world, with the exception of the laws governing the coastwise and Great Lakes trade of the United States and certain exceptional cases in ports of Great Britain, make the bodies of seafaring men the property or chattels of the owners of the vessel on which they are employed, and give to such owners or employers the right to enforce this property right in human flesh and blood by process of imprisonment and penal servitude on their own demand; and

"Whereas, Such laws are enforced in all maritime countries through international treaties, thus making one nation the slave-catcher of the other, through exactly the same methods employed in capturing and delivering up criminals and felons; and

"Whereas, Thoughtful and humane people of all nations have of late sought and are now seeking to have such slave laws repealed and such slave treaties abrogated; and

"Whereas, The ship-owners of the world have recently formed an association known as the International Shipping Federation, Limited, for the purpose of resisting such proposed legislation wherever it is seriously attempted, and to substitute in such places as the maritime laws have been amended regulations made by themselves, using for this purpose their combined industrial power to increase their authority over the seamen of the world; now therefore be it

"Resolved, That this meeting of seafaring men of the world and of citizens of the United States, held in Cooper Union Hall, this 6th day of December, 1909, calls upon all seafaring men to assert their own ownership over their own bodies by joining with the seafaring men now organized for the purpose of making such resistance to the International Shipping Federation's plans and purposes as in us may lie; and be it further

"Resolved, That we call upon all humane and liberty-loving ship-owners and citizens of all the countries of the world to give no countenance or support to the aims or purposes of the evil genius which has inspired and is now inspiring the International Shipping Federation, Limited, and which tend toward the further keeping in bondage of the seafaring men; and be it further

"Resolved, That we call on all peoples and governments to repeal such laws and to abrogate such treaties as before mentioned, to the end that seamen may be the owners in fact and in law of their own bodies, and that thus the last vestige of serfdom may be abolished amongst civilized nations."

President Gompers of the American Federation of Labor, who made a special trip from Washington to preside at this monster gathering of seamen, asked all the seamen present who were in favor of this resolution to signify by voting. The response was a mighty "Aye!" Coming from three thousand throats, it sounded like the breaking of the sea. The resolution was adopted, and will go to the ends of the earth, wherever seafaring men congregate.

The convention, including the delegates from both coasts and the Gulf, have nothing but praise for the men of the Lakes for the grand fight they are putting up against the notorious "Shipping Federation" scheme of the Lake Carriers' Association. In this connection I quote the following resolutions which were introduced and adopted by the coast men entirely. I mean that the offers contained herein are entirely voluntary from our comrades on the coasts and Gulf, for which we offer them our thanks:

"Whereas, During the season just past, all of the seafaring men of the Great Lakes, firemen, sailors, cooks and stewards, have been engaged in one of the greatest and most momentous struggles for human freedom that has ever been waged by maritime workers; and

"Whereas, This fourteenth annual convention of the International Seamen's Union of America realizes fully, as it believes do the seafaring men of the whole United States, that on the outcome of the struggle depends not only the welfare of the men of the Lakes, but that of all American seafaring men; and

"Whereas, This contest for the right to sail as free men and under conditions that can be endured by self-respecting men is still going on, and being carried on by the maritime organizations of the Great Lakes in a manner that has won for them the admiration of the working classes of the country, and is being carried on by these men with a determination that has proven conclusively that there can be absolutely but one of two ends to the struggle, either complete victory or complete annihilation, either a continuance of their right to sail on American waters as American seamen and under American conditions, or their complete abandonment of their profession; now, therefore, be it

"Resolved, By this the fourteenth annual convention of the International Seamen's Union of America, that it believes it is voicing the sentiments of all of the organized seafaring men of the United States in pledging to the men of the Great Lakes the full financial support of all the affiliated unions of America to the extent of the last dollar in their treasury, and this convention recommends to all its affiliated unions of sailors, firemen, cooks, stewards and fishermen that at the very earliest opportunity they all take action on this matter and present the same before their respective members, to the end that the treasurers of the various organizations may have authority to immediately advance to the men of the Great Lakes all financial aid that they may need; and be it further

"Resolved, That the Secretary of the International Seamen's Union of America at once send copies of this resolution to the secretaries of all affiliated unions and that he notify the officers of the maritime unions of the Great Lakes of the same, to the end that men of the Great Lakes may know that in the fight they are waging the sailors, firemen, cooks, stewards and fishermen of the whole United States are standing solidly at their backs and will stand there till the finish."

Adopted; twenty-one in favor, one opposed, Delegates Murphy and Lee not voting.

"(6) Recommends That the efforts of the seafaring men of all maritime crafts on the Great Lakes, to hold the freedom and the conditions that they have already acquired for themselves and to fight for the same to the very last, be endorsed by this convention of the International Seamen's Union of America, and that this convention place itself on record as pledging to the men of the Great Lakes its fullest support, financial as well as moral, to the extent of the last dollar in its treasury." Adopted.

Oh, you men of the Lakes! Can there be any thought of turning back when you have such comrades as these behind you? No, comrades; we will never quit now, until the cursed "Shipping Federation" is blotted off the face of the earth and we have again the same privileges as the emancipated Negro slave at least. W. H. JENKINS.

"WELFARE" PLAN A SUCCESS (?)

The "Welfare" plan on the Lakes continues to be a great success (?). Here is what the newspapers of the recent past say:

Several accidents occurred on the Great Lakes yesterday (December 6), the most serious of which was the sinking of the Cleveland steamer Henry Steinbrenner in Mud Lake by the Berwind, and the burning of the Badger State at Marine City.

A wireless message stated that the Steinbrenner, bound down with a cargo of iron ore, collided with the Berwind of the Tomlinson fleet, as the latter was going up with a cargo of coal. The Steinbrenner went to the bottom in thirty feet of water, and the Berwind, with her bow badly stove in and her forward compartment filled with water, was rushed to the beach on Round Island, where she rested with her crew on board. The crew of the Steinbrenner got off in the lifeboats and rowed to the Round Island lighthouse.

The underwriters will ask immediately for bids for the raising of the Steinbrenner. It is believed that the steamer will be gotten up without much difficulty.

The carferry Ste. Marie went aground a mile north of St. Ignace and was released by the big wrecking tug Favorite. She did not suffer much damage.

The steamer Uganda of Erie went aground on Fighting Island, in Detroit River, and the tug Harding and lighter Rescue went to her assistance. The Uganda was light, but the lighter was sent to remove her fuel.

The steamer Winnipeg went on the bottom just above Point aux Pines, near the Soo, yesterday, and the tug General was dispatched to her aid.

A wireless message from the steamer W. B. Davock of this city stated that she was forced into shelter under Outer Island, the wind blowing a fifty-mile gale and a heavy snowstorm raging.

The Steinbrenner, which was bound down with a cargo of ore, shipped by M. A. Hanna & Co., was insured for about $275,000.

Since the big freighter was sunk she has settled about six feet in the mud and, with the ice making fast, vesselmen say there is little chance of floating the wrecked boat this season. The general opinion is that if she remains on the bottom all winter she will be a complete wreck.

The weather has been very bad since the Steinbrenner was wrecked, and the wreckers that were sent to examine her have been unable to do any work.

The steamer Berwind, which collided with the Steinbrenner, is in much worse shape than was thought at first. The Berwind is at the Soo, and the underwriters will not permit her to proceed to Duluth until extensive repairs are made. Most of her cargo of coal will have to lightered. It is most too late to do the work, and the Berwind will probably have to remain at the Soo all winter.

The Berwind is owned by G. A. Tomlinson of Duluth, and she was bound for that port when the collision occurred. The Steinbrenner was owned by Henry Steinbrenner of this city, and was operated by the Kinsman Transit Company.

The steamer Uganda of Erie, which was aground Monday in lower Detroit River, was released yesterday by the tug Harding after lightering her fuel. The latter was reloaded, and the Uganda proceeded on her way.

The steamer B. Lyman Smith, which was aground near Port Arthur on Monday, was released yesterday, undamaged, and proceeded on her way down with her cargo of grain.

Detroit, Dec. 9.—The steamer Josiah G. Munro of the Mills fleet is aground near Southeast Shoal and a tug will go to her from Amherstburg. She is bound up with coal.

The tug Harding has taken the lighter Rescue to the grounded barge Hartnell, below Bois Blanc Island. The sea in Lake Erie is abating, so that lightering can be done.

The steamer W. B. Kerr of the Wolvin fleet is aground at the lower end of the St. Clair Flats canal. The tug Schenck is working on her.

The steamers Thomas Barlum and S. C. Reynolds were in collision in Buffalo harbor yesterday and the Barlum was damaged.

Vesselowners who asked for short-trip insurance for the purpose of taking their boats from one port to another on Lake Erie to have repairs made, or to have them laid up for the winter, were informed by the underwriters that no such insurance would be issued.

This came as a surprise to the vesselmen, as in previous years insurance for short trips was issued. Much pressure was brought to bear by some of the owners, but the underwriters were obdurate, and as a result the ships will remain where they happen to be, or make the trips without insurance.

One of the representatives of the underwriters said yesterday: "The underwriters have decided that they will not in the future issue insurance to vessels for these short post-season trips. The disasters during the season may have influenced them to take this action. The season was the most disastrous since 1906, when so many vessels were lost in the big gales. The losses must have reached more than $3,000,000 this year. In the disasters of last week alone the losses amounted to $1,530,000. The carferry Marquette and Bessemer No. 2 was a loss of $450,000, the Clarion and cargo $200,000, the Henry Steinbrenner and cargo, if a total loss, $300,000, and the W. C. Richardson and cargo $580,000."

There were almost 500 reports of accidents on the Great Lakes during the season, including the minor mishaps. A list of the bigger accidents on the Lakes follows: The Eber Ward, sunk in Straits of Mackinac; tug Floss, sunk off Cleveland; Aurania, sunk at Whitefish; George Nestor, ashore off Baraga; Russia, sunk in Lake Huron; Adella Shores, sunk at Whitefish; W. P. Thew, sunk in Lake Huron; A. Gebhart, burned in Georgian Bay; Iron Age, burned in Lake Erie; John Schuette, sunk in Detroit River by the Albert Mitchell; Tempest No. 2, burned in Georgian Bay; John B. Cowle, sunk by the Isaac M. Scott at Whitefish; John Pridgeon, Jr., stranded in Lake Erie; Senator, sunk at Detour by the Norman B. Ream; Collingwood, sunk in the Detroit River by the George L. Craig; Lackawanna, sunk at Port Huron by the Paisley; Cadillac, sunk at Grande Point by the G. L. Craig; Crescent City, sunk at the Soo; Glengarry, sunk in Lachine Canal; Plymouth, sunk at Cleveland; City of Green Bay, burned in Lake Michigan; Monteagle, burned and sunk in Mud Lake; Samoa, burned in Lake Linden; Van Straubenzie, sunk by the steamer City of Erie; George Stone, sunk off Grubb's Reef; Falcon, stranded off Fox Island; James H. Hoyt, stranded on Outer Island; Ottawa, stranded on Passage Island; Francis Hinton, went to pieces near Manitowoc; Commerce, turned turtle at Sheboygan; Louis Pahlow, sunk in Sturgeon Bay; Rome, burned in Soo River; Grampian, waterlogged in Whitefish Bay; Clarion, burned at Southeast Shoal; W. C. Richardson, foundered at Buffalo; carferry Marquette and Bessemer No. 2, foundered in Lake Erie; barge Spademan, sunk near Green Island; carferry Ashtabula, aground at Port Burwell, Ont.—Cleveland Leader.

In other words, the insurance people are tired of paying insurance on vessels which have been wrecked by incompetent crews.

Think of the man and woman behind the counter. Do your shopping early!

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North Tonawanda.

Anderson, Oskar	Hansen, Amund
Anderson, Adrian	Hansen, Oscar
Anderson, Adolph	Jordan, Harry
Beaudry, Joseph	Justesen, Oscar
Burgess, James	Johannesen, Johannus
Belanger, Wm.	Jorgensen, Peter
Benson, Thos.	Johansen, Halvard
Berkeland, Axel	McLead, T.
Bearce, Frank L.	Murray, Chas.
Christoffersen, Oskar	Murray, Ed.
Caskaden, Lewis	Nilssen, Joel
Carroll, Mike	Nilsen, Valansius
Clark, Willis	Nelson, August
Clark, Frank	Nikalaysen, Anders
Coburn, John	Nielsen, Niel
Englegean, Orin	Olsen, John, -18661
Evensen, Ole	Oles, Walter
Foster, A. F.	Olsen, Ole, -22802
Foster, Thos.	Pedersen, Lawrence
Graham, David	Sullivan, Joseph
Hickey, Wm. F.	

The steamer Rome, a wooden vessel owned by J. W. Morcross of Toronto, was burned to the water's edge on November 17 while lying at a dock in the St. Mary's River, about thirty miles below the Soo. The fire started between decks in the bow and the crew were awakened only in time to escape with their lives, losing all their personal effects. The origin of the fire is not known.

INFORMATION WANTED.

Donald McIvers, No. 19,060, Lake Seamen's Union, last heard of in Buffalo last spring, is inquired for by I. H. McDonald, Walkers, Ontario.

Comrade William Burke, of the Marine Firemen, Oilers and Water Tenders of the Great Lakes, is inquired for by his sister, Miss Ella Burke, Little Falls, New York.

Wm. A. Nicholson, No. 13,156, Lake Seamen's Union, is inquired for by his sister, Miss Alice Nicholson, 356 Lake street, Oak Park, Ill.

Frank Schmitz, formerly a member of the Lake Seamen's Union, but now a fireman, probably in Chicago, is inquired for by his sister, Mrs. Margaret Simon, Helena, Mont., General Delivery.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

Mrs. D. Ingraham, N. Mentor, Ohio, inquires for her son, Daniel Ingraham, No. 7373, Lake Seamen's Union. Any one knowing his whereabouts please communicate with the above address.

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Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

DECISION ON GOMPERS' APPEAL.

(Continued from Page 7.)

of the defendant being established, the act charged constituted a separate and complete offense, committed in open and brazen disobedience of the express commands of the court.

In addition to finding the defendants guilty of the foregoing offenses as charged, they were also found guilty of numerous other offenses charged in the petition. Since, however, the finding of guilt on the counts or charges above considered, is sufficient to support the judgment of the court, and the penalty imposed is not greater than could have been inflicted had they constituted the only offenses charged, it will not be necessary to consider the other offenses charged in the petition of which the defendants were found guilty. In a criminal proceeding where the accused is found guilty as charged under an indictment containing numerous counts, the judgment will not be reversed, though some of the counts are bad, if the good ones are sufficient to support the judgment.

In Claasen vs. United States, 142 U. S., 140, where the defendant had been convicted of embezzlement on five different counts, the court considered the first count, which it found to be sufficient to support the verdict, and refused to consider the other counts, stating:

"This count and the verdict of guilty returned upon it being sufficient to support the judgment and sentence, the question of the sufficiency of the other counts need not be considered. In criminal cases, the general rule, as stated by Lord Mansfield before the Declaration of Independence, is, 'that if there is any one count to support the verdict, it shall stand good, notwithstanding all the rest are bad.' Peake vs. Oldham, Cowper, 275, 276; Rex vs. Benfield, 2 Bur., 980, 985. See, also, Grant vs. Astle, 2 Doug., 722, 730. And it is settled law in this court, and in this country generally, that in any criminal case a general verdict and judgment on an indictment or information containing several counts can not be reversed on error, if any one of the counts is good and warrants the judgment, because, in the absence of anything in the record to show the contrary, the presumption of law is that the court awarded sentence on the good count only. Locke vs. United States, 7 Cranch, 339, 344; Clifton vs. United States, 4 How., 242, 250; Snyder vs. United States, 112 U. S., 216; Bond vs. Dustin, 112 U. S., 604, 609; 1 Bishop Crim. Pro., sec. 1015; Wharton Crim. Pl. & Prac., sec., 771. . . . In the case now before us . . . the jury did not return a general verdict against the defendant on all the counts, but found him guilty of the offenses charged in each of the five counts now in question. This being the case, and the sentence being to imprisonment for not less than five years nor more than ten, which was the only sentence authorized for a single offense under the statute on which the defendant was indicted, there is no reason why that sentence should not be applied to any one of the counts which was good."

Applying to the case at bar this wholesome rule in the enforcement of criminal law, the order of the court below finding the defendants guilty of the offenses herein considered, of the petition, is sufficient to support the penalty imposed by the court. Hence, further consideration of this branch of the case is unnecessary.

That the Supreme Court of the District of Columbia has jurisdiction of contempt proceedings growing out of the disobedience of its lawful orders will be conceded. But it is contended that the court below exceeded its jurisdiction in entering the decree for the disobedience of which the defendants are held in contempt. On appeal this court modified that decree. It is insisted that the defendants are held for disobedience of those parts of the order of injunction which were, on appeal, eliminated. It is, therefore, urged that, inasmuch as the portions of the decree eliminated were held to be an invasion of the constitutional rights of free speech and a free press, under the First Amendment to the Constitution of the United States, the court was, therefore, without jurisdiction, and the portion of the decree thus eliminated was totally void and not binding upon these defendants.

On the other hand, it is insisted by counsel for complainant that the court below had jurisdiction to hear and determine the injunction case and enter a decree therein restraining the defendants from continuing the boycott; that, having jurisdiction to enter such a decree, the modification thereof on appeal involved merely the correction of error, and can not affect the court's jurisdiction; and that the decree became a final and binding judgment against the defendants until reversed or modified on appeal.

On this point we find it unnecessary to express an opinion. As to the two specific offenses herein considered, the petition charges a direct violation of those provisions of the original decree which were on appeal affirmed and approved by this court. We need not, therefore, consider the effect of the alleged disobedience by the defendants of such parts of the original restraining order as were subsequently eliminated by us; hence, for the purposes of this case, we may dismiss all further reference to the First Amendment to the Constitution of the United States.

With great eloquence, counsel urged at bar the high character of the defendants and the distinguished position which they have attained among their fellow men, as matters to be considered by us in reviewing the judgment of the court below. Such an argument might with propriety be addressed to the pardoning power, but the court should not be biased by such considerations.

We have a deep sense of the far-reaching importance of this case. Three distinguished citizens, leaders in a great cause for the improvement and uplift of their fellow men, with a larger following, probably, than was ever marshaled under single leadership in any philanthropic movement, are at the bar of justice to answer the charge of disobedience of an order of a court of the United States. We are not unmindful of the high position which the defendants have attained, but their intelligence forbids any inference or conclusion that the acts charged were committed by them in ignorance of their duty to the courts of their country; hence, that excuse can not be advanced with convincing force.

The courts are the agencies appointed by the Constitution for dispensing justice and for the orderly adjudication of controversies arising from conflicting interests. There all must stand upon exact equality. The law knows no distinction. The rich and the poor, the intelligent and the ignorant, irrespective of race or color, are entitled to equal protection, and the scales of justice should be balanced without favor or prejudice. Government, in its most liberal form, is harsh; law is restrictive; but organized government must exist for the preservation of society. Hence, whether just or unjust, correct or incorrect, the mandates of its appointed agencies can not be subjected to individual disrespect and disobedience. The sole question before us is the guilt or innocence of the defendants. The high distinction which they have attained, the fairness or unfairness of the Buck's Stove and Range Company and the larger organization to which it belongs, the National Manufacturers' Association, are not matters to be here considered. Neither are we, as a court of review, permitted to modify or extenuate the extreme penalty imposed. These matters, as we have suggested, may be presented properly to the officer vested with authority to commute or pardon.

Individual interests dwindle into insignificance when compared with the higher principle involved in this case. The fundamental issue is whether the constitutional agencies of government shall be obeyed or defied. The mere fact that the defendants are the officers of organized labor in America, lends importance to the cause and adds to the gravity of the situation, but it should not be permitted to influence the result. If an organization of citizens, however large, may disobey the mandates of the courts, the same reasoning would render them subject to individual defiance. The one has no greater rights in the eyes of the law than the other. Both are subject to the law, and neither are above it.

The inherent power of the court to preserve an orderly administration of its affairs, and to enforce its orders and decrees, has always been recognized. In many instances, as in the case at bar, punishment for contempt is the only means by which the court can enforce its lawful decrees. With a proper exercise of this power, the purpose of its creation and organization is made effective; without it, it would become an impotent and a useless adjunct of government. If a citizen, though he may honestly believe that his rights have been invaded, may elect when, and to what extent, he will obey the mandates of the court and the requirements of the law as interpreted by the court, instead of pursuing the orderly course of appeal, not only the courts, but government itself, would become powerless, and society would soon be reduced to a state of anarchy.

The judgment is affirmed with costs, and it is so ordered. Affirmed.

Mr. Justice Robb, concurring:

I concur in the opinion and conclusion of Mr. Justice Van Orsdel and desire to add but a word on one point. The contention is put forward that the opinion of the learned justice who awarded sentence below should be considered here, and that if it is it will appear therefrom that the finding of guilt and the fixing of punishment were based upon conduct of the defendants antecedent to the issuance of the restraining order. I agree with Mr. Justice Van Orsdel that we are not at liberty to consider that opinion on this appeal. Assuming, however, that it is properly before us it seems to me clear that unless it is given a forced and unreasonable construction it will not sustain the above contention.

After a recital of acts tending to show predetermination to violate the injunction the learned justice below said:

"Having in mind what may be in the foregoing delineation which indicates that either of the three respondents did before the issuance of the injunction deliberately determine to wilfully violate it and did counsel others to do the same, let us now turn to their saying and doings since the decision of Mr. Justice Gould was formally announced, and the order of injunction itself put into technical operation by the giving of the injunction bond."

This language, to my mind, conclusively shows

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1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
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3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
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(Continued from Page 5.)

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that the conduct of the defendants antedating the injunction was considered only on the question of intent, which the court was entirely justified in doing. To hold otherwise would be to convict the court of ignorance of the law in holding the defendants guilty of violating an injunction long before it was issued.

Mr. Chief Justice Shepard, dissenting:

I am unable to concur in affirming the decree appealed from, for reasons which I shall state as briefly as I can.

1. As regards the conclusion that this proceeding must be regarded as criminal solely, and in consequence that the evidence upon which the conviction rests can not be considered, because not presented in a bill of exceptions reserved on the hearing, I will content myself with saying that I am not clearly convinced that it must be so regarded. The complaint was made by the complainant on whose behalf the injunction had been granted and for its own redress. No fine was imposed on behalf of the United States. The relief sought in the original bill was not pecuniary. The punishment by imprisonment for disobedience of the writ was the only way in which the relief sought could be secured. For these reasons the proceeding might well be regarded as ancillary to the main suit, the order as one entered in execution of the decree made therein, and therefore the evidence might not only be taken but considered also in accordance with the practice in equity cases, notwithstanding the fact that the language contained in the opinion of the trial justice and the unusual severity of his sentence indicated that he regarded the proceeding as punitory and not remedial.

2. Assuming that the proceeding is criminal in its nature, there being no bill of exceptions, the presumption follows that the allegations of the complaint found to be true were supported by satisfactory evidence. Whether the record of complaint and decree upon which the case has been considered may be supplemented by the opinion of the court, filed in the cause and made a part of the record, is a question that will be considered later.

The complaint consists of twenty-six paragraphs. It has been ordered to be printed in the report of the case, and need not be repeated or summarized. An examination of it will show that the first fifteen paragraphs charge conduct and language used by respondents in public meetings, long antedating the commencement of the original suit, some occurring in the year 1897 and long before any controversy had arisen. The sixteenth paragraph is the first that charges any act subsequent to the order for the injunction, and in disobedience thereof the order was announced December 17, 1907, and entered on December 18th, directing the injunction to issue upon the execution of a bond in the usual form by the complainant. The order was to the effect that the injunction "shall be in full force, obligatory, and binding upon the defendants," etc., provided the complainant shall first execute the necessary bond. This order was in compliance with equity rule 42 of the Supreme Court of the District of Columbia, which makes the execution and approval of the bond a "precedent condition."

This bond was not given until December 23d. The specific charge is that after the granting of the order and before the giving of the bond, the respondents Gompers and Morrison hastened to deposit in the mails the already printed January number of the American Federationist, which contained the publication of complainant's name in the "unfair list." It is not charged that any subsequent issue of the journal contained a similar publication. Some general allegations respecting the circulation of the January number of the journal are too vague to form the foundation of a criminal charge and conviction. The gist of the charge is this "rushing" of the journal in the mails between December 17th and 23d. The decree convicting the respondents can not be supported on this charge because the order for the injunction did not become operative and effective before compliance with the precedent condition.

In the earlier equity practice an injunction was issued without bond, and was, therefore, effective from the moment of granting the order. In such case if an injunction was improvidently granted, the defendant had no redress for the injuries he might sustain thereby. To remedy the great mischief resulting from this practice courts of equity began to require bonds when in their discretion it seemed just to do so. But modern statutes and rules of court authorized by statute have, in general, gone much farther and required bonds as conditions precedent to the taking effect of the order. Equity rule 42 is one of these. Adopted by express authority of Congress, it has all the force of a statute. Until the bond be given, the order for the injunction is clearly inoperative, without effect or obligation. This has been held by the court which promulgated the rule. Lamon vs. McKee, 7 Mackey.

This question was reconsidered by this court in a recent case and the same conclusion reached. Drew vs. Hogan, 21 App. D. C., 55-62. Similar statutes and rules have received the same construction throughout the country. Clark vs. Hoome's Exrs., 2 Hen. & Munf. (Va.), 23; Winston vs. Nayson, 113 Mass., 411-421; Diehle vs. Frieston, 37 Ohio St., 473; Elliott vs. Osborne, 1 Cal., 391; State ex rel. vs. Commissioners, 35 Kan., 150-155; State ex rel. Wilson vs. Commissioners, 42 Kan., 739-748; Van Fleet vs. Stout, 44 Kan., 523, 525; Pell vs. Lander, 8 B. Mon., 554, 556; Davis vs. Dixon, 1 How. (Miss.), 64-67; State ex rel. Downing vs. Greene, 48 Nebr., 327-332; Marlatt vs. Perrine, 17 N. J. Eq., 49-51; Lowton vs. Richardson, 115 Mich., 12; Carpenter vs. Keating, 10 Abbott Pr. N. S., 223.

3. Coming now to the remaining paragraphs, excepting that relating to the respondent, John Mitchell, I find that they contain references to the effect of the injunction, in an "urgent appeal" to the friends of the labor organization to aid with funds in the prosecution of an appeal from the order, as well as declarations in speeches made in public meetings. In the view of my brethren these show an express contempt of the court granting the injunction, as well as an attempt to incite others to disobey it. There is no allegation that any act enforcing the boycott which had been enjoined, has been committed by the respondents or any of their adherents. So far as it was declared that the injunction did not compel anyone to purchase the goods of the complainant, the declaration was the statement of a fact. The language was in bad taste, under all the circumstances, but seems to have been directed to the assertion of the right of free speech and free publication for which the respondents were then and are now contending. Had these publications and speeches been followed by acts renewing or continuing the boycott, as that had been defined by this court, I grant that they might have been considered as circumstances, among others, tending to show that they were intended to incite others to disobey the injunction. That they were not so regarded by those so completely under the influence of the respondents, affords some inference that they were not so intended.

The last paragraph (26) is so general and vague that it can not form a sufficient foundation for a judgment of conviction of crime. It seems to be the statement of a general conclusion from the facts previously charged, in the nature of a general conclusion of an ordinary common law indictment.

In the opinion of the majority of the court it is substantially conceded that some of the charges in the complaint of which respondents were found guilty do not show anything done in disobedience of the writ. They say:

"In addition to finding the defendants guilty of the foregoing offenses as charged, they were also found guilty of numerous other offenses charged in the petition. Since, however, the finding of guilt on the counts or charges above considered, is sufficient to support the judgment of the court, and the penalty imposed, is not great r than could have been inflicted had they constituted the only offenses charged, it will not be necessary to consider the other offenses charged in the petition of which the defendants were found guilty. In a criminal proceeding where the accused is found guilty as charged under an indictment containing numerous counts, the judgment will not be reversed, though some of the counts are bad, if the good ones are sufficient to support the judgment."

Assuming the analogy between the two cases as stated, the general doctrine is in accordance with the law as laid down by the Supreme Court of the United States in Claasen vs. U. S., 142 U. S., 140-146, and other cases. But the presumption of law that in such a case the sentence was on the good count solely, can only be indulged "in the absence of anything in the record to show the contrary." It is very clear that the presumption can not be indulged if we can be permitted to consider the opinion of the learned justice, who awarded the sentence. That opinion has been made a part of the transcript in accordance with Paragraph F, Rule V of this court, and is found in the printed record of which it fills 54 pages. It undertakes a recital of all the facts found under two heads, entitled as follows: "Conditions Anteceding the Injunction," and "Since the Injunction." The statement of antecedent conditions covers 31 of the 54 pages. This opinion shows conclusively that the finding of guilt, and the extreme severity of the punishment were based upon the antecedent conduct and declarations of the defendants, as well as upon those in the paragraphs or counts aforesaid. In my judgment justice demands that this opinion be considered as what it is, namely, the special findings of fact on which the decree is founded and by which it must be tested.

5. The complaint states one specific charge of violation of the injunction by the respondent Mitchell alone, namely, his presiding over and participating in a meeting of the United Mine Workers of America in Indianapolis on June 25, 1908, and approving a resolution then and there adopted reciting the controversy between the complainant and "Organized Labor," and imposing a fine of $5 upon any member who shall thereafter purchase a stove of complainant's manufacture. This was an act violating both the original and the modified decree for injunction, that was then in force. It appears, however, from the findings of fact in the opinion aforesaid, relating to the defendant Mitchell that the court took into consideration certain others acts and declarations of said Mitchell. These comprise statements made in a book published by him in 1903, declarations in a speech made before the National Civic Federation, December 13, 1901, to the effect that if a court should "enjoin him from doing something he had a legal, constitutional, and moral right to do, he would violate the injunction;" and his affixing his signature to the "urgent appeal" before mentioned.

When we consider the severity of the sentence of Mitchell, I think it impossible to say that it was not founded in part upon the foregoing declarations which long antedated the controversy with the complainant.

Upon the assumption that each and all of the defendants committed some acts in violation of the injunction, both as originally issued and as modified on appeal, I am of the opinion that the decree should be reversed and the case remanded for trial upon evidence confined to the real question involved.

6. There is another and stronger reason for my dissent so far as the respondents Gompers and Morrison are involved. The specific acts charged against them relate wholly to declarations and publications which violated the preliminary injunction as issued. I have heretofore expressed the opinion that so much of the injunction order was null and void, because opposed to the constitutional prohibition of any abridgment of the freedom of speech or of the press. 33 App. D. C., p. 129. Subsequent reflection has confirmed the views then expressed. I concede that the court had jurisdiction of the subject-matter of the controversy and of the parties, but I can not agree that a decree rendered in excess of the power of the court—a power limited by express provision of the Constitution—is merely erroneous and not absolutely void. That proposition is met and conclusively disposed of by Mr. Justice Miller in Ex Parte Lange, 18 Wall., 163-175. I quote therefrom as follows:

"But it has been said that conceding all this the judgment under which the prisoner is now held is erroneous, but not void; and as this court can not review that judgment for error, it can discharge the prisoner only when it is void. But we do not concede the major premise in this argument. A judgment may be erroneous and not void, and it may be erroneous because it is void. The distinctions between void and merely voidable judgments are very nice, and they fall under the one class or the other, as they are regarded for different purposes. It is no answer to say that the court had jurisdiction of the person of the prisoner and of the offense under the statute. It by no means follows that these two facts make valid, however erroneous it may be, any judgment the court may render in such case."

In a later case the same justice said:

"When, however, a court of the United States undertakes by its process of contempt to punish a man for refusing to comply with an order which that court had no authority to make, the order itself being without jurisdiction, is void, and the order punishing for contempt is equally void." Ex parte Fisk, 113 U. S., 713-718. To the same effect are In re Snow, 120 U. S., 274-285; In re Ayres, 123 U. S., 443-485; Hans Nielsen, petitioner, 131 U. S., 176-183; Windsor vs. McVeagh, 93 U. S., 274, 283.

In Nielsen's case Mr. Justice Bradley stated the rule here contended for as follows:

"It is difficult to see why a conviction and punishment under an unconstitutional law is more violative of a person's constitutional rights, than an unconstitutional conviction and punishment under a valid law. In the first case, it is true, the court had no authority to take cognizance of the case; but in the other, it had no authority to render judgment against the defendant. This was the case of ex parte Lange, where the court had authority to hear and determine the case, but we held that it had no authority to give the judgment it did. It was the same in the case of Snow; the court had authority over the case, but we held that it had no authority to give judgment against the prisoner. He was protected by a constitutional provision, securing to him a fundamental right. It was not a case of mere error in law, but a case of denying to a person a constitutional right." See, also, In re Frederick, 149 U. S., 70-76; In re Bonner, 151 U. S., 242-256.

Convinced that the court was without authority to make the only order which the defendants Gompers and Morrison can be said to have disobeyed, I can have no other opinion than that the decree should be reversed.

The abandoned lumber schooner Susie M. Plummer is drifting north and on December 23 was off the mouth of the Straits of Fuca. She will probably be picked up by a tug or some passing steamer and towed into port or destroyed. All the schooner's lifeboats are gone. This is taken to mean that the crew abandoned the vessel in daylight and went to a vessel which stood by and took them on board.

Captain Theophilus Green, aged 58 years, one of the best known navigators on the Pacific Coast, dropped dead of heart disease on December 24, just as his steamer, the Vashonian, was making a landing at Chautauqua, Wash. He was the father of Captain J. W. Green, master of a Government vessel at San Diego.

News from Abroad.

Corean Premier Yi was stabbed and fatally wounded at Seoul on December 21, by Yie Cham Yog.

The French Government has asked for an immediate supplementary credit of $48,000 to be used for the purchase of aeroplanes for the army.

The Chilean Cabinet formed on September 12 with Ismael Tocornal as Premier and Minister of the Interior resigned on December 20.

Prince Albert, son of the late Prince Philippe, Count of Flanders, was crowned King of the Belgians at Brussels on December 23, assuming the title of Albert I.

A French financier who is familiar with the Congo and other business operations of the late King Leopold of Belgium, estimates the monarch's private fortune at $50,000,000.

The newly-formed Portuguese Cabinet presented its resignation to King Manuel on December 18. The Cabinet was formed on May 1. The Premier and Minister of the Interior was Senhor Wenceslo de Lama.

The report that Herbert Gladstone, son of the great Premier and Secretary of State for Home Affairs, would be appointed Governor-General of United South Africa was officially confirmed on December 21.

President Zelaya of Nicaragua has resigned in favor of Dr. Jose Madriz. Zelaya's forces were defeated by the insurgents under Estrada on December 21, and the ex-President has fled to Corinto with a small body guard.

The consistory of the University of Copenhagen, on December 21, reporting upon its investigation of the claim of Dr. Frederick A. Cook as the discoverer of the North Pole, announced the absolute failure of Cook to substantiate his claim.

The first cold weather of the season has revealed widespread destitution in Vienna, Austria. Last week 26,023 men, 19,245 women and 56,918 children received relief at private soup kitchens. In addition several thousands were fed and sheltered at the police stations and institutions.

American Embassador Whitelaw Reid and Chilean Minister Domingo Gana on December 16 formally presented to the British Foreign Office the American-Chilean protocol inviting King Edward to arbitrate the Alsop Claim dispute.

Commander Shipley of the United States cruiser Des Moines, acting upon authority of Rear-Admiral Kimball, in command of the American forces in Nicaragua, has issued a proclamation formally stating that no fighting would be allowed at Bluefields.

The Japanese Budget estimate for 1910-1911, as given out on December 17, inaugurates a readjustment of taxation that decreases estimated receipts $5,000,000. It is announced that $17,000,000 will be devoted to industrial development and to continuing the policy of the Katsura Government.

As the result of an interview with a deputation representative of the building trades, the Postmaster-General of Australia has decided to raise the wages paid to certain artisans and laborers employed by building contractors to the Postal Department. Plasterers are to receive in future 10s. to 11s. a day, bricklayers 12s., carpenters 10s., bricklayers' laborers 9s., concrete men 8/6, and surface navvies 7 o.

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INFORMATION WANTED.

Richard Guenther, from Hamburg, Germany, is inquired for by the German Consul at San Francisco, Cal.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, A. B.
Akesson, C. A.
Andersen, Lars
Andersen, Carl P.
Aposholokos, P. G.
Apps, P.
Atkinsen, S.
Baek, M.
Berentsen, Rolf.
Berentsen, Alex.
Blomquist, B. W.
Bohman, Eric
Boad, ———
Brown, Jim
Brakke, Hans
Buck, F.
Buth, Sigfried
Carmell, Geo. B.
Carlson, Thure
Christiansen, Andrew
Chapman, F. G.
Christoffersen, Emil
Christie, W.
Chotard, Emil
Conee, A.
Draw, J.
Eichel, Chas.
Elliot, W. V.
Elsted, John
Eliasen, C.
Elboldt, Alfred
Elwood, Alfred
Engstrom, Chas.
Ernst, Geo.
Erickssen, A. R.
Fasig, Don
Fredriksen, B. D.
Glasheen, John
Gonyette, Joseph
Grohn, John
Grise, J. H.
Gustafson, K. O.
Hansen, K. Johan
Hansen, Harold O.
Hansen, T. S.
Harris, E.
Hansen, John
Hansen, Ernest
Helbwood, ———
Hedlund, Arvid
Hermansen, L.
Herbert, Chas.
Holden, W.
Ingalls, Lewis
Jacklin, C.
Jacobson, T.
Jacobson, Carl
Jersch, W.
J. W.
Johanson, C. J. -1566
Johanson, K. -1592
Johanson, Chas.
Johanson, Hans
Johnson, Alf. -1700
Johnson, Eric
Jorgensen, Julius A.
Kalning, Jacob
Kahlhetser, F.
Kaald, Johan
Kisher, K.
Klingenberg, J.
Knutson, E. A.
Kohler, Albert
Krentz, Karl
Kristofferson, Alfred
Kristiansen, Louis
Kristiansen, Nils
Kristofferson, Emil
Kuhl, Hans
Larsen, Chr.
Larsen, Hans
Latz, K.
Lauritsen, Hans
Lind, H. E.
Lof, Oscar
Malmberg, A. C.
Mayers, P. M.
Masterson, D.
Mattson, E. -1856
Mathison, Nils
McDonald, James
McFadden, W.
McGuire, O. S.
Mitchell, S.
Mietman, John
Mikkelson, Kr.
Morrison, J.
Molver, Olof
Monsson, S.
Mortimer, Ernest
Ness, Carl
Nelson, Peter
Nicholsen, O. T.
Optiger, Geo.
Olsen, E. K.
Olason, Axel
Olsen, B. -597
Olsen, Hans P.
Olsen, Anton
Olsen, Ragwold
Overland, T. -912
Pederssen, Olaf
Pedersen, Chr.
Pel, J. Van
Penny, W.
Petterson, Meyer
Peterson, Peter
Petersen, E. P. -668
Penningrud, L.
Price, Bruce
Rasmussen, And.
Rasmussen, Harold
Rasmussen, Ackton
Ruman, Karl
Riehbrack, Paul
Rides, Arthur
Robertson, D. A.
Rugland, Ole
Sandstrom, Th.
Saaleness, T. J.
Sandstrom, O. S.
Scherlan, R.
Seidel, G.
Skarin, R.
Sorensen, Hans
Sally, Ed.
Steen, Ivar -1999
Sundley, E.
Swanson, Emil
Swanson, B.
Thomas, W.
Thonesen, Tonger
Thompson, T. G.
Zebr, G.
Winnie, Clifton
Worm, Albert
Woolridge, C. C.

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INFORMATION WANTED.

Fritz V. Jacobson is inquired for by his brother, Job Jacobson. He was last heard of in Seattle. Address Lake Seamen's Union, 70 Isabella street, Ogdensburg, New York.

Robert Scherlau, a member of the Seamen's Union of the Pacific, is inquired for by relatives. Address Coast Seamen's Journal.

The five sailors who left the schooner A. J. West at Honolulu, on March 30, 1908, are requested to communicate with the Secretary of the Sailors' Union of the Pacific. The libel against the A. J. West has been adversely decided by the Federal Court at Honolulu.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

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Anyone knowing the whereabouts of seaman Ernst Dau, please notify the German Consul at San Francisco.

INFORMATION WANTED.

James Thoburn was at the Seamen's Institute about 1902. Letter awaiting him at 242 Steuart street, San Francisco.

John M. Murphy, dark hair, blue eyes, height 5 feet 8, smooth face. Last heard of at Oakland. Any information, communicate Seamen's Institute, 242 Steuart street, San Francisco.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

Ellis Owen Pritchard, last heard from on the Pacific Coast four years ago, is inquired for by his sister. Anyone knowing his whereabouts please communicate with the Coast Seamen's Journal.

Carl Wilhelm Swensson, a native of Kalmar, Sweden, born September 15, 1881, supposed to be sailing on the Pacific Coast, is inquired for by his sisters and parents. Address, Klaes Swensson, Sodra Lauggatan No. 26, Kalmar, Sweden.

Donald Corsie, sailor, aged about 55, left the Great Lakes in 1885 for the West Coast and probably Australia, is inquired for by his brother Address Coast Seamen's Journal.

William McLean, a native of Arbroath, Scotland, supposed to be sailing on the Pacific Coast, and a member of the Sailors' Union of the Pacific, is inquired for by his brother, Murdo, ship Loudenhill, Tacoma, Wash.

Louis Carlson, native of Finland, last heard of in Aberdeen, Wash., in 1908, is inquired for by his sister-in-law, Rika Nyman, 930 Harrison street, San Francisco.

Wilhelm Drews, born at Breitenfelde, Germany, who was first mate on the American schooner "Philippine" in 1906 at Aberdeen, is inquired

John Ernest Meyna (Meiner), supposed to be sailing on the Pacific Coast, last heard of 9 years ago, is inquired for by relatives. Address, Coast Seamen's Journal.

Henry Laurent, who has been sailing between San Francisco and Honolulu, is inquired for by his mother. Anyone knowing his present whereabouts will please communicate with the Coast Seamen's Journal.

Domestic and Naval.

The whaleback steamship Bay City, which was taken over by the Merritt-Chapman Wrecking and Derrick Company after she was repaired, has been sold to the Seaboard Transportation Company for $52,500. She will continue in the coastwise coal trade.

The wreck of the car-ferry Marquette & Bessemer No. 2, which foundered during the great storm on Lake Erie on December 7, resulting in the death of thirty-three persons, was located on the 17th at a point twelve miles from Conneaut.

The largest Christmas mail ever brought to America by a transatlantic steamer, in fact the largest mail that ever crossed the Atlantic, arrived at New York on December 15 in the White Star liner Oceanic. It was contained in 5156 sacks.

Assistant Secretary Winthrop of the Navy Department would have the Naval Militia increased from 6300 to 10,000, and would have it placed on the same footing with reference to the Navy that the land militia occupies toward the Army.

The schooner J. V. Wellington has been purchased by Captain John Gilbert. She will be commanded by Captain George Tinker, formerly master of the schooner Fortuna. The Wellington registers 600 tons and will be used in the general coasting trade.

The Bureau of Navigation reports that sixty-three sail and steam vessels of 9546 gross tons were built in the United States during November. The largest steel steam vessel included in these figures is the Wilhelming, of 6974 gross tons, built at Newport News, Va., for the Matson Navigation Company.

The 7000-ton steamships Coastwise and Transportation, which are being built at the yards of the New York Shipbuilding Company, are expected to be ready for launching early next year. The Coastwise will probably be launched in February, and the Transportation in March. Both vessels will be used in the Atlantic coal trade.

F. S. Pendleton, reported to be the owner of more vessels than any other person on the Atlantic Coast, who recently purchased the four-masted schooner Alice E. Clark as she lay stranded on the rocks of Coomb's Ledge, Islesboro, has abandoned further attempts to float the vessel until spring. He has already spent $10,000 trying to save her.

The solution of a mystery of the sea appeared recently when the wreckage of the coal barge Rembrand was washed ashore in a gale at West L'Ardoise, C. B. It was on December 3, 1905, that this barge, with a crew of six men, left Louisburg in tow of the tug Douglas H. Thomas, for Halifax. The tow line parted during heavy weather off Cape Canso and the barge was never seen again. She was formerly a full-rigged ship of 3000 tons capacity.

The steamship Orotava, of the Royal Mail Steam Packet Company, has commenced a weekly service between New York and Bermuda. The Orotava is one of the finest of the fleet of mail steamships which have helped to make the reputation of the Orient-Royal Mail line between London and Australia. Her engines are geared to 16 knots an hour, and the run between New York and Bermuda will be made in about 44 hours.

World's Workers.

A Right to Work Act is one of the planks of the New Zealand Labor party's platform.

Trappers on the Great Cobar (Australia) copper mine have refused to work further unless their wages are advanced to 10s. per shift.

Japanese workmen are obliged to wear on their caps and backs an inscription stating their handicraft and the name of their employer.

A London County Council grant of £300 a year has been recommended for a school for tailors to be started at the Regent street Polytechnic, in order to train boys in the trade.

Six hundred miners and other employes have been thrown out of employment at the Great Boulder Perseverance mine, West Australia, through surface works being destroyed by fire.

Under the title of the Federated Union of Musicians of Australia, the unions of Sydney and Melbourne have amalgamated. The organization is to be registered under the Commonwealth Conciliation and Arbitration Act.

Up to the present 39 boards have been appointed under the Queensland Wages Board Act. Of these 18 are in Brisbane, 16 in the southeastern district, two in the southern division, and two in the central division. The total amount paid in fees to date is £1924 10s.

The dispute at the Austral Colliery, Korumburra, Australia, has been settled by the wishes of the men having been acceded to. They protested against a proposed reduction in the hewing rate and insisted that they should have the appointment of a check weigher.

Business has been so demoralized by the coal strike in New South Wales that the Legislature of that State on December 17 took the drastic step of passing a bill rendering both strike leaders and employers who instigate or aid a strike or lockout liable to a year's imprisonment.

General strikes are now in progress at Modena, Genoa, and Milan, and the last-named city was one night plunged into darkness. Twenty "free laborers," who had arrived from London, were stoned at the Milan gasworks. A thousand "free laborers" were recruited in England to take the place of the strikers.

Mr. S. G. Mee, the oldest working compositor in the world, died in Brisbane, Australia, recently, deeply regretted by all who knew him. The deceased was over ninety years of age, and during the whole of his long life worked at the case until within a few weeks of his death. Always a stanch unionist, Sammy Mee, as he was affectionately called by his workmates, has now gone aloft, leaving behind him the record of a straight and honorable man.

"I don't know any subject more deserving of the most careful attention of the Legislature than this question of apprenticeship," said the President of the New South Wales Industrial Court. "If you have a number of boys taken as boys and made use of, and turned out without a trade, you have cheap goods at the expense of their whole lives. You suck their blood, and throw them out. They ought to grow up with an occupation they can live with, and not go to swell these crowds of unskilled labor."

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abrahamsen, A.
Abrahamson, Johan
Aga, Johan K.
Andersen, Adler
Andersen, Christian
Andersen, -1301
Andersen, -1305
Andersen, -1560
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San Francisco, Cal.

Letters at the Alaska Fishermen's office will be advertised for six months only and will be returned to the Post Office at the expiration of seven months from date of delivery.

Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

Andersen, August
Benson, John
Bowman, Bernard
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Selander, C.
Svensen, Olof
Teigland, T.
Thoresen, Petter
Walbrath, Carl
Yani, C.

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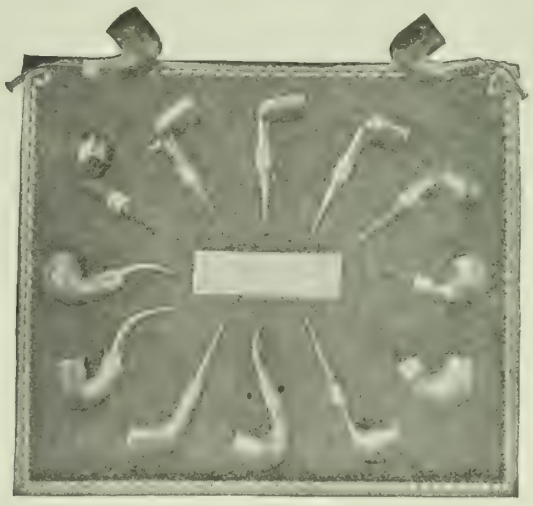
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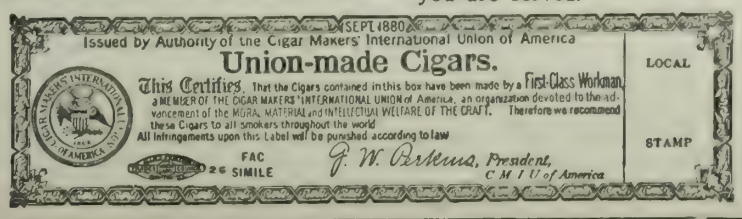
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Labor News.

The Supreme Court of California on December 24 rendered a decision declaring valid the Miners' Eight-Hour law of that State.

Twenty-four striking tin workers, arrested on charges of disorderly conduct, were fined by Mayor Lusk $25 each or thirty days in the workhouse, at New Castle, Pa., on December 14.

Mrs. Belmont has personally retained counsel to defend strikers who are arrested in connection with the Waist-Makers' strike in New York, and selected Mrs. Fannie Marawitz, a woman lawyer.

Demanding recognition of their union, a nine-hour day, a fifty-hour week and a wage increase of 20 per cent, 8,000 members of the Ladies' Garment-Makers' Union of Philadelphia, on December 19 unanimously voted to strike.

D. E. Loewe of Danbury, Conn., plaintiff in the suit against the United Hatters, admitted under cross-examination on December 23 that the expenses of the suit were being defrayed by the American Anti-Boycott Association.

The Brotherhood of Railway Trainmen has served notice on seventy-five railroad companies east of the Mississippi River that an increase in wages will be demanded, the increase to be from 5 to 40 per cent. About 75,000 members of the Brotherhood are employed on the railroads affected.

Governor Eberhart of Minnesota said on December 17 that conditions in the Switchmen's strike appeared to be improved, though not normal. It was his opinion that, even were the strike declared off immediately, conditions could not be made normal probably for more than a month.

The deadlock at Dowlais (Wales), whereby 4000 miners had been idle through their refusal to work with non-unionists, was recently settled and work resumed. The management gave the men permanent permission to stop non-unionists from entering the mines. Ecach miner will have to produce a union card before he descends the pits.

Adelaide and Melbourne Trades and Labor Councils have both agreed by resolutions that in their opinion it is of the utmost importance to the working classes that a clause should be inserted in the Commonwealth Defense bill entirely prohibiting the employment of troops as weapons of capitalism to defeat the masses in industrial warfare or strikes.

At a conference on December 23 in the office of Governor Eberhart of Minnesota, attended by representatives of the railway council of the American Federation of Labor and of all Twin City lines affected by the Switchmen's strike, a proposition was made, both by the railroads and by the switchmen, for a settlement of the strike, but no agreement was reached.

A bill designed to cover cases of contempt of court in injunction cases and greatly restricting the power of the courts in such cases, was introduced in the House of Representatives on December 11 by Representative Thomas of Kentucky. The bill provides for a trial by jury of contempt cases where the punishment imposed exceeds a fine of fifty dollars or imprisonment of five days and, where the offense has not been committed in the presence of the Court.

With the Wits.

Most Dangerous Car.—"What part of the railway train do you regard as the most dangerous?" inquired the nervous man.

"The dining car," answered the dyspeptic.—Washington Star.

Her Popularity.—Ethel—I wonder why Pauline insisted upon having three diamonds in her engagement ring from Mr. Johnson?

Esther—She probably wanted people to be reminded that Mr. Johnson was her third fiance.—Exchange.

The Purist Again.—Inquirer—What is the next train to New York?

Station Master—Twelve o'clock, sir.

Inquirer—Isn't there one before that?

Station Master—No, sir; we never run one before the next.—Boston Transcript.

Keeps Her Suspicions.—"Mrs. Closepenny has lots of trouble with her laundry."

"Is that right?"

"Yes. If the bills are small she thinks they're keeping her clothes, and if they're big she thinks she's overcharged."—Puck.

How It Happened.—Lady—Poor man! So you are just out of jail?

Tramp—Yes, mum. I was a victim of fortune tellers back in ninety-nine.

Lady—Indeed?

Tramp—Yes, mum. The District Attorney told me where I'd been and what I'd ever done during my whole life, and the Judge predicted where I would be for the next ten years.—Puck.

Not with Malice.—"Look here," said the head of the firm, "I want to give you a pointer."

"Yes, sir," the office boy respectfully replied.

"If I hear you humming any more popular songs around here I'll discharge you."

"All right, I won't do it no more. I wouldn't of done it this time, only me lips is sore and I can't whistle."—Chicago Record-Herald.

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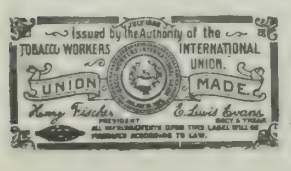
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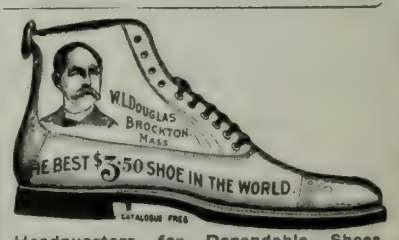
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VOL. XXIII, No. 16. SAN FRANCISCO, WEDNESDAY, JANUARY 5, 1910. Whole No. 2050.

LABOR IN GREAT BRITAIN.

PROMINENT among the instructive features of the annual conventions of the American Federation of Labor are the addresses delivered by the fraternal delegates from other bodies and countries. For obvious reasons particular interest attaches to the remarks of the delegates representing the British Trade-Union Congress. That body was represented at the recent Toronto convention of the Federation by Mr. A. H. Gill, M. P., and Mr. J. R. Clynes, M. P., both of whom delivered excellent addresses. We herewith republish the address of Mr. Gill, as follows:

I need hardly say that I am delighted to have the honor of being present at this annual convention of the American Federation of Labor, and to have been selected by the British Trade-Union Congress to present to you their fraternal greetings, and express the hope that the good feeling that has existed for so long between the workers of Great Britain and Ireland and the workers of the United States of America shall long continue. We have had the honor this year of having had your president, Mr. Gompers, with us at the Trade-Union Congress in England. Mr. Gompers' name has now become a household word among the trade-unionists of Great Britain. We have watched his career. We sympathize with the movement in which he is interested. We know the difficulties with which he and his colleagues are having to contend at the present time, and I am here to-day to express the hearty sympathy of the trade-unionists of Great Britain with Mr. Gompers and his colleagues in the trials they are undergoing at the present time. I hope that the workingmen of the United States of America will stand by Mr. Gompers and his colleagues. If you will do that, and speak with no uncertain sound, you can depend upon it that this trial, through which they are passing at the present time, can only result in good to the movement in the future.

Since we stepped on American soil, we have enjoyed our visit very much, and I wish to thank you here and now, on behalf of my colleague and our wives, for the very great attention and hospitality you have shown to us. When we reached Boston we were not in any difficulty whatever, because there was there a committee to meet us, and they showed us every attention and treated us with the utmost possible kindness and courtesy. The same kindness has followed us wherever we have gone. Everything possible has been done to make the visit as pleasant as possible.

I do not feel at all strange when I look upon this assembly. I cannot help recollecting, when I meet the delegates from time to time, that they themselves or their ancestors, hailed from one part or another of the United Kingdom. I have come across many people from my own town, and from Lancashire, as well as from other places in the United Kingdom. How, then, can we feel strange in an atmosphere of this character? I think we are one and the same family, with the same aspirations and feelings in every particular.

Your movement is like ours. You have your difficulties to contend with in the same way we have. I think your difficulties, if anything, are much greater than ours. We have not the racial difficulty to contend with that you have. You have also the language difficulty, and it must be very awkward indeed for the organizers of your trade-unions to have to deal with so many different peoples. But from the reports which have been presented to this convention, I have seen plainly enough that sufficient energy is displayed by your officials to overcome these difficulties. The reports which your officers have read show clearly to us that they have been overcome to a very large extent.

Like you, we have the great organized forces of capital to contend with in Britain. Conditions in regard to capital are not the same as they used to be. The private employer has almost disappeared. Individuals have formed themselves into amalgamations, huge trusts and combinations, and while it was easy in the old days to deal with individual employers, we now find that we have to use all our strength in dealing with them. But with the great labor movement, as it exists across the water and here, if the units composing it will act unitedly, we need have no fear of holding our own against these great combinations.

You have to deal with similar difficulties to which we have had to deal with. Your injunctions at the present time are giving you a great deal of trouble. Our Taff-Vale decision gave us a great deal of trouble some years ago, but by a determined struggle we overcame that. We had one trade-union that was mulcted in damages to the extent of forty-two thousand pounds, and another fifty thousand pounds. If something had not been done, the trade-unions would have ceased to exist, on account of want of financial strength. But it needs only the workingmen to be attacked in ways like that for them to make up their minds that they will not stand it any longer. They united in our country, and used all the power they had for the purpose of having the position they previously occupied restored to them. We succeeded in doing that, and to-day the funds of our trade-unions are secure against the attacks of our employers.

Our labor movement in some ways differs from yours. Your American Federation of Labor seems to take in the whole scope of the entire movement. Ours is divided into three sections. There is the General Federation of Trade-Unions, that exists for the purpose of providing finances to enable people who are on strike to maintain that strike. And it exists not only for that purpose; it exists, as far as it can, for the purpose of trying to come to arrangements with the employers without having to resort to the arbitrament of a strike. Then we have the Trades Congress, which practically forms our labor movement; and we have the Parliamentary Labor Party, which endeavors to carry out the program the Congress adopts.

We have also taken part in different ways in the international movements. We do not confine ourselves to these fraternal visits to America, but take a more extended view. I wish to speak of what my particular trade is doing. I am a representative of the textile workers of England —of the cotton section of the textile workers. We have not been content with dealing with our own movement alone, but whenever we have had difficulties with our employers in regard to rates of wages or working hours we have always been met with the argument that until the hours of labor are reduced on the Continent of Europe and the wages increased to something like our own standards, it would be impossible for them to do anything in that direction. We felt that it was time for us to do something.

About fifteen years ago we commenced an international movement for the purpose of holding conferences with the textile workers in different parts of Europe, to try to get them on the same line as ourselves. We have had several Congresses in Berlin, in Holland, in Vienna, in Switzerland, and in Italy. At the beginning of these congresses they were working something like 72 hours a week, while we were working 52 hours a week. They are now working 58 hours a week in Germany, 60 in France, and in some parts of Austria, about 63 in Belgium, and there have been general reductions in different parts of the Continent. We are not going to stand still in regard to that particular matter. The English textile workers have made up their minds that, so far as they are concerned, they are going to make a desperate attempt to get the period of employment reduced to 48 hours per week.

We think it is absolutely necessary that something of this description should be done. The great increase in the use and the productive of machinery makes it necessary, if all the people are to be employed, that the period of employment should be reduced. We do not believe in a number of people being out of work and others having full and plenty.

We have to deal, as you have, with the wage question, and sometimes it comes to a place where we have to resort to the strike. These strikes are becoming larger when they do take place, but they are not so frequent as they were formerly. There is a great movement in our country to try to settle industrial disputes by peaceful and conciliatory means, never at any time giving away the principles for which we stand. We think this preferable to resorting to strikes. I think the general principle of adopting trade agreements is becoming more useful in regard to industrial disputes.

Our trade-unions in England do not exist only for the purpose of strikes; they exist for the purpose of paying friendly benefits, superannuation benefits, funeral expenses, dispute pay and sick benefits. In 1906 one hundred of our principal unions in Great Britain and Ireland paid in friendly and sick benefits $9,019,295. In that year dispute pay amounted only to the sum of $774,085.

Your president the other day made reference to a letter which had appeared in the Cotton Factory Times by an Indian mill owner, who claimed that, so far as India was concerned, they ought to be allowed to do as they chose in regard to the period of employment. I could not help remembering the part I and my colleagues had taken in this particular direction. We found some time ago, from an article which appeared in The Times of India, that the people in the textile

(Continued on Page 7.)

A COMEDY OF TERRORS.

Breathes there a man with nerves so dead who never to himself hath said, "Gee, I wonder if there are any ghosts?" What person, no matter how free from the grosser forms of superstition, who has not at some time or other felt that cold, unaccountable fear creeping o'er him which assails even the most skeptical among us when our senses are suddenly startled by something unearthly, something eerie, something which the powers of finite human reason are unable to analyze. The ordinary phenomena of death, through our familiarity with them, have lost most of their terrors, but the unknowable will ever inspire us with more or less dread according as our temperamental and intellectual faculties may be constituted.

These reflections were suggested by the reminiscence of a somewhat singular adventure which befell me a few years ago in Saint Thomas, W. I. At the time I was a shipwrecked sailor on the British consul's hands, waiting for a chance to be shipped home on some vessel bound across to England.

One afternoon the consul called me into his office, and said:

"Bill, I want you to watch the Lord Nelson to-night. The watchman I placed on board of her last night took sick, and sent me word that he can't come to-night."

"All right, sir," I replied; "the money will come in handy the way I'm fixed now."

The Lord Nelson was a composite-built, 1800-ton, full-rigged ship. Originally she had been an Australian passenger packet; but, having had to make way for steam like many another noble old windjammer, she had of late years been turned into a coolie ship, running between Calcutta and Demerara. Entering the river at Georgetown on her last voyage she had struck the bar and strained herself so badly that, after discharging her cargo, she had been ordered by Lloyd's agent to proceed to St. Thomas for an overhauling. There she was found to have been damaged to such an extent as not to warrant the expense which would necessarily be incurred in repairs to make her seaworthy again. She was accordingly condemned, and the crew paid off. The boatswain had stayed behind as night-watchman for some time, but at length he, too, had quit her. The skipper, a young, dudish-looking Englishman, was still in Saint Thomas winding up her affairs, disporting himself at the best hotel in the place, and going on board once a day or so to look after certain things connected with the dismantling of the ship in which the owners were especially interested.

At sundown, as the riggers were quitting her for the day, the consul's boatman rowed me on board of the Lord Nelson. I found her decks all cluttered up with a tangled mass of spars, yards and wire rigging, the riggers having sent down everything above the crosstrees, as well as some of the lower yards. Treading my way among the maze I went into the cabin and lit the lamp, a magnificent affair wrought from solid silver elaborately chased with antique figures, and set in brass gimbals resting on a bronze bracket. Having been a passenger ship her cabin was unusually large, extending forward nearly to the mainmast. The doors of a number of staterooms opened out onto the main saloon, which was gorgeously finished in gold and white, set off with hardwood paneling and artistically carved pilasters, the ceiling supported by two rows of fluted teakwood columns. Overhead long, arching skylights let in a subdued light through stained glass panes, while my feet sank to the ankles almost in soft, yielding carpets. The absolute stillness and dead splendor of the place had a sort of depressing effect on me which I sought to overcome by screwing up the lamp as much as I could without cracking the chimney.

After lighting the riding light and putting it up in the rigging, I sat myself down on the pawlbit and took a look around. It was one of those calm, balmy, delicious evenings only found in the tropics, and such as seem naturally to fit into the program of a dolce far niente existence. The lights on the surrounding hills were reflected in the phosphorescent depths of the basin-shaped harbor, and a bugler in one of the forts was blowing the sundown tattoo to the old tune of "Officers' wives get puddings and pies, and soldiers' wives get skilly, skilligalee, galee." Some of the other ships were still busy working, one hoisting her boat up, another wetting the decks down, while two or three were pumping ship. Away inshore a little coasting schooner was coming to an anchor and letting her sails run down into the lazy-jacks. Amidst it all the short, tropical twilight came to an end; a hush fell upon the scene, and the night settled like a black pall over land and sea.

After sitting there for some little time longer, idly sniffing in the fragrance with which the night air was laden, I went back into the cabin. Drawing a leather-cushioned armchair up to the lamp I lit my pipe and prepared to make myself comfortable for the night. On a table near me lay a pile of books, mostly novels, from which I picked Charlotte Brontè's "Jane Eyre" and began to read. As before, however, something about the place oppressed me, so that I could not fix my attention on what I was reading. It may have been the unwonted magnificence of my surroundings, or perhaps it was the faint odor of an exotic, sickening perfume which I had noticed on first entering. But, whatever it was, I was fast developing an unmistakable case of "nerves" which would not permit me to sit down any longer. At last I threw the book down and got up, determined to shake off by walking the incubus which was fastening itself on my spirits. As the littered condition of the decks precluded any walking there, I began pacing back and forth in the saloon.

Just as I was regaining some of my usual composure I was startled out of my wits almost by a short, sharp, shrill, shrieking sort of wail overhead which sounded only half human, so unearthly seemed its intonations to my overwrought senses.

"Good heavens, what was that?" I muttered to myself as I stopped short in my walk, every nerve in me a-quiver and a cold sweat breaking out on my forehead. Imagine my horror when, an instant later, I heard the rattling and clanking of a chain being slowly dragged across the wire rigging and other hamper that were strewn over the poop! With the instantaneity of pictures flashed upon a stereopticon screen, all the stories I had ever read about haunted castles, with moated ramparts, turreted chambers, and dark, damp, deep dungeons, were visualized before my mind's eye. All the ghosts in those old medieval stone-piles had been delineated as prowling around of nights and dragging clanking chains behind them. They were also much addicted to a grewsome habit of giving vent to intermittent hollow groans and gasping moans, with now and then a mocking laugh. Was this a ghost of the regulation, old-fashioned pattern on its nocturnal rounds, sinisterly bent on scaring some poor mortal to death? I asked myself as, with hair on end and straining ears, I listened to that chain dragging over the spars out on deck.

Again that short, blood-curdling, banshee wail broke upon the stillness of the night, this time from somewhere out on the main-deck in front of the cabin. With a shudder I sank down in the chair, unable to stand on my feet any longer. Ever since I came to man's estate I had been scoffing at the idea that there were such things as ghosts. Justly had I prided myself on being as free from superstition as any man living. Yet here I was, nearly paralyzed with fear, my heart barely beating, and the cold shivers chasing each other up and down my spine until my teeth chattered like castanets. For, ever and anon could I hear the dreadful clanking of that ghostly chain as it scraped across the jackstays on the yards or the bare wire backstays that lay stretched along the decks. But it was when that unearthly, moaning wail smote upon my ears like the anguished cry from a lost soul that I experienced a chill which seemed to freeze the very marrow in my bones. No wonder the last watchman had been taken sick! I felt sick unto death myself. Nay, so far as my dazed faculties permitted me to think, I was certain that I would never live to see the light of day again. I could positively feel the iciness of death stealing over me, so great was the agony of fear I suffered.

And then, merciful God! for the space of a brief second or so I saw looking at me through one of the for'ard windows a face so preternaturally furrowed and old-looking, so hideously ugly, so diabolically malign in expression, that at sight of it my heart stopped beating entirely and I could actually sense my flesh creeping on my bones.

It has always been a matter of the greatest surprise to me that on beholding that horrible face staring at me through the window I did not die there and then from fright, or, at any rate, faint. But, so strangely are our natures constituted that, after the first shock was over, I found myself sitting bolt upright in the chair, cursing myself for a weak, silly, cowardly fool. The crisis in my mental fever of fear had been reached and safely passed. From now on I had but one aim in view, and that was to annihilate the wailing, chain-clanking creature out on deck there, be it man, devil, or ghost.

Jumping up from the chair, I looked around for some kind of a weapon with which to do the fell deed. Over the door leading to the after cabin, held in position by glittering brass beckets, were two red-painted firemen's axes with varnished handles. Seizing one of them, I went to the front door and peered cautiously through the darkness without. All was quiet out there, the rattling of the chain and the spook-like wailing having suddenly ceased. Could it be that the ghost had in some telepathic manner received intimation of the changed attitude of my mind toward it, and had betaken itself to the dismal hunting-grounds of disembodied spirits?

Emboldened by this thought I stepped out on to the grating in front of the door, still firmly grasping the ax in my hands. In a little while, when my eyes had become accustomed to the dim light shed upon the scene by the

(Continued on Page 11.)

CHRISTMAS ON THE ATLANTIC.

Christmas on the Atlantic Coast was signalized by the heaviest storm in many years. The gale assumed terrific force on Christmas night and continued throughout the following day. The tale of wreck and disaster, including many deaths, is as long as the Coast itself. Following is a partial list of the wrecks reported within a few days after the gale:

Davis Palmer, lost with twelve men.

Unknown three-masted schooner.

Schooner Ada K. Damon, off Ipswich River.

Nantasket, breaking up at Scituate.

Unknown three-master, in distress at Plymouth.

Ralph Hayward, three master, injured in Lower Bay.

Schooner Madeline, damaged at Plymouth.

Schooner Massasoit, damaged at Plymouth.

Sloop Lois Totman, damaged at Plymouth.

Barge City of Montreal, damaged at Plymouth.

Schooner A. K. McLean, driven ashore on Martha's Vineyard.

Schooner Maud Seward, ashore on Martha's Vineyard.

Schooner Belle Haliday, driven ashore on Nantucket.

Schooner Pontiac, in tow at Great Round Shoal.

Henry O. Barrett, in port, badly battered.

The complete list of wrecks will doubtless increase the foregoing many fold. No less than eleven schooners are reported lost on the coast of Newfoundland, with fifty lives.

Coast guards, after a thrilling struggle with the waves, rescued 27 men from the wreck of the tramp-steamship Thurman after the big vessel had dashed on the sands in the roaring breakers near Toms River, New Jersey, on December 25. Led by Captain Henry M. Ware, the Government crew first attempted to use their lifeboat and then resorted to the breeches buoy to bring the imperiled men ashore more dead than alive.

The rescued men have recovered at the lonely Government station, but their vessel will be probably pounded to pieces by the waves that have already smashed her upper works and filled her with water. The men had risked their vessel and lives in an attempt to discover and save a barge and its crew which had broken away in the gale. The helpless barge has disappeared with the probable loss of the three men on board.

Especial interest attaches to several of these wrecks. The Davis Palmer was commanded by Captain Leroy McKeown, who was at one time general manager of the Shipping Federation, and in that capacity endeavored to destroy the Atlantic Coast Seamen's Union. The Nantasket was also a Federation vessel.

Members of the Atlantic Coast Seamen's Union deeply regret the loss of the schooner Governor Ames, wrecked in the vicinity of Cape Hatteras on December 13. The famous five-master went down with all hands, excepting one seaman, who clung to some wreckage until picked up. Among the members of the crew were Charles Mars and A. Petersen, both well-known members of the Union. Comrades Mars and Petersen had been ashore for a number of years, taking but an occasional trip. The fate of these comrades illustrates the force of the old adage that "the sea will claim its own." It is said that "the sea never gives up its dead." It would perhaps be truer to say that "the sea never gives up its living."

Christmas, 1909, will long be remembered by seamen on the Atlantic Coast as one of the most fateful days in the fateful history of those waters.

HARBOR IMPROVEMENT IN ORIENT

Three of the most prominent contracting firms in the world are at present working in Singapore under contract with the Government of the Straits Settlements, namely, Sir John Jackson, Limited; John Aird & Company, and Messrs. Topham, Jones & Railton. The Westminster Construction Company besides is carrying out contracts with the local municipality.

Much has been written of late regarding Sabang, in Sumatra, as a rival port, but when these immense works are completed, Singapore, it is promised, will offer the best accommodation for shipping in Eastern waters. Over 1300 men are employed on the reclamation works, where sixty acres of the sea will be filled in and a new quay of 6000 feet in length built in front of the present unsatisfactory water front opposite the principal shipping godowns of the settlement. This work should be finished in the course of nine years.

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Inland Seamen's Union, Whitehall, New York.

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29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques y puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

A COMEDY OF TERRORS.

Breathes there a man with nerves so dead who never to himself hath said, "Gee, I wonder if there are any ghosts?" What person, no matter how free from the grosser forms of superstition, who has not at some time or other felt that cold, unaccountable fear creeping o'er him which assails even the most skeptical among us when our senses are suddenly startled by something unearthly, something eerie, something which the powers of finite human reason are unable to analyze. The ordinary phenomena of death, through our familiarity with them, have lost most of their terrors, but the unknowable will ever inspire us with more or less dread according as our temperamental and intellectual faculties may be constituted.

These reflections were suggested by the reminiscence of a somewhat singular adventure which befell me a few years ago in Saint Thomas, W. I. At the time I was a shipwrecked sailor on the British consul's hands, waiting for a chance to be shipped home on some vessel bound across to England.

One afternoon the consul called me into his office, and said:

"Bill, I want you to watch the Lord Nelson to-night. The watchman I placed on board of her last night took sick, and sent me word that he can't come to-night."

"All right, sir," I replied; "the money will come in handy the way I'm fixed now."

The Lord Nelson was a composite-built, 1800-ton, full-rigged ship. Originally she had been an Australian passenger packet; but, having had to make way for steam like many another noble old windjammer, she had of late years been turned into a coolie ship, running between Calcutta and Demerara. Entering the river at Georgetown on her last voyage she had struck the bar and strained herself so badly that, after discharging her cargo, she had been ordered by Lloyd's agent to proceed to St. Thomas for an overhauling. There she was found to have been damaged to such an extent as not to warrant the expense which would necessarily be incurred in repairs to make her seaworthy again. She was accordingly condemned, and the crew paid off. The boatswain had stayed behind as night-watchman for some time, but at length he, too, had quit her. The skipper, a young, dudish-looking Englishman, was still in Saint Thomas winding up her affairs, disporting himself at the best hotel in the place, and going on board once a day or so to look after certain things connected with the dismantling of the ship in which the owners were especially interested.

At sundown, as the riggers were quitting her for the day, the consul's boatman rowed me on board of the Lord Nelson. I found her decks all cluttered up with a tangled mass of spars, yards and wire rigging, the riggers having sent down everything above the cross-trees, as well as some of the lower yards. Treading my way among the maze I went into the cabin and lit the lamp, a magnificent affair wrought from solid silver elaborately chased with antique figures, and set in brass gimbals resting on a bronze bracket. Having been a passenger ship her cabin was unusually large, extending forward nearly to the mainmast. The doors of a number of staterooms opened out onto the main saloon, which was gorgeously finished in gold and white, set off with hardwood paneling and artistically carved pilasters, the ceiling supported by two rows of fluted teakwood columns. Overhead long, arching skylights let in a subdued light through stained glass panes, while my feet sank to the ankles almost in soft, yielding carpets. The absolute stillness and dead splendor of the place had a sort of depressing effect on me which I sought to overcome by screwing up the lamp as much as I could without cracking the chimney.

After lighting the riding light and putting it up in the rigging, I sat myself down on the pawlbit and took a look around. It was one of those calm, balmy, delicious evenings only found in the tropics, and such as seem naturally to fit into the program of a dolce far niente existence. The lights on the surrounding hills were reflected in the phosphorescent depths of the basin-shaped harbor, and a bugler in one of the forts was blowing the sundown tattoo to the old tune of "Officers' wives get puddings and pies, and soldiers' wives get skilly, skilligalee, galee." Some of the other ships were still busy working, one hoisting her boat up, another wetting the decks down, while two or three were pumping ship. Away inshore a little coasting schooner was coming to an anchor and letting her sails run down into the lazy-jacks. Amidst it all the short, tropical twilight came to an end; a hush fell upon the scene, and the night settled like a black pall over land and sea.

After sitting there for some little time longer, idly sniffing in the fragrance with which the night air was laden, I went back into the cabin. Drawing a leather-cushioned armchair up to the lamp I lit my pipe and prepared to make myself comfortable for the night. On a table near me lay a pile of books, mostly novels, from which I picked Charlotte Brontè's "Jane Eyre" and began to read. As before, however, something about the place oppressed me, so that I could not fix my attention on what I was reading. It may have been the unwonted magnificence of my surroundings, or perhaps it was the faint odor of an exotic, sickening perfume which I had noticed on first entering. But, whatever it was, I was fast developing an unmistakable case of "nerves" which would not permit me to sit down any longer. At last I threw the book down and got up, determined to shake off by walking the incubus which was fastening itself on my spirits. As the littered condition of the decks precluded any walking there, I began pacing back and forth in the saloon.

Just as I was regaining some of my usual composure I was startled out of my wits almost by a short, sharp, shrill, shrieking sort of wail overhead which sounded only half human, so unearthly seemed its intonations to my overwrought senses.

"Good heavens, what was that?" I muttered to myself as I stopped short in my walk, every nerve in me a-quiver and a cold sweat breaking out on my forehead. Imagine my horror when, an instant later, I heard the rattling and clanking of a chain being slowly dragged across the wire rigging and other hamper that were strewn over the poop! With the instantaneity of pictures flashed upon a stereopticon screen, all the stories I had ever read about haunted castles, with moated ramparts, turreted chambers, and dark, damp, deep dungeons, were visualized before my mind's eye. All the ghosts in those old medieval stone-piles had been delineated as prowling around of nights and dragging clanking chains behind them. They were also much addicted to a grewsome habit of giving vent to intermittent hollow groans and gasping moans, with now and then a mocking laugh. Was this a ghost of the regulation, old-fashioned pattern on its nocturnal rounds, sinisterly bent on scaring some poor mortal to death? I asked myself as, with hair on end and straining ears, I listened to that chain dragging over the spars out on deck.

Again that short, blood-curdling, banshee wail broke upon the stillness of the night, this time from somewhere out on the main-deck in front of the cabin. With a shudder I sank down in the chair, unable to stand on my feet any longer. Ever since I came to man's estate I had been scoffing at the idea that there were such things as ghosts. Justly had I prided myself on being as free from superstition as any man living. Yet here I was, nearly paralyzed with fear, my heart barely beating, and the cold shivers chasing each other up and down my spine until my teeth chattered like castanets. For, ever and anon could I hear the dreadful clanking of that ghostly chain as it scraped across the jackstays on the yards or the bare wire backstays that lay stretched along the decks. But it was when that unearthly, moaning wail smote upon my ears like the anguished cry from a lost soul that I experienced a chill which seemed to freeze the very marrow in my bones. No wonder the last watchman had been taken sick! I felt sick unto death myself. Nay, so far as my dazed faculties permitted me to think, I was certain that I would never live to see the light of day again. I could positively feel the iciness of death stealing over me, so great was the agony of fear I suffered.

And then, merciful God! for the space of a brief second or so I saw looking at me through one of the for'ard windows a face so preternaturally furrowed and old-looking, so hideously ugly, so diabolically malign in expression, that at sight of it my heart stopped beating entirely and I could actually sense my flesh creeping on my bones.

It has always been a matter of the greatest surprise to me that on beholding that horrible face staring at me through the window I did not die there and then from fright, or, at any rate, faint. But, so strangely are our natures constituted that, after the first shock was over, I found myself sitting bolt upright in the chair, cursing myself for a weak, silly, cowardly fool. The crisis in my mental fever of fear had been reached and safely passed. From now on I had but one aim in view, and that was to annihilate the wailing, chain-clanking creature out on deck there, be it man, devil, or ghost.

Jumping up from the chair, I looked around for some kind of a weapon with which to do the fell deed. Over the door leading to the after cabin, held in position by glittering brass beckets, were two red-painted firemen's axes with varnished handles. Seizing one of them, I went to the front door and peered cautiously through the darkness without. All was quiet out there, the rattling of the chain and the spook-like wailing having suddenly ceased. Could it be that the ghost had in some telepathic manner received intimation of the changed attitude of my mind toward it, and had betaken itself to the dismal hunting-grounds of disembodied spirits?

Emboldened by this thought I stepped out on to the grating in front of the door, still firmly grasping the ax in my hands. In a little while, when my eyes had become accustomed to the dim light shed upon the scene by the

(Continued on Page 11.)

CHRISTMAS ON THE ATLANTIC.

Christmas on the Atlantic Coast was signalized by the heaviest storm in many years. The gale assumed terrific force on Christmas night and continued throughout the following day. The tale of wreck and disaster, including many deaths, is as long as the Coast itself. Following is a partial list of the wrecks reported within a few days after the gale:

Davis Palmer, lost with twelve men.

Unknown three-masted schooner.

Schooner Ada K. Damon, off Ipswich River.

Nantasket, breaking up at Scituate.

Unknown three-master, in distress at Plymouth.

Ralph Hayward, three master, injured in Lower Bay.

Schooner Madeline, damaged at Plymouth.

Schooner Massasoit, damaged at Plymouth.

Sloop Lois Totman, damaged at Plymouth.

Barge City of Montreal, damaged at Plymouth.

Schooner A. K. McLean, driven ashore on Martha's Vineyard.

Schooner Maud Seward, ashore on Martha's Vineyard.

Schooner Belle Haliday, driven ashore on Nantucket.

Schooner Pontiac, in tow at Great Round Shoal.

Henry O. Barrett, in port, badly battered.

The complete list of wrecks will doubtless increase the foregoing many fold. No less than eleven schooners are reported lost on the coast of Newfoundland, with fifty lives.

Coast guards, after a thrilling struggle with the waves, rescued 27 men from the wreck of the tramp-steamship Thurman after the big vessel had dashed on the sands in the roaring breakers near Toms River, New Jersey, on December 25. Led by Captain Henry M. Ware, the Government crew first attempted to use their lifeboat and then resorted to the breeches buoy to bring the imperiled men ashore more dead than alive.

The rescued men have recovered at the lonely Government station, but their vessel will be probably pounded to pieces by the waves that have already smashed her upper works and filled her with water. The men had risked their vessel and lives in an attempt to discover and save a barge and its crew which had broken away in the gale. The helpless barge has disappeared with the probable loss of the three men on board.

Especial interest attaches to several of these wrecks. The Davis Palmer was commanded by Captain Leroy McKeown, who was at one time general manager of the Shipping Federation, and in that capacity endeavored to destroy the Atlantic Coast Seamen's Union. The Nantasket was also a Federation vessel.

Members of the Atlantic Coast Seamen's Union deeply regret the loss of the schooner Governor Ames, wrecked in the vicinity of Cape Hatteras on December 13. The famous five-master went down with all hands, excepting one seaman, who clung to some wreckage until picked up. Among the members of the crew were Charles Mars and A. Petersen, both well-known members of the Union. Comrades Mars and Petersen had been ashore for a number of years, taking but an occasional trip. The fate of these comrades illustrates the force of the old adage that "the sea will claim its own." It is said that "the sea never gives up its dead." It would perhaps be truer to say that "the sea never gives up its living."

Christmas, 1909, will long be remembered by seamen on the Atlantic Coast as one of the most fateful days in the fateful history of those waters.

HARBOR IMPROVEMENT IN ORIENT

Three of the most prominent contracting firms in the world are at present working in Singapore under contract with the Government of the Straits Settlements, namely, Sir John Jackson, Limited; John Aird & Company, and Messrs. Topham, Jones & Railton. The Westminster Construction Company besides is carrying out contracts with the local municipality.

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Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

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Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

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Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

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Spain.

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Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

Home News.

The Explorers' Club, of New York, on December 24 expelled Dr. Frederick A. Cook upon the ground of fraud in his claim that he had ascended Mount McKinley.

The Canadian Railway board has agreed to the application of telegraph companies that not more than five letters can be sent as a code word. The order will become effective July 1.

The largest map ever constructed is to be prepared under the auspices of the International Science Congress. The map, which will represent the entire world, will be 150 by 100 feet in size.

"Dixie" has finally been officially proclaimed as first in American songs and music in "patriotic popularity." This is the verdict of O. G. T. Sonneck, chief of the division of music of the Library of Congress.

Secretary of State Knox has given formal notice to President Madriz of Nicaragua that the United States Government will hold him strictly accountable for the safety of American citizens in the western section of that country.

Chicago's budget for 1910 will be the largest in the history of the city. For schools, libraries, water bureau and corporate purposes the appropriations will be approximately $55,000,000, which is $3,000,000 in excess of any heretofore.

As a result of the local option vote in Manitoba on December 22 eighteen countries were added to the seventy which previously voted in favor of no saloon. There are fifty counties which still remain "wet." Twenty-one voted for license on the 22d.

Provision for the purchase of the buildings occupied by the Berlin and Paris Embassies of the United States at a cost not exceeding $350,000 each, will be proposed in a bill which Chairman Perkins of the House Committee on Foreign Affairs will introduce in Congress.

During the ten months ending with October, 9919 Americans, representing all but three of the States and Territories of the United States, made homestead entries in Canada. The States of Delaware and Mississippi and the District of Columbia are the only sections of the United States not represented among the homesteaders.

Plans for a national boycott of those combinations that increase the cost of living were laid at Washington, D. C., on December 31, when the National Anti-Trust League was launched. Members of Congress are interested in the new movement, and immediate steps will be taken toward perfecting State organizations.

Indictments charging three officers and six members of the board of directors of the Kansas City Fruit and Produce Exchange and representatives of two of Kansas City's packing plants with combining to control the price of butter, eggs, potatoes and other foodstuffs, were returned by the Grand Jury of that city on December 31.

Press reports announce the formation of a "money trust" controlling more than a billion dollars, sufficient to dominate the transactions of the financial world, including the business of the United States Government. The trust, of which J. P. Morgan is the head, is not legally organized, but is conducted upon the basis of "community interest."

SAN PEDRO, CAL.

Cannon's Clothing Store

SAN PEDRO, CAL.

BELL BRAND COLLARS AND CUFFS—UNION MADE.

We make a specialty of handling only the Best Union-Made Goods manufactured for Seamen.

BEN. B. LIPPMAN

532 BEACON & 531 FRONT, next to Fritz & Ernest

SAN PEDRO CAL.

COMPLETE SEAMEN'S OUTFITTERS

Union Goods for Union Men

SAN PEDRO WHOLESALE CO.

WHOLESALE DEALER IN THE CHOICEST OF OLD WINES AND LIQUORS.

Bottlers of San Francisco and Los Angeles Beers.

All goods sold at lowest San Francisco prices. We buy direct from Kentucky Distilleries and our California Wineries. Seafaring men invited to inspect our stock.

Beacon Street, near Fourth, SAN PEDRO, CAL.

M. BROWN

THE SAN FRANCISCO STORE
Now Located at San Pedro,
427 FRONT STREET.

I carry a full line of Seamen goods for the seafaring people, having been established since 1886, and continually serving the seafaring. I am in position to know the class of goods you want. The San Francisco Hickory Shirt at 50 cents.

UNION LABEL OF THE

United Hatters of N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

CHAS. A. LUCAS

Undertaker and Embalmer

Fourth Street,
Between Front and Beacon Sts.,
SAN PEDRO.

JACOB OLSEN

Keeps the Best Brands of
CIGARS AND TOBACCO.

Also a Large Assortment of
STATIONERY AND NOTIONS.
FRONT STREET, bet. 4th and 5th, Front of Union Saloon, SAN PEDRO, CAL.

H. N. STONE CO.

DRUGGISTS,
Headquarters for Pure Drugs, Patent Medicines, Soaps and Toilet Articles.
FRONT ST., OPP. S. P. DEPOT,
SAN PEDRO, CAL.

WALK-OVER SHOES

SOLD EXCLUSIVELY BY

LEVY'S DEPT. STORE

SAN PEDRO, CAL.
515 Front St. 514 Beacon St.

SAN PEDRO NEWS CO.

Sixth and Beacon Sts., San Pedro, Cal.
Dealers in
CIGARS, TOBACCO, STATIONERY.
Los Angeles Examiner and All San Francisco Papers on Sale.
Agents Harbor Steam Laundry.

David Stove, age about 28, who is supposed to have shipped on some vessel from Puget Sound in January, 1901, is inquired for. Any one knowing his present whereabouts please notify Coast Seamen's Journal.

Named shoes are frequently made in Non-Union factories.

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INFORMATION WANTED.

Henry D. Steele, No. 2166, of the Sailors' Union of the Pacific, is inquired for. Address, Coast Seamen's Journal.

James Sample, last heard of on ship Santa Rita in April, 1909, is inquired for by Seamen's Institute, 242 Steuart street.

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS

San Pedro Letter List.

Andersen, G. G.	Lange, Friedrich
Abbors, Arne	Lehtonen, John
Andersen, A.	Lane, Emil
Anderssen, Frank	Lerch, Paul
Axelssen, C. B.	Lawsen, Jack
Angland, C. J.	Larsen, M.
Andree, E. A. -1410	Lueman, A.
Berdjelm, Alex.	Lundquist, F.
Berndt, Hugo	Le Jolle, Wm.
Brose, R.	Lassen, L.
Behrends, Gerh.	Mander, O. J.
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Belander, J. E.	Mygind, W. F.
Bjorseth, Knut	Melin, Einer
Berggren, John	Mahoney, F. E.
Bitila, -1338	Martin.
Bensen, Ray	Mickelsen, J.
Backman, Ernest	Mardisan, Andrew
Boisen, -1500	Mookala, John
Block, Magnus	McCarthy, J. J.
Berntsen, Julius	Mueller, Hugo
Bruhbard, Ewald	Nord, G. E.
Bloom, Charles	Nielen, Sievert
Celley, Edward	Nelsen, Eddie
Carlssen, A.	Norris, E.
Carlssen, C.	Nordstrom, Gust
Christiansen, E.	Nielsen, W. -1000
Carlson, C. G.	Nyberg, Erick
Campbell, Geo.	Nestor, Wilson
Carlsen, Marcus A.	Naumann, Alfred
Carlsen, Ch.	Nielsen, Jens A.
Christensen, Anton	Newman, Ino
Christiansen, Chr.	Osterholm, J. W.
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Capello, Henrik	Olsen, Geo.
Christiansen, Hjal.	Olsen, Adolf
Christensen, Harold	Orten, Sigurd
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Cainan, George	Odman, Gus
Dorles, J. H.	Ott, John
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Engbretsen, D. B.	Olsen, G. A.
Emanuelsen, Anton	Ohlsen, Ch.
Edlund, Agaton	Ohman, Pete W.
Erickson, Erick.	Pagel, Erwin
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Edolf, Charles	Pedersen, Julius
Englebright, H.	Pritschman, Geo.
Ekman, Gus.	Pettersen, Ed.
Ek, Thure	Pedersen, Alfred
Ellingsen, F.	Petersen, Ch. W.
Edland, Gus	Petersen, Sophus R.
Fleming, John J.	Pedersen, P. -1093
Fredricksen, H. G.	Petersen, H. -1067
Fasig, Don	Petersen, Th. -563
Glass, W.	Petersen, J. G.
Gray, Gustav	Petersen, Oscar
Guenther Chr.	Paulssen, Adolf
Geiger, J.	Raymond, J.
Gundersen, A.	Rasmussen, R. -1525
Gulbrandsen, A.	Robsham, J. W.
Glausen, Harry	Reuten, Axel.
Gorgesen, Emil	Rasmussen, Emil
Garner, Louie	Reed, L. C.
Haupt, Emil	Rudland, Jake
Hansberg, J. P.	Rueter, Herman
Haarkula, John	Remme, F.
Heckman, Fred	Rodriguez, M.
Hellesto, Emil	Reimon, L.
Hansen, Rasmus	Sander, A. J.
Haldersen, H.	Snarberg, Ch.
Harris, Tom	Sundstrom, F.
Hanson, Haakon	Semberg, J.
Henrikson, A. E.	Svenssen, N.
Hanson, Jacob	Staelsten, Karl
Hansen, Theodor	Smith, John
Hansen, Peter K.	Southerland, A.
Heggenmuller, H.	Silverberg, Harry
Hilke, Carl	Scott, E. G.
Harmening, Fr.	Schlobis, Ch.
Hage, Arne	Seidel, P. J.
Hansen, Peat	Smide, Albert
Hass, Jens	Swansen, Hugo
Jhensen, Charley	Swensen, J. E.
Johanssen, -1821	Strand, Emil
Johnsen, Gust	Steen, J. C.
Johnsen, Thomas	Shilman, H. H.
Ingbrethsen, Daniel	Samuelsen, W. L.
Jeffersen, V.	Swansen, Ch.
Jebsen, Ch.	Spearing, Gustav
Johansen, Johan -880	Schloesser, Ludwig
Jaejer, Adolf	Thompson, W. J.
Jensen, -1311	Thompson, T.
Jorgensen, Emil	Tammi, E. -801
Johanessen, Bob	Torres, V. L.
Kari, M.	Torgussen, G. T.
Kalberg, S.	Tuominen, Alfred
Kristiansen, Eigil	Touanne, Walter
Kuhme, Wilh.	Younggren, Edm.
Kammerman, W.	Vick, Jacob
Lister, Wm.	Widin, Andrew
Larssen, Chr.	Warren, Louis
Lund, Harry	Wahlstedt, R. -778
Lofman, K.	Wilemsen, Hans
Ludlow, J. J.	Werner, A.
Loeman, Ch.	Westgard, L.
Lewis, J.	Wahrenburg, Otto
Louis, Michel	Westad, Johan
Lundberg, F.	Wearner, Reuben

INFORMATION WANTED.

Anyone knowing the whereabouts of Henry D. Steele, or any news by which he might be located, kindly communicate with M. S. McLean, 1426½ South Los Angeles street, Los Angeles, California.

Pacific Coast Marine.

Charles Jackson was recorded at the San Francisco Custom-house on December 20 as master of the barkentine S. G. Wilder, vice P. A. Hansen.

United States Supervising Inspector Bermingham has notified the Local Inspectors at San Francisco that first-mates on steam-schooners must be given a half-day's rest on sailing days.

In fulfilment of an order issued by the Federal Court at Portland, the British bark Poltalloch will be sold January 12 to satisfy a number of claims filed against the vessel at that port.

The steamer Kentucky, recently purchased by the Alaska Coast Steamship Company, will leave the Atlantic early in January for the Pacific Coast. She is also being boarded up astern in readiness for her trip around Cape Horn. The vessel will be brought out by Captain Frank S. Moore.

A wireless message received at Tacoma on December 20 by the Alaska Coast Company announces the safety of its steamship Bertha, three days overdue from Seward. When the message was sent the Bertha was off Cape Laze, south of Ketchikan, having been delayed by rough and foggy weather.

The Pacific Coast Steamship Company's steamer Governor will be laid up at San Francisco for some time to undergo repairs. While the Governor is out of commission her place will be filled on the San Francisco-Puget Sound-San Diego run by the steamer Queen. When the Governor is replaced the steamer President will be withdrawn to undergo an overhauling.

Salvatore Grillo, of Black Diamond, Cal., filed suit in the Superior Court at Martinez on December 18 against the Sacramento Transportation Company, asking $10,000 damages for the death of his son, who was drowned in San Pablo Bay last April, when the boat from which he and two companions were fishing was run down by one of the company's steamers.

The following changes of masters were recorded at the San Francisco Custom-house on December 27: Steamer Sea Fox, Rasmus Rasmusen vice D. C. Thomsen; schooner Eveline, Anton Engelbritzen vice N. C. Jensen. The steamer Aurelia, Henry Weber master, and the steamer Queen, H. C. Thomas master, were enrolled.

A mysterious wreck three-quarters of a mile off the mouth of the Quillayhute River, south of Cape Flattery, was reported at Port Townsend on December 29. The report was brought to Neah Bay by white men and Indians, who state that at extreme low tide three steel masts are visible. The wreck is supposed to be that of the British ship Matterhorn.

The American ship Elwell has been sold by the Federal authorities at Seattle for $6000. Built in 1875 at Damariscotta, Me., she was operated on the Atlantic for several years. For a time she was in the lumber carrying trade in the Pacific, but in late years has been operating to Alaska. During the gold rush the Elwell carried passengers to the northern ports.

A plan to wind up the affairs of the Metropolitan Steamship Company, of Boston, by the sale of its four freight steamers and the transfer of the turbine passenger boats Harvard and Yale to a new Pacific Coast line was announced on December 24 by John W. McKinnon and the Assets Realization Company, the legal purchasers of the property at the recent foreclosure sale.

A cable message was received at Seattle on December 29 from Nome, Alaska, saying that the gasoline schooner Duxbury is beached on the shores of Behring Sea and that the crew are making their way south over the ice. It is not known whether the Duxbury was wrecked or was merely caught in the ice and beached by her crew until the return of warm weather.

Hereafter the United States revenue-cutter Snohomish, engaged in life-saving duty at Cape Flattery, will not be compelled to steam up to Seattle every time that it is necessary to replenish her bunkers. The Department of Commerce and Labor has arranged to lease a dock at Port Angeles and a supply of coal will be kept on hand there for the use of the revenue service.

In the proposals opened at Portland on December 20 by Major J. F. McIndoe, United States engineer, for altering and rebuilding the Government dredge Chinook, the Marine Iron Works of St. John agreed to undertake the contract at $30,000 less than five other competing firms, and will probably be awarded the job, although the bids must go to Washington before the award is made.

The following changes of masters were recorded at the San Francisco Custom-house on December 23: Steamer Saginaw, John A. Wolvig vice A. T. Stream; steamer Quinault, Peter M. Keffeld vice John G. Wolvig; steamer Alcatraz, George Winkel vice Bertimus Lee; steamer Defiance, Dan C. Thompsen vice Tonnes Tonnesson. The steamer Mayfair, August Olsen, master, was enrolled.

The United States Government has refused to recompense the Alaska Steamship Company for the transportation and feeding of 193 passengers and crew of the ship Columbia, lost near Unalaska last April. On December 20 the company was notified from Washington that the Government provides only for shipwrecked mariners and not for passengers on a wrecked vessel, disallowing the company's claim.

Four steam-whalers are to be added to the fleet operating off the west coast of Vancouver Island and Queen Charlotte group. A steamer built at Christiania, Norway, is on the way in sections, to be put together at Victoria, B. C., in March, and another steamer built at St. John, N. F., is making the voyage to the latter port. Two other vessels, to operate from Rose Spit, Queen Charlotte Islands, are being negotiated for.

Lloyd's posts the British ship Clan Macpherson, which sailed from Newcastle, N. S. W., for Valparaiso on June 24, as missing and little hope is held for the safety of the vessel. Acting on instructions, the British warship Challenger was commissioned to visit several of the ilsands in mid-Pacific and search for traces of the Clan Macpherson and her crew. The warship returned recently after a fruitless investigation.

A new class in navigation was organized at 7:15 P. M., January 3, at the Humboldt Evening High School, Eighteenth and Dolores streets, San Francisco. The instruction is free. As one class is to commence the study of Sumner Lines, another to take up Dead Reckoning and the new class to start with the fundamentals, there is opportunity as well for those who are not beginners.

With the triple-screw turbiners Yale and Harvard of the defunct Metropolitan Steamship Company as the nucleus of a fleet of fast, modern steamships, the Schubach-Hamilton Company of Seattle, owners of the St. Croix, which was burned to the water's edge off Point Dume late in November, will re-enter the Pacific Coast passenger business in 1910, according to information that may not be questioned.

Eleven ships, representing an aggregate of 20,695 tons net register, comprise the grain fleet en route and listed for Portland. It is the smallest list headed for that port in the corresponding week in December for the past ten years. Shippers account for the small grain fleet by the fact that there are idle vessels all along the Coast which can be picked up whenever they are in need of more tonnage.

After years of consideration the special committee of the Tacoma City Council on water terminals has determined that the city must acquire, by gift or purchase, sites for several more municipal docks on portions of a harbor soon to be developed. Tacoma harbor has twenty miles of coast line and eight miles more will be created by the dredging of six new waterways inland from the harbor front.

The Canadian Government is increasing the life-saving facilities on the west coast of Vancouver Island. New surfboats are being provided for the four stations there and a motor boat has been ordered for the Bamfield station. The west coast of Vancouver Island has been the scene of many disastrous wrecks, the most notable being the loss of the steamer Valencia, bound for Seattle from San Francisco in the winter of 1906, when 123 lives were lost.

Just out of the drydock and ready for all kinds of sea and weather, the steam yacht Aquilo left New York several days ago for a trip of 17,000 miles to Seattle by way of the Straits of Magellan. The Aquilo was purchased recently by William E. Law, a San Francisco banker, who has just organized the Western Steel Corporation of Seattle. The steel company owns extensive deposits of ore along Puget Sound and will use the Aquilo for conveying its officers and engineers to and from its various properties.

The new steamer Protesilaus, built for the Blue Funnel line for service between Liverpool and Puget Sound, is expected to arrive on the Coast about the middle of April. The Protesilaus is a twin-screw vessel, built at Hebburn-on-Tyne. She is 501 feet long, 60 feet beam and 42 feet deep. She has accommodations for about 580 emigrants and a number of first-class passengers. There are seven holds, and the cargo gear consists of twenty-six hatches and thirty-one derricks, capable of lifting weights up to fifty tons.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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(Continued on Page 10.)

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JANUARY 5, 1910.

REST FOR THE WEARY.

Steam-schooner officers on the Pacific Coast will doubtless welcome the ruling of Supervising Inspector Bermingham, under which mates must be given a proper period of rest either before or after leaving port. Not only the officers of these craft but also the traveling public will be benefited by the new order of things, since it will make for greater safety in navigation. The principle upon which the ruling is based is a well-recognized one, although by no means as widely honored as it ought to be. A general recognition of this principle—i. e., that a ship's officer, to be thoroughly efficient for the discharge of his duties at sea, must be wide awake and vigorous both in body and mind—would work a wholesome and wholesale revolution in the conduct of steam navigation.

The case upon which Mr. Bermingham rendered his ruling was originally presented to Local Inspectors Bolles and Bulger, of San Francisco, by Captain William A. Westcott and Captain Luther B. Dow, representing California Harbor, No. 15, American Association of Masters, Mates and Pilots. The protest of the Harbor showed that in many instances the mates of steam-schooners are compelled to work cargo all day in port and then to stand watch on the bridge at sea. Under this system it is a common occurrence for mates to be on duty for sixteen or twenty hours at a stretch. The Harbor claims that these conditions constitute a violation of Section 4463 of the United States Revised Statutes, which requires that vessels shall be "efficiently manned." The Local Inspectors dismissed the appeal of the Harbor with the statement that inasmuch as the vessels in question carried the number of officers stipulated in their certificates of inspection, they must be considered as complying with the provisions of the law.

The Harbor appealed from this decision to Supervising Inspector Bermingham. Under date of December 17 the latter rendered his judgment, sustaining the appeal. The substance of the decision is as follows:

While it is true that the long hours of duty performed by licensed mates, sometimes sixteen to twenty hours out of twenty-four, have been customary on steam vessels on this Coast for many years, that is no reason for its continuance. Such officers are entitled to better hours. My investigations, you will perceive, show sufficient facts to support the contention of the appellants, i. e., that licensed mates on the steam-schooners on this Coast are frequently required to take charge of a watch on a bridge at night when their energies are much exhausted by continuous labor during the day, thus rendering them incapable for the proper performance of their duty during dark nights, foggy or stormy weather, thereby endangering the lives and property in their charge, as well as such on another vessel. The simple and inexpensive remedy for that is one necessitating no more officers, and, practically, no more expense—that is, to require the captain (or owner) to give the officer that takes the bridge on going to sea after 6 p. m. the afternoon, or first night watch off, as the case may be, which, I learn is, or has been, the practice on one or more of the steam-schooners. If such watch off be not conceded to such officer, I suggest that, as you have the authority under Section 4463, R. S., U. S., to place a licensed third-mate on any steam-schooner that persists in wilfully continuing the practice complained of.

Reference is made in the Bermingham decision to the fact that the rule laid down in the latter is already the practice in some vessels of the class in question. Such being the case, it would appear that there should be no difficulty in extending that practice generally. However that may be, the rule is a good and necessary one. We trust that it will be enforced, thus insuring to the men responsible for the safety of life and property at sea that period of rest and recuperation without which they can not be expected to discharge their duties to the best advantage. We believe we are well within bounds in saying that the enforcement of this rule will result in a material lessening of accidents at sea, many of which in the past have been directly due to the conditions dealt with by the new rule.

SAN FRANCISCO LEADS.

San Francisco begins the year with a good prospect of progress in public affairs. The Geary Street railroad bond election held on December 30 resulted in the adoption of the proposal to issue bonds in the sum of $2,020,000 by a vote of 31,185 to 11,694. Thus the bonds were carried by nearly three to one. This in spite of the strenuous campaign against the proposition carried on by the local street-car monopoly and its associated villainies. To be more correct, the result was in a large measure due to the attitude of the United Railroads. The anxiety of that corporation, as manifested by its enormous expenditures to defeat the bonds, aroused the suspicion of many voters not otherwise disposed to favor municipal ownership. Between its willingness to spend money without stint and its unwillingness to do anything in the way of improving its own service, the conduct of the United Railroads proved the determining factor in the bond campaign.

The bonds will now be issued, the Geary Street railroad will be reconstructed and equipped with the best rolling stock and motive power obtainable, and the system will be extended to the Ferry on the east and to the Ocean on the west. The new road will be operated successfully as the first municipal street-car system in the United States. Other street-car franchises will be dealt with in a similar manner in the near future. Altogether, the prospect is good that San Francisco will yet afford an example of public progress to other cities. At any rate, the result of the bond election in San Francisco marks a new era in the history of that city and gives good assurance of more respectful treatment from the public-service corporations than has been the rule in the past.

Much is being made of the strike at the State coal mine. Apparently it has been assumed that the employment of workers by the State deprives men of the right or inclination to strike. A purely fallacious assumption. The State is very often a worse master than the majority of private employers, and under the State, as under a private employer, the worker has the right to sell his labor to the best advantage. That's what the miners at the State coal mine are doing. They know the Arbitration Court, as at present constituted, to be Dead Sea fruit. They cut themselves clear of the Act, and set out to get a better return for their labor.—Weekly Herald, Wellington, N. Z.

The foregoing hits the nail squarely and with the more effect, coming as it does from a country which is commonly, but mistakenly, supposed to be a "country without strikes." This paper has all along contended that New Zealand is rendering a great service to the world, not in the success of its attempts to "abolish strikes" but in the failure of these attempts. In a word, New Zealand has been repeating the history of the past five hundred years, thus demonstrating to the entire satisfaction of every one the truth of that history, i. e., that men can no longer be enslaved under any pretense no matter how specious.

The citizens of San Francisco will vote on January 14 upon two propositions, to issue bonds in the sum of $58,000,000 for the purpose of securing a water supply from the Hetch-Hetchy Valley, in the Sierras, and for the purchase of the Spring Valley Water Company's property and plant. There is little doubt that both propositions will carry, the former because it affords the only source of supply adequate for the city's future needs, and the second because the property of the present water monopoly is necessary not only at present but also as a distributing system in the future. Notwithstanding the opposition in certain quarters to the purchase of the Spring Valley Company's property — the source and nature of which opposition is reminiscent of the opposition to the Geary Street bonds—it is highly probable that the water bonds will carry and that San Francisco will thus give a second notice to the world that she is now launched fairly upon the tide of civic progress.

Every member of every union affiliated with the International Seamen's Union of America, ashore in San Francisco, is expected to attend the mass-meeting to be held in Sailors' Union Hall to-night (Wednesday). The meeting is called for the purpose of hearing the delegates to the recent convention of the International. The delegates heard and saw much of interest to the seamen in every locality, and which every seaman who takes an interest in the affairs of his craft ought to know. Special attention will be given to the conditions on the Great Lakes. The meeting will be called to order promptly at 8 p. m. No seats reserved. Come early and avoid the rush!

Demand the Hatters' label when purchasing headwear of any kind!

LABOR IN GREAT BRITAIN.

(Continued from Page 1.)

mills were working from fourteen to sixteen hours a day; that the manufacturers had taken advantage of the introduction of the electric light to make them work longer hours. We felt it our duty in Lancashire to appeal to the Secretary of State to see if something could not be done for our brothers across the sea. I had the opportunity of placing the case before Lord Morley, a commission was appointed, and the result will be a considerable reduction in the hours of labor in India at a very early period.

We have another part of our movement; a part brought about very largely by the Taff-Vale decision. We decided that, so far as we were concerned, we were not going to be trodden under foot by the employers. We concluded it was necessary to have another string to our bow; that we should act in our trade-unions in the settlement of disputes and the payment of friendly benefits; but that it was necessary to resort to political action to fight those people on the floor of the House of Commons. The trade-union movement was aroused. Touch a man's money, put your hand in his pocket—even if it be trade-union money in the shape of funds—and you will get at him. Regardless of their previous position in regard to being Liberals and Conservatives, many of them disregarded the old political affiliations when they went into politics.

Our members of Parliament are not paid by the State as yours are. The unions decided to pay out of their own pockets to send members to the House of Commons. At the general election of 1906 we had 29 men seated direct from the workers to act independently in the House of Commons and sent directly from the trade-unions to influence the legislation of the country. There are twenty other members representing the trade-unions, but allied with the Liberal Party. On great questions we have been able to bring 53 votes to bear. Although the number is not great, still the influence and the practical experience of the men sent there has been much greater than the numbers would indicate.

Directly after the election in 1906, the Government, under pressure, introduced a Trade-Dispute Bill for the purpose of restoring the trade-unions to the position they had held previously, and for the purpose of protecting the funds of the trade-unions. The bill they introduced was found to be unsatisfactory. We had the best legal advice and we went through it line by line and determined the bill should not pass. The Government was waited upon and definite lines upon which such a bill should be drawn were stated. By having practical men using their influence on the floor of the House, we had a bill passed that thoroughly protected the unions' funds in Great Britain and Ireland.

I find in the United States and Canada that one of the burning questions is in regard to workmen's compensation and the safeguarding of industrial machinery. We have had considerable experience in regard to workmen's compensation in England. We used our influence in the British House of Commons for the purpose of making such alterations in the law as were absolutely necessary for the purpose of securing compensation for injured workmen. And in our country our industrial occupations are not safeguarded as well as they might be. We have something like 3,800 fatal accidents every year in the various occupations throughout the country, and nearly 200,000 persons are injured in some way or another. This is the tragedy of human toil, and it is the duty of every person engaged as an official in connection with various trade-unions to do his level best to see that something is done to lessen the number of injuries and the loss of life. At the present time I am on a department committee appointed by the Home Secretary for the purpose of inquiring into the different conditions in the different occupations throughout the United Kingdom and to find out the cause of accidents and suggest remedies to prevent them in the future. I want to say when that committee reports the life of the workers in Great Britain will be safer than it is at the present time.

Some people tell us that the cost of accidents, or the cost of compensation, should not be a charge on the industry. We believe it should be. The employer puts his capital into a mill or foundry, he insures the building against fire, he insures his steam engines against breakdowns, his boilers against explosions, and even his plate-glass windows against breakage. Surely, when human life is at stake, it ought to be more carefully safeguarded.

There are many things you ought to avoid in regard to workmen's compensation. In 1897 the Government then in power in England passed a Workmen's Compensation Act. It applied only to certain industries. That created a very large number of anomalies and made it so people engaged in different parts of these industries could not receive compensation. We found that a carter, or teamster, who was engaged by an employer, if he had an accident in the employer's yard, was entitled to compensation, but if he went outside and the same accident occurred he would not be entitled to any compensation whatever. We found in the building trades that if a man was employed on a scaffold and was injured he was entitled to compensation, but if he was a few yards away working on a ladder he was not. They said the painters were not engaged in constructive work, but were decorators and not entitled to compensation. The Factory Act applied to buildings thirty feet high. We had people injured on buildings twenty-eight feet high, and when some people were killed on such buildings, their widows got no compensation. Under that act, compensation did not start until the third week. The people in the House of Commons—not the labor members—said that on account of the charge on the industry, people engaged in different occupations in various parts of the country ought to be able to live a fortnight without compensation. The new bill provides that it shall begin at the end of the first week.

After the bill had passed its second reading it was referred to a committee of about ninety members of the House of Commons. We were careful to get fifteen members on that committee, and we were always there, but some of the others were usually absent. We had fifteen sittings. On the very first day I had the opportunity of moving an amendment to that clause which provided that compensation should not begin until the second week. I moved an amendment that it should begin at the end of the third day. The Government resisted it; they pressed us strongly to withdraw it. They thought it would be too great a tax upon the industry. I declined to withdraw it, was supported by my colleagues, and we defeated the Government on that particular question. They did not like the three days, so we agreed to a compromise shortly afterwards, that where an accident incapacitated a workman for fourteen days he should be paid from the date of the accident. That enactment has put into the pockets of the working class of England a sum equal to $250,000 a year.

We went further. We thought it was unfair that this Act should apply only to certain scheduled trades; we thought it ought to apply to everybody who worked for a living, and 6,000,000 workmen were included in the amendment to that bill. Almost every class in the community receiving less than $250,000 a year were included. Workmen engaged in manual labor, no matter what wages they earned, were included.

In the old Act our lads were entitled to but fifty per cent of what they were earning, and whenever they were able to receive in any particular job afterwards what they had been receiving at the time of the accident, their compensation stopped. Even if one lost an arm, he would receive no compensation. We said the wages of the lads should not only be taken into account, but the earnings they might get in the future when they grew to manhood. A week before we left I secured for a lad 260 pounds. That has not been the only effect. The fact that employers had to pay such an amount for compensation caused them to try to prevent accidents, and machinery is being guarded and greater care is being taken of the lives of the workers. One firm in my own town spent 6,000 pounds. That is better than any compensation that could be granted after the person is injured.

We have the fair wages clause improved and strengthened. In a Government publication we have a list of the contractors who receive Government contracts. It is published month after month so that the trade-unions engaged in these trades can see if the contractors are fair or not, and if not, if they report to the Government Department, the contractors will be stricken off the list.

I think my time has about expired. Mr. Clynes and myself will have to return to the old country shortly because we are in a big fight. One of the first questions asked when I reached Boston was: "What are you going to do with the Budget?" This is going to be a big fight between the Lords and democracy. We are trying to put taxes on the land values the people have created; on mining property which the owners have done nothing to create. The Lords are up in arms. They speak of "class legislation." It has been an object lesson to the men in the House of Commons, for they know that the Lords are aroused and have met and remained seated any hour of the day or night to protect their own interests. We have increased the licenses on the liquor traffic. It will be a fight against the Lords and the liquor traffic. We welcome that fight. Nothing would suit the democracy of the United Kingdom better than to have the Lords reject the Budget. You will have an opportunity to see before the end of January, not only thirty or fifty labor members returned to the House of Commons, but something like a hundred.

I wish to express to you my sincere thanks for the attention you have given the few remarks I have made. We are one family. The British labor movement and the American labor movement join hand in hand; there is only a strip of water between us; let us work together. Let us see to it that what are your aims and aspirations shall become our aims and aspirations. I have been through your mills in the New England States and have seen a number of things that are good. I have also seen a number that can be improved by copying our methods. I trust this system of fraternal visits will be continued and thank you heartily on behalf of myself and my wife for the very kind hospitality shown us since we came to these shores.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Jan. 3, 1910.
Regular weekly meeting was called to order at 7:30 p. m., Ed. Andersen presiding. Secretary reported shipping dull. The Quarterly Finance Committee reported having examined the Union's accounts for the past three months and found the same correct.

E. ELLISON, Secretary pro tem.
44-46 East St., Phone Kearny 2228.

Vancouver, B. C., Dec. 27, 1909.
Coastwise shipping dull.
JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, Dec. 27, 1909.
Shipping medium; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Dec. 27, 1909.
Shipping medium.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Dec. 27, 1909.
Shipping dull; prospects uncertain.
L. COADOU, Agent pro tem.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Dec. 28, 1909.
Shipping dull; prospects uncertain.
WM. GOHL, Agent.
P. O. Box 62. Tel. 225.

Portland, Or., Agency, Dec. 27, 1909.
Shipping dull.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Dec. 26, 1909.
Shipping slack: prospects uncertain.
JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Dec. 27, 1909.
Shipping and prospects fair.
HARRY OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, Dec. 20, 1909.
Shipping good.
CHAS. SORENSEN, Agent.
Cor. Queen and Nuuanu Sts. P. O. Box 314.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Dec. 30, 1909.
Regular weekly meeting was called to order at 7 p. m., A. Burgess in the chair. Secretary reported shipping slow. The Shipwreck Benefit was ordered paid to Thomas Hansen from the steam-schooner Majestic.

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Dec. 23, 1909.
No meeting. Shipping medium.
LEONARD NORKGAUER, Agent.
P. O. Box 1335. Phone Sun Main 2233.

San Pedro Agency, Dec. 27, 1909.
Shipping slow; plenty of men ashore.
ED. BARRY, Agent.
P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Dec. 27, 1909.
Situation quiet.
V. A. OLANDER, Secretary.
674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Dec. 28, 1909.
Shipping and prospects good.
WM. H. FRAZIER, Secretary.
1½A Lewis St.

DIED.

Nils Iversen, No. 98, a native of Norway, aged 44, died on the bark Annie Johnson at San Francisco, Cal., on Jan. 1, 1910.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

WRECKS OF THE SEASON.

Not including the wrecked steamers W. C. Richardson, Henry Steinbrenner, Wissahickon and Ashtabula, some of which may be added to the list, thirty vessels passed out of existence on the Lakes during the past season. The boats were valued at $1,600,000 and the total may reach $2,000,000.

The vessels that were a total loss had a carrying capacity of 47,700 tons a trip and figuring on twenty trips for each ship, they could move about 954,000 tons of freight in a season.

The steamer John B. Cowle, which was sunk in a collision with the steamer Isaac M. Scott on Lake Superior, was the largest

VESSELS LOST IN 1909.

Name of Ship.	Cause.	Where.	Lives Lost.	Value.
Stmr. Eber Ward, f'nd'r'd,	Lake Michigan.		5	$ 30,000
Stmr. Aurania, foundered,	Lake Superior..	..		200,000
Stmr. Russia, foundered,	Lake Huron.....	..		50,000
Stmr. A. Shores, foundered,	Lake Superior.		13	20,000
Stmr. Iron Age, fire,	Lake Erie.....	..		20,000
Stmr. W. P. Thew, collision,	Lake Huron..	..		10,000
Stmr. Tempest No. 2, fire,	Georgian Bay..	..		10,000
Stmr. J. B. Cowle, collision,	Lake Superior		15	275,000
Stmr. City of Green Bay, fire,	Lake Huron	..		10,000
Stmr. Samoa, fire,	Torch Lake.....	..		20,000
Stmr. John Pridgeon, f'nd'r'd,	Lake Erie..	..		20,000
Stmr. Monteagle, fire,	Soo river.....	..		25,000
Stmr. George Stone, fire,	Lake Erie.....		6	50,000
Stmr. Falcon, stranded,	Lake Michigan...	..		18,000
Stmr. Ottawa, f'nd'r'd,	Lake Superior....	..		130,000
Stmr. F. Hinton, stranded,	Lake Michigan	..		15,000
Stmr. Rome, fire,	Soo river.....	..		30,000
Stmr. O. T. Flint, fire,	Lake Huron.....	..		30,000
Stmr. Badger State, fire,	Lake Huron.....	..		14,000
Stmr. Clarion, fire,	Lake Erie.....		15	100,000
Stmr. Marquette & Bessemer No. 2, foundered,	Lake Erie.....		32	350,000
Stmr. J. B. Trevor, st'nded,	Lake Superior	..		100,000
Schr. George Nestor, f'nd'r'd,	Lake Super'r		5	9,000
Schr. A. Gebhardt, fire,	Georgian Bay.....	..		5,000
Schr. John Schuette, collision,	Detroit river	..		4,000
Schr. E. B. Maxwell, stranded,	Lake Erie.	..		5,000
Schr. Van Straubenzie, collision,	Lake Erie		3	5,000
Schr. Commerce, stranded,	Lake Michigan	..		5,000
Schr. C. Spademan, foundered,	Lake Erie.	..		5,000
Tug Ottawa, fire,	Lake Superior.....	..		5,000
Total			94	$1,600,000

vessel lost for 1909. She had a carrying capacity of 7,000 tons. The biggest property loss as well as the greatest loss of life was on the carferry steamer Marquette and Bessemer No. 2, which foundered on Lake Erie. The steamer was valued at $350,000 and thirty-two lives were lost on her.

Nine of the vessels foundered, four were sunk in collisions, five stranded and went to pieces and twelve were destroyed by fire. Eight of the boats were lost on Lake Erie, which was the greatest number for any of the Lakes.

The greatest loss of life was also on Lake Erie where fifty-two lives were lost in December on the vessels that were total losses. Ninety-four lives were lost but that does not include lives that were lost in other accidents. Seven men went down on the tug Floss which foundered in Lake Erie. The tug was floated and is again in commission. The wreck of the steamer W. C. Richardson cost five lives and three men were drowned when the tug Princeton was sunk at Buffalo.

This does not include loss by stranding, collision, damage to machinery handled by incompetent crews, the two Soo lock disasters, which would bring the damage loss up to nearly six million dollars. Then the expense of hiring scrubs, railway fares, loss of time both in waiting for the scabs and in carrying them, will add nearly another million to the debit side. Lives lost by falling into hold, falling overboard, scalding, etc., are not included in this list of the Plain Dealer.

W. H. JENKINS.

Conneaut, O.

BIG WINTER FLEET.

The season of navigation for Chicago closed with the arrival of the steamer Roman on December 22. The winter fleet in the harbor is said to be the largest in several years, and is made up of the following vessels:

Chicago Harbor.

C. F. Bielman.
Black Rock.
Boston.
Bethlehem.
L. L. Barth.
I. J. Boyce.
Culligan.
Cambria.
Christopher.
Conemaugh.
Duluth.
R. L. Fryer.
Hondurus
Kensington.
S. R. Kirby.
Kalkaska.
Linden.
Lagonda.
City of London.
Luzon.
W. B. Morley.
Manistee.
Major.
A. M. McVittie.
C. S. Neff.
Niagara.
Oscoda.
Panther.
Portage.
City of Paris.
F. H. Prince.
J. H. Prentice.
H. E. Runnels.
Rutland.
Ramapo.
J. P. Ralph.
Shenandoah.
P. Sawyer.
Starrucca.
Seneca.
Susquehanna.
Three Brothers.
Walter Vail.
H. S. Wilkinson.
T. R. Wiehe.

At South Chicago.

J. G. Butler.
G. F. Baker.
Briton.
R. W. Bunsen.
City of Bangor.
Thomas Barlum.
Corsica.
John Crerar.
W. E. Corey.
Caledonia.
S. M. Clement.
M. C. Elphicke.
Empire City.
S. Fisher.
John Fritz.
E. H. Garey.
Griffin.
F. H. Goodyear.
J. J. Hill.
G. C. Howe.
J. T. Hutchinson.
D. R. Hanna.
P. A. B. Widener.
Wilkesbarre.
G. F. Williams.
S. O. barge 86.
Zenith City.
Hemlock.
Joliet.
Elsie Leighton.
W. R. Linn.
Mataafa.
Mariposa.
H. H. Phipps.
E. M. Peck.
G. W. Perkins.
J. Roebling.
Roman.
J. R. Riddle.
Rappahannock.
John Sharples.
John Stanton.
John Smeaton.
Superior City.

Schooners.

Arendal.
Alice.
Bell Brown.
Butcher Boy.
Bertha Barnes.
J. G. Boyce.
Carrier.
Connelly Bros.
Cora A.
Delta.
R. L. Fryer.
Grace M. Filer.
Thomas Gawn.
Halsted.
Helvetia.
C. H. Hackley.
Interlaken.
Joses.
Lake Forest.
Lotus.
A. W. Lucky.
G. A. Marsh.
J. H. Mead.
Foster W. Mitchell.
James Mowatt.
S. E. Marvin.
John Mee.
Minerva.
Alice B. Norris.
Paisley.
Quickstep.
Resumption.
C. E. Redfern.
J. V. Taylor.
S. J. Tilden.
A. C. Tuxbury.
G. L. Wrenn.
Ellen Williams.
G. W. Westcott.
William Young.

LAID UP AT CLEVELAND.

The following list, which was made up by Harbor Master Peter Lynch, shows the coarse freighters that are in winter quarters at Cleveland:

Steamers.

Yosemite.
Saturn.
Jupiter.
Tacoma.
Mecosta.
Massachusetts.
Hiawatha.
Case.
D. M. Whitney.
Merida.
M. A. McGregor.
David W. Mills.
H. D. Coffinberry.
Pioneer.
J. H. Wade.
Choctaw.
Charles Hubbard.
Alva Chisholm.
Sachem.
William Edwards
D. Leuty.
Rhoda Emily.
Adiramled.
Charles Beatty.
W. W. Brown.
D. G. Kerr.
J. P. Walsh.
Australia.
Polynesia.
Amazon.
Castalia.
Powell Stackhouse.
Isaac M. Scott.
Elba.
Cadillac.
Hugh Kennedy.
L. C. Hanna.
Centurion.
Adriatic.
William A. Paine.
Andaste.
James Neilson.
F. Rockefeller.
J. Ericsson.
Malietoa.
W. F. Fitch.
Pontiac.
M. Mullen.
Republic.
S. Mitchell.
G. A. Flagg.
Bransford.
Ball Bros.
D. Houghton.
W. H. Gilbert.
C. W. Elphicke.
J. E. Davidson.
Maunaloa.

Schooners.

Antrim.
Chattanooga.
George Corliss.
Alex Maitland.
Manda.
Bryn Mawr.
Allegheny.
Alex. Anderson.
Magnetic.
C. G. King.
Bottsford.
Hattie.
Nelson Bloom.
S. D. Warriner.

GILCHRIST FLEET.

The boats of the Gilchrist fleet, which is the second largest on the Great Lakes, are distributed at the following ports:

Duluth—General Garretson, J. B. Wood, R. E. Schuck, R. L. Ireland, L. Woodruff, Lake Shore, Olympia.

Milwaukee—John Sherwin, F. J. Hecker, F. W. Gilchrist, J. C. Gilchrist, H. S. Sill, Mars, Venus, E. W. Oglebay, Thomas Maytham, Vulcan, City of Genoa, City of Naples, Helena, City of Rome, C. A. Eddy, C. C. Hand, Volunteer, Neosho, Vermilion, C. Tower, Wallula, Lansing, Cumberland, R. R. Rhodes, Colonial, Merrimac.

Buffalo—H. P. McIntosh, G. H. Russell, J. L. Weeks, P. J. Walker, F. W. Hart, F. M. Osborne, Steel King, C. W. Watson, Gilchrist, Neptune, Uranus.

Cleveland—D. M. Whitney, Jupiter, Saturn, Merida, Antrim, Case, C. W. Elphicke, Mecosta, Tacoma, Hiawatha, Massachusetts, Magnetic.

Lorain—E. N. Saunders.

South Chicago—George Williams.

Toledo—Barge Tyrone.

Manitowoc—A. P. Wright.

Oswego—F. A. Georger.

CAPTAIN JOHN McCARTHY DEAD.

The death of Captain John McCarthy, 72 years of age, occurred at the home of his son in Chicago on December 15. Captain McCarthy fell while entering a car recently, fracturing two ribs, which caused his death. The deceased captain sailed the Lakes for many years and later became harbor master at Chicago, a position which he held for over fifteen years, resigning six years ago. He was said to be the best harbor master Chicago ever had, and was one of the widest known men on the Lakes.

M. A. Hanna & Company will build a coal dock at the head of Lake Superior next season. The new plant will cost about $500,000. The dock will be located at the foot of Main street, West Duluth, and a deal for the property was recently closed with the West Duluth Land Company. The new Hanna receiving dock will be 375 feet wide by 3,000 feet long and will be constructed of concrete and piling. It will have a capacity of 300 cars a day and will be equipped with the latest electrical machinery both for unloading ships and for loading cars. The Cleveland firm operates a dock at Superior.

MILWAUKEE'S WINTER FLEET.

One hundred and two steamers and four barges are in the shelter of Milwaukee rivers this winter season. It is the largest fleet ever contained in that port. The aggregate of tonnage for the steamers represents 461,800 and for the barges 9,600. Of this number about twenty were not placed in commission this year. All of the boats now are in, the City of Genoa ending the season of navigation for freighters. Following is the accurate list of the winter fleet:

R. B. Nye, J. S. Dunham, Pendennis White, G. W. French, E. J. Earling, Amazonas, Wawatam, A. E. Stewart, Lewiston, C. M. Warner, Walter Scranton, Roman, Mars, J. C. Gilchrist, H. S. Holden, E. W. Oglebay, Livingstone, Corona, H. H. Rogers, H. S. Sill, John Sherwin, F. J. Heeker, Venus, A. S. Upson, H. G. Dalton, Shaw, McDougall, Byron Whitaker, L. C. Waldo, F. W. Gilchrist, J. J. Barlum, William Edenborn, Buffington, Onoko, Salt Lake City, Charles Weston, J. M. Jenks, Omaha, Moses Taylor, Thomas Maytham, Andrew Carnegie, Maryland, Ferd. Schlesinger, Verona, Masaba, H. H. Brown, J. W. Westcott, O. M. Poe, A. D. Davidson, Wisconsin, J. Mitchell, H. D. Goulder, H. B. Hawgood, W. B. Kerr, Albert Soper, Marshall F. Rutters, H. W. Oliver, Helena, Vulcan, J. G. Munro, City of Rome, Manchester, Prince McKinney, W. M. Mills, Capt. Thomas Wilson, Venezuela, C. S. Neff, City of Genoa, City of Naples, Colonial, Cumberland, Thomas Davidson, John Duncan, C. A. Eddy, R. P. Flower, J. W. Gates, C. C. Hand, Harlem, Lansing, Marion, Maritana, W. M. Mills, Neosho, John Oades, Phenix, Pueblo, Queen City, R. R. Rhodes, H. L. Shaw, C. Tower, Jr., J. E. Upson, F. L. Vance, Venus, Vermilion, Volunteer, Wallula and C. A. Weston. Barges: Baltic, Granada and Matanzas.

LAID UP AT RIVER POINTS.

At Port Huron and Sarnia.

W. E. Fitzgerald.	Lillie Smith.
Harmonic.	Azore.
Charles W. Kotcher.	Cataract.
Huronic.	John Kilderhouse.
Doric.	Culver.
Scottish Hero.	Winona.
Pawnee.	William Brake.
Minnie Orton	Grace Dorner.
Dunelm	O. D. Conger.
Pellett.	Thomas Howland.
J. R. E. Edwards.	Harding.
Saronic.	New York.
Ioniac.	

At St. Clair.

Montana	Boyce.
City of Holland.	Welcome.
Iron Cliff.	

At Algonac.

William R. Stafford.	Guido.
E. D. McWilliams.	Wyoming.
Arenac.	William Brake.
Stand. Oil tug No. 2	J. C. Ford.
Spokane.	Fred Pabst.
Western Star.	Stand. Oil barge 57.
Stand. Oil barge 61.	James Beard.
Lake Michigan.	George Nelson.
Emma Tyson.	J. M. Westcott.
Jane Ralston.	J. M. Diver.
Frontenac.	Harley.

STEAMER JAPAN SOLD.

The little steamer Japan, which has been in the Anchor line for many years, has been sold to C. A. Jaques and W. H. Hall, of Toronto. The steamer arrived in Toronto on December 16 and will run in the pasenger trade between Port Arthur and Montreal. The same firm a few years ago purchased the steamers India and China of the Anchor line.

STEAMER ALABAMA LAUNCHED

With completion of the new steel steamer Alabama, which was launched at Manitowoc on December 18, the Goodrich Transit Company will have a fleet of eleven boats, ten steamers and a tug, the Arctic. The steamers are the Columbus, Virginia, Carolina, Indiana, Iowa, Racine, Chicago, Georgia, Sheboygan and Alabama. The company has announced that it will change the names of some of its boats, adopting names of States ending with "A." The Racine is the first to be changed taking the name Arizona.

The Alabama will be completed by September 1, 1910. The boat will have three cabins and four decks, and will be elaborately furnished for passenger traffic. The cabins will be in mahogany and there will be no panels in the work. Six superbly furnished suites will be provided aboard the steamer, which is intended for use on the west shore run of the company, from Chicago to Mackinac. The boat will accommodate a large pasenger list and may also have provisions for carrying of package freight. She will be 250 feet in length with 44,-foot beam and a depth of 17 feet.

The Alabama will be the second completely built steel steamer to leave the yards of the Manitowoc Drydock Company, and opens a new era in the shipbuilding industry of Manitowoc. The Goodrich Company has its winter quarters in that city and makes all its repairs there.

PIONEER OF LAKES DIES.

Edward T. Evans, one of the pioneers in Great Lakes transportation, died at Buffalo on December 20. He was seventy-three years old. Mr. Evans had been connected with the Anchor line since its formation. Three years ago he resigned as vice-president of the Erie & Western Transportation Company and retired from active work. In 1862 Mr. Evans built the first iron propeller that sailed the Great Lakes. She was the Merchant and cost $85,000.

FLEET IN FOR WINTER.

The fleet of the Cleveland-Cliffs Iron Company is distributed at the following ports for the winter:

Cleveland—The Centurion, Pontiac, Andaste, Cadillac, Choctaw, Pioneer, Chattanooga.

Detroit—The W. G. Mather, J. H. Sheadle, Michigan, Ishpeming, Peter White, Frontenac.

Ashtabula—Presque Isle.

Toledo—Angeline.

LAKE LETTER LIST.

North Tonawanda.

Anderson, Oskar	Hansen, Amund
Anderson, Adrian	Hansen, Oscar
Anderson, Adolph	Jordan, Harry
Beaudry, Joseph	Justesen, Oscar
Burgess, James	Johannesen, Johannus
Belanger, Wm.	Jorgensen, Peter
Benson, Thos.	Johansen, Halvard
Berkeland, Axel	McLead, T.
Bearce, Frank L.	Murray, Chas.
Christoffersen, Oskar	Murray, Ed.
Caskaden, Lewis	Nilssen, Joel
Carroll, Mike	Nilsen, Valansius
Clark, Willis	Nelson, August
Clark, Frank	Nikalaysen, Anders
Coburn, John	Nielsen, Niel
Englegean, Orin	Olsen, John, -18661
Evensen, Ole	Oles, Walter
Foster, A. F.	Olsen, Ole, -22802
Foster, Thos.	Pedersen, Lawrence
Graham, David	Sullivan, Joseph
Hickey, Wm. F.	

BIG GAIN IN TRAFFIC.

About 500 more vessels went through the Welland Canal this year than last and about twice as many as two years ago. The number locked through during the season, which closed on December 15, was 2,412. Last year 1,928 boats locked up and down, while in 1907 the number was only 1,303. A majority of the boats carried grain, as usual.

INFORMATION WANTED.

Donald McIvers, No. 19,060, Lake Seamen's Union, last heard of in Buffalo last spring, is inquired for by I. H. McDonald, Walkers, Ontario.

Comrade William Burke, of the Marine Firemen, Oilers and Water Tenders of the Great Lakes, is inquired for by his sister, Miss Ella Burke, Little Falls, New York.

Wm. A. Nicholson, No. 13,156, Lake Seamen's Union, is inquired for by his sister, Miss Alice Nicholson, 356 Lake street, Oak Park, Ill.

Frank Schmitz, formerly a member of the Lake Seamen's Union, but now a fireman, probably in Chicago, is inquired for by his sister, Mrs. Margaret Simon, Helena, Mont., General Delivery.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

Mrs. D. Ingraham, N. Mentor, Ohio, inquires for her son, Daniel Ingraham, No. 7373, Lake Seamen's Union. Any one knowing his whereabouts please communicate with the above address.

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(Lake District International Seamen's Union of America.)

674 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

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Telephone 240 South.

BUFFALO, N. Y.....55 Main Sttreet
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
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BAY CITY, Mich.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
KINGSTON, Ont., Canada.....(Box 960) King Street
ERIE, Pa.....305 French Street
Telephone Bell 682.

CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.

SOUTH CHICAGO, Ill.....113 92nd Street
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SANDUSKY, O.....510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

WRECKS OF THE SEASON.

Not including the wrecked steamers W. C. Richardson, Henry Steinbrenner, Wissahickon and Ashtabula, some of which may be added to the list, thirty vessels passed out of existence on the Lakes during the past season. The boats were valued at $1,600,000 and the total may reach $2,000,000.

The vessels that were a total loss had a carrying capacity of 47,700 tons a trip and figuring on twenty trips for each ship, they could move about 954,000 tons of freight in a season.

The steamer John B. Cowle, which was sunk in a collision with the steamer Isaac M. Scott on Lake Superior, was the largest

VESSELS LOST IN 1909.

Name of Ship.	Cause.	Where.	Lives Lost.	Value.
Stmr. Eber Ward,	f'nd'r'd,	Lake Michigan.	5	$ 30,000
Stmr. Aurania,	foundered,	Lake Superior..	..	200,000
Stmr. Russia,	foundered,	Lake Huron.....	..	50,000
Stmr. A. Shores,	foundered,	Lake Superior.	13	20,000
Stmr. Iron Age,	fire,	Lake Erie.....	..	20,000
Stmr. W. P. Thew,	collision,	Lake Huron..	..	10,000
Stmr. Tempest No. 2,	fire,	Georgian Bay..	..	10,000
Stmr. J. B. Cowle,	collision,	Lake Superior	15	275,000
Stmr. City of Green Bay,	fire,	Lake Huron ..		10,000
Stmr. Samoa,	fire,	Torch Lake.....	..	20,000
Stmr. John Pridgeon,	f'nd'r'd,	Lake Erie..	..	20,000
Stmr. Monteagle,	fire,	Soo river.....	..	25,000
Stmr. George Stone,	fire,	Lake Erie.....	6	50,000
Stmr. Falcon,	stranded,	Lake Michigan...	..	18,000
Stmr. Ottawa,	f'nd'r'd,	Lake Superior....	..	130,000
Stmr. F. Hinton,	stranded,	Lake Michigan ..		15,000
Stmr. Rome,	fire,	Soo river.....	..	30,000
Stmr. O. T. Flint,	fire,	Lake Huron.....	..	30,000
Stmr. Badger State,	fire,	Lake Huron.....	..	14,000
Stmr. Clarion,	fire,	Lake Erie.....	15	100,000
Stmr. Marquette & Bessemer No. 2,	foundered,	Lake Erie.....	32	350,000
Stmr. J. B. Trevor,	st'nded,	Lake Superior ..		100,000
Schr. George Nestor,	f'nd'r'd,	Lake Super'r	5	9,000
Schr. A. Gebhardt,	fire,	Georgian Bay.....	..	5,000
Schr. John Schuette,	collision,	Detroit river ..		4,000
Schr. E. B. Maxwell,	stranded,	Lake Erie. ..		5,000
Schr. Van Straubenzie,	collision,	Lake Erie	3	5,000
Schr. Commerce,	stranded,	Lake Michigan ..		5,000
Schr. C. Spademan,	foundered,	Lake Erie. ..		5,000
Tug Ottawa,	fire,	Lake Superior.....	..	5,000
Total			94	$1,600,000

vessel lost for 1909. She had a carrying capacity of 7,000 tons. The biggest property loss as well as the greatest loss of life was on the carferry steamer Marquette and Bessemer No. 2, which foundered on Lake Erie. The steamer was valued at $350,000 and thirty-two lives were lost on her.

Nine of the vessels foundered, four were sunk in collisions, five stranded and went to pieces and twelve were destroyed by fire. Eight of the boats were lost on Lake Erie, which was the greatest number for any of the Lakes.

The greatest loss of life was also on Lake Erie where fifty-two lives were lost in December on the vessels that were total losses. Ninety-four lives were lost but that does not include lives that were lost in other accidents. Seven men went down on the tug Floss which foundered in Lake Erie. The tug was floated and is again in commission. The wreck of the steamer W. C. Richardson cost five lives and three men were drowned when the tug Princeton was sunk at Buffalo.

This does not include loss by stranding, collision, damage to machinery handled by incompetent crews, the two Soo lock disasters, which would bring the damage loss up to nearly six million dollars. Then the expense of hiring scrubs, railway fares, loss of time both in waiting for the scabs and in carrying them, will add nearly another million to the debit side. Lives lost by falling into hold, falling overboard, scalding, etc., are not included in this list of the Plain Dealer.

W. H. JENKINS.

Conneaut, O.

BIG WINTER FLEET.

The season of navigation for Chicago closed with the arrival of the steamer Roman on December 22. The winter fleet in the harbor is said to be the largest in several years, and is made up of the following vessels:

Chicago Harbor.

C. F. Bielman.	A. M. McVittie.
Black Rock.	C. S. Neff.
Boston.	Niagara.
Bethlehem.	Oscoda.
L. L. Barth.	Panther.
I. J. Boyce.	Portage.
Culligan.	City of Paris.
Cambria.	F. H. Prince.
Christopher.	J. H. Prentice.
Conemaugh.	H. E. Runnels.
Duluth.	Rutland.
R. L. Fryer.	Ramapo.
Hondurus	J. P. Ralph.
Kensington.	Shenandoah.
S. R. Kirby.	P. Sawyer.
Kalkaska.	Starrucca.
Linden.	Seneca.
Lagonda.	Susquehanna.
City of London.	Three Brothers.
Luzon.	Walter Vail.
W. B. Morley.	H. S. Wilkinson.
Manistee.	T. R. Wiehe.
Major.	

At South Chicago.

J. G. Butler.	P. A. B. Widener.
G. F. Baker.	Wilkesbarre.
Briton.	G. F. Williams.
R. W. Bunsen.	S. O. barge 86.
City of Bangor.	Zenith City.
Thomas Barlum.	Hemlock.
Corsica.	Joliet.
John Crerar.	Elsie Leighton.
W. E. Corey.	W. R. Linn.
Caledonia.	Mataafa.
S. M. Clement.	Mariposa.
M. C. Elphicke.	H. H. Phipps.
Empire City.	E. M. Peck.
S. Fisher.	G. W. Perkins.
John Fritz.	J. Roebling.
E. H. Garey.	Roman.
Griffin.	J. R. Riddle.
F. H. Goodyear.	Rappahannock.
J. J. Hill.	John Sharples.
G. C. Howe.	John Stanton.
J. T. Hutchinson.	John Smeaton.
D. R. Hanna.	Superior City.

Schooners.

Arendal.	A. W. Lucky.
Alice.	G. A. Marsh.
Bell Brown.	J. H. Mead.
Butcher Boy.	Foster W. Mitchell.
Bertha Barnes.	James Mowatt.
J. G. Boyce.	S. E. Marvin.
Carrier.	John Mee.
Connelly Bros.	Minerva.
Cora A.	Alice B. Norris.
Delta.	Paisley.
R. L. Fryer.	Quickstep.
Grace M. Filer.	Resumption.
Thomas Gawn.	C. E. Redfern.
Halsted.	J. V. Taylor.
Helvetia.	S. J. Tilden.
C. H. Hackley.	A. C. Tuxbury.
Interlaken.	G. L. Wrenn.
Joses.	Ellen Williams.
Lake Forest.	G. W. Westcott.
Lotus.	William Young.

LAID UP AT CLEVELAND.

The following list, which was made up by Harbor Master Peter Lynch, shows the coarse freighters that are in winter quarters at Cleveland:

Steamers.

Yosemite.	Alva Chisholm.
Saturn.	Sachem.
Jupiter.	William Edwards
Tacoma.	D. Leuty.
Mecosta.	Rhoda Emily.
Massachusetts.	Adiramled.
Hiawatha.	Charles Beatty.
Case.	W. W. Brown.
D. M. Whitney.	D. G. Kerr.
Merida.	J. P. Walsh.
M. A. McGregor.	Australia.
David W. Mills.	Polynesia.
H. D. Coffinberry.	Amazon.
Pioneer.	Castalia.
J. H. Wade.	Powell Stackhouse.
Choctaw.	Isaac M. Scott.
Charles Hubbard.	Elba.
Cadillac.	Pontiac.
Hugh Kennedy.	M. Mullen.
L. C. Hanna.	Republic.
Centurion.	S. Mitchell.
Adriatic.	G. A. Flagg.
William A. Paine.	Bransford.
Andaste.	Ball Bros.
James Neilson.	D. Houghton.
F. Rockefeller.	W. H. Gilbert.
J. Ericsson.	C. W. Elphicke.
Malietoa.	J. E. Davidson.
W. F. Fitch.	Maunaloa.

Schooners.

Antrim.	Alex. Anderson.
Chattanooga.	Magnetic.
George Corliss.	C. G. King.
Alex Maitland.	Bottsford.
Manda.	Hattie.
Bryn Mawr.	Nelson Bloom.
Allegheny.	S. D. Warriner.

GILCHRIST FLEET.

The boats of the Gilchrist fleet, which is the second largest on the Great Lakes, are distributed at the following ports:

Duluth—General Garretson, J. B. Wood, R. E. Schuck, R. L. Ireland, L. Woodruff, Lake Shore, Olympia.

Milwaukee—John Sherwin, F. J. Hecker, F. W. Gilchrist, J. C. Gilchrist, H. S. Sill, Mars, Venus, E. W. Oglebay, Thomas Maytham, Vulcan, City of Genoa, City of Naples, Helena, City of Rome, C. A. Eddy, C. C. Hand, Volunteer, Neosho, Vermilion, C. Tower, Wallula, Lansing, Cumberland, R. R. Rhodes, Colonial, Merrimac.

Buffalo—H. P. McIntosh, G. H. Russell, J. L. Weeks, P. J. Walker, F. W. Hart, F. M. Osborne, Steel King, C. W. Watson, Gilchrist, Neptune, Uranus.

Cleveland—D. M. Whitney, Jupiter, Saturn, Merida, Antrim, Case, C. W. Elphicke, Mecosta, Tacoma, Hiawatha, Massachusetts, Magnetic.

Lorain—E. N. Saunders.

South Chicago—George Williams.

Toledo—Barge Tyrone.

Manitowoc—A. P. Wright.

Oswego—F. A. Georger.

CAPTAIN JOHN McCARTHY DEAD.

The death of Captain John McCarthy, 72 years of age, occurred at the home of his son in Chicago on December 15. Captain McCarthy fell while entering a car recently, fracturing two ribs, which caused his death. The deceased captain sailed the Lakes for many years and later became harbor master at Chicago, a position which he held for over fifteen years, resigning six years ago. He was said to be the best harbor master Chicago ever had, and was one of the widest known men on the Lakes.

M. A. Hanna & Company will build a coal dock at the head of Lake Superior next season. The new plant will cost about $500,000. The dock will be located at the foot of Main street, West Duluth, and a deal for the property was recently closed with the West Duluth Land Company. The new Hanna receiving dock will be 375 feet wide by 3,000 feet long and will be constructed of concrete and piling. It will have a capacity of 300 cars a day and will be equipped with the latest electrical machinery both for unloading ships and for loading cars. The Cleveland firm operates a dock at Superior.

MILWAUKEE'S WINTER FLEET.

One hundred and two steamers and four barges are in the shelter of Milwaukee rivers this winter season. It is the largest fleet ever contained in that port. The aggregate of tonnage for the steamers represents 461,800 and for the barges 9,600. Of this number about twenty were not placed in commission this year. All of the boats now are in, the City of Genoa ending the season of navigation for freighters. Following is the accurate list of the winter fleet:

R. B. Nye, J. S. Dunham, Pendennis White, G. W. French, E. J. Earling, Amazonas, Wawatam, A. E. Stewart, Lewiston, C. M. Warner, Walter Scranton, Roman, Mars, J. C. Gilchrist, H. S. Holden, E. W. Oglebay, Livingstone, Corona, H. H. Rogers, H. S. Sill, John Sherwin, F. J. Heeker, Venus, A. S. Upson, H. G. Dalton, Shaw, McDougall, Byron Whitaker, L. C. Waldo, F. W. Gilchrist, J. J. Barlum, William Edenborn, Buffington, Onoko, Salt Lake City, Charles Weston, J. M. Jenks, Omaha, Moses Taylor, Thomas Maytham, Andrew Carnegie, Maryland, Ferd. Schlesinger, Verona, Masaba, H. H. Brown, J. W. Westcott, O. M. Poe, A. D. Davidson, Wisconsin, J. Mitchell, H. D. Goulder, H. B. Hawgood, W. B. Kerr, Albert Soper, Marshall F. Rutters, H. W. Oliver, Helena, Vulcan, J. G. Munro, City of Rome, Manchester, Prince McKinney, W. M. Mills, Capt. Thomas Wilson, Venezuela, C. S. Neff, City of Genoa, City of Naples, Colonial, Cumberland, Thomas Davidson, John Duncan, C. A. Eddy, R. P. Flower, J. W. Gates, C. C. Hand, Harlem, Lansing, Marion, Maritana, W. M. Mills, Neosho, John Oades, Phenix, Pueblo, Queen City, R. R. Rhodes, H. L. Shaw, C. Tower, Jr., J. E. Upson, F. L. Vance, Venus, Vermilion, Volunteer, Wallula and C. A. Weston. Barges: Baltic, Granada and Matanzas.

LAID UP AT RIVER POINTS.

At Port Huron and Sarnia.

W. E. Fitzgerald.	Lillie Smith.
Harmonic.	Azore.
Charles W. Kotcher.	Cataract.
Huronic.	John Kilderhouse.
Doric.	Culver.
Scottish Hero.	Winona.
Pawnee.	William Brake.
Minnie Orton	Grace Dorner.
Dunelm	O. D. Conger.
Pellett.	Thomas Howland.
J. R. E. Edwards.	Harding.
Saronic.	New York.
Ioniac.	

At St. Clair.

Montana	Boyce.
City of Holland.	Welcome.
Iron Cliff.	

At Algonac.

William R. Stafford.	Guido.
E. D. McWilliams.	Wyoming.
Arenac.	William Brake.
Stand. Oil tug No. 2	J. C. Ford.
Spokane.	Fred Pabst.
Western Star.	Stand. Oil barge 57.
Stand. Oil barge 61.	James Beard.
Lake Michigan.	George Nelson.
Emma Tyson.	J. M. Westcott.
Jane Ralston.	J. M. Diver.
Frontenac.	Harley.

STEAMER JAPAN SOLD.

The little steamer Japan, which has been in the Anchor line for many years, has been sold to C. A. Jaques and W. H. Hall, of Toronto. The steamer arrived in Toronto on December 16 and will run in the pasenger trade between Port Arthur and Montreal. The same firm a few years ago purchased the steamers India and China of the Anchor line.

STEAMER ALABAMA LAUNCHED

With completion of the new steel steamer Alabama, which was launched at Manitowoc on December 18, the Goodrich Transit Company will have a fleet of eleven boats, ten steamers and a tug, the Arctic. The steamers are the Columbus, Virginia, Carolina, Indiana, Iowa, Racine, Chicago, Georgia, Sheboygan and Alabama. The company has announced that it will change the names of some of its boats, adopting names of States ending with "A." The Racine is the first to be changed taking the name Arizona.

The Alabama will be completed by September 1, 1910. The boat will have three cabins and four decks, and will be elaborately furnished for passenger traffic. The cabins will be in mahogany and there will be no panels in the work. Six superbly furnished suites will be provided aboard the steamer, which is intended for use on the west shore run of the company, from Chicago to Mackinac. The boat will accommodate a large pasenger list and may also have provisions for carrying of package freight. She will be 250 feet in length with 44,-foot beam and a depth of 17 feet.

The Alabama will be the second completely built steel steamer to leave the yards of the Manitowoc Drydock Company, and opens a new era in the shipbuilding industry of Manitowoc. The Goodrich Company has its winter quarters in that city and makes all its repairs there.

PIONEER OF LAKES DIES.

Edward T. Evans, one of the pioneers in Great Lakes transportation, died at Buffalo on December 20. He was seventy-three years old. Mr. Evans had been connected with the Anchor line since its formation. Three years ago he resigned as vice-president of the Erie & Western Transportation Company and retired from active work. In 1862 Mr. Evans built the first iron propeller that sailed the Great Lakes. She was the Merchant and cost $85,000.

FLEET IN FOR WINTER.

The fleet of the Cleveland-Cliffs Iron Company is distributed at the following ports for the winter:

Cleveland—The Centurion, Pontiac, Andaste, Cadillac, Choctaw, Pioneer, Chattanooga.

Detroit—The W. G. Mather, J. H. Sheadle, Michigan, Ishpeming, Peter White, Frontenac.

Ashtabula—Presque Isle.

Toledo—Angeline.

LAKE LETTER LIST.

North Tonawanda.

Anderson, Oskar	Hansen, Amund
Anderson, Adrian	Hansen, Oscar
Anderson, Adolph	Jordan, Harry
Beaudry, Joseph	Justesen, Oscar
Burgess, James	Johannesen, Johannus
Belanger, Wm.	Jorgensen, Peter
Benson, Thos.	Johansen, Halvard
Berkeland, Axel	McLead, T.
Bearce, Frank L.	Murray, Chas.
Christoffersen, Oskar	Murray, Ed.
Caskaden, Lewis	Nilssen, Joel
Carroll, Mike	Nilsen, Valansius
Clark, Willis	Nelson, August
Clark, Frank	Nikalaysen, Anders
Coburn, John	Nielsen, Niel
Englegean, Orin	Olsen, John, -18661
Evensen, Ole	Oles, Walter
Foster, A. F.	Olsen, Ole, -22802
Foster, Thos.	Pedersen, Lawrence
Graham, David	Sullivan, Joseph
Hickey, Wm. F.	

BIG GAIN IN TRAFFIC.

About 500 more vessels went through the Welland Canal this year than last and about twice as many as two years ago. The number locked through during the season, which closed on December 15, was 2,412. Last year 1,928 boats locked up and down, while in 1907 the number was only 1,303. A majority of the boats carried grain, as usual.

INFORMATION WANTED.

Donald McIvers, No. 19,060, Lake Seamen's Union, last heard of in Buffalo last spring, is inquired for by I. H. McDonald, Walkers, Ontario.

Comrade William Burke, of the Marine Firemen, Oilers and Water Tenders of the Great Lakes, is inquired for by his sister, Miss Ella Burke, Little Falls, New York.

Wm. A. Nicholson, No. 13,156, Lake Seamen's Union, is inquired for by his sister, Miss Alice Nicholson, 356 Lake street, Oak Park, Ill.

Frank Schmitz, formerly a member of the Lake Seamen's Union, but now a fireman, probably in Chicago, is inquired for by his sister, Mrs. Margaret Simon, Helena, Mont., General Delivery.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

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CONNEAUT HARBOR, O.....922 Day Street
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SANDUSKY, O.....510 Meigs Street

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UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

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Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Mich.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

NATIONAL PENSION BILL.

Since the organization of the United States about $4,000,000,000 has been paid in pensions to soldiers, sailors and marines, their widows, minor children and dependent relatives. In the report of the Commissioner of Pensions is this table of total disbursements to the beginning of the current fiscal year:

War of the Revolution (estimate)	$ 70,000,000.00
War of 1812 (service pension)	45,757,396.84
Indian wars (service pension)	9,995,609.47
War with Mexico (service pension)	42,492,784.07
Civil War	3,686,461,840.35
War with Spain and Philippine insurrection	26,383,805.21
Regular establishment	15,507,028.02
Unclassified	16,484,049.77
Total	$3,913,082,513.73

The pension disbursements of the last fiscal year were the largest on record, not less than $164,826,287. The payment in 1866 was $15,857,714. The $50,000,000 mark was passed in 1880 and the $100,000,000 mark in 1890. Between 1893 and 1898 yearly payments ranged from $141,000,000 to $148,000,000. The act of February, 1907, raised the annual expenditure to nearly $165,000,000 in 1908, and the act of April, 1908, to nearly $165,000,000 in 1909. The average paid to pensioners in 1905 was $136.96. In 1909 the average was $169.82. That in round figures represents the payment of an average of $14 a month to 950,000 people. For the distribution of this fund eighteen pension agencies are maintained. Vigorous efforts to effect a consolidation of these offices in the interest of a more economical and equally efficient administration have thus far been unsuccessful. Incidentally it may be said that the seventeen pension agencies outside of the city of Washington pay seventeen agents $4000 a year each, and distribute locally for clerk hire, rent and contingent expenses about $400,000 a year. It is asserted that a material saving could be effected by carrying on the entire business from Washington.

While the average of individual payments is about $14 a month, these payments cover a wide range. There is one individual soldier of the regular Army who draws the sum of $1.50 a month, and there is a widow of an officer of the Civil War who draws $416.66 a month. By far the greatest number are in the $12 class. That includes nurses and widows provided for by the general law and by the law of April, 1908. There are 209,427 male pensioners drawing $12 a month under the law of February, 1907, and under the same law 90,509 drawing $15 and 58,246 drawing $20. There are already more than 27,000 pensioners of the war with Spain, costing about $2,500,000 a year.

In so far as this National benefaction reaches the needy and the deserving, no reasonable complaint can be made, and none is heard. There remains, however, a very widespread conviction that if the list were analyzed and revised on a basis of actual need and real merit a saving of millions of dollars could be effected with no shadow of injustice to any one.

NORTH POLAR EXPEDITIONS.

A summary of North Pole expeditions since 1587 and their records follow:

WESTERN HEMISPHERE.

Year. Explorer—	Latitude Reached. Deg.	Min.	Miles from Pole.
1587—John Davis	72	12	1260
1616—William Baffin	77	45	850
1827—Captain Ross	81	..	620
1846—Sir John Franklin	78	..	840
1854—E. K. Kane	80	10	700
1871—C. F. Hall	82	12	550
1876—G. S. Nares	83	21	430
1879—Delong	77	15	870
1883—A. W. Greely	83	24	430
1900—Robert E. Peary	83	50	410
1902—Robert E. Peary	84	17	330
1906—Robert E. Peary	87	6	203

EASTERN HEMISPHERE.

1594—William Barents	79	40	713
1596—Rup Hoemskerck	79	49	710
1607—Henry Hudson	80	23	680
1806—William Scoresby	81	30	587
1827—W. E. Parry	82	45	510
1868—Nordenskjold	81	42	565
1874—Julius Payer	81	5	620
1896—Frederick Jackson	81	20	610
1896—Frithjof Nansen	86	14	260
1899—Walter Wellman	82	..	550
1900—Duke of the Abruzzi	86	34	241
1905—Anthony Fiala	82	4	550
1908—Frederick A. Cook	90	..	0

In the search for the Pole 754 lives have been lost. A summary follows:

POLL'S TOLL 754 LIVES.

Year. Explorer—	Lost.
1553—Sir Hugh Willoughby	62
1554—Richard Cancellor	8
1578—Sir Martin Frobisher	40
1585—Captain Davis	14
1594—Barentz	35
1606—John Knight	3
1607—Henry Hudson	10
1612—Sir Thomas Button	14
1619—Jens Munk	62
1631—Thomas James	14
1633—Isle of Jan Mayen settlers	7
1634—Isle of Jan Mayen settlers	7
1648—Deshneff	70
1719—James Knight	50
1728—Berring	10
1735—Pronchistcheff	2
1735—Lassinius	53
1739—Charlton Laptier	12
1742—Bering	31
1773—Lord Mulgrave	8
1776—Captain Cook	4
1818—Parry, first voyage	1
1819—Franklin, first voyage	2
1821—Parry, second voyage	7
1825—Franklin, second voyage	4
1829—John Ross	4
1838—Pease and Simpson	5
1845—Franklin, third voyage	135
1848—J. C. Ross, search expedition	1
1849—North Star expedition	5
1849—Plover and Herald	3
1853—Rae	6
1853—Kane expedition	3
1860—Isaac Hayes	1
1860—Hall, first voyage	2
1864—Hall, second voyage	3
1870—Hall, last voyage	2
1872—Pegetthoff	2
1872—B. Leigh Smith	2
1875—English expedition	4
1878—Jeannette (Delong)	23
1881—Greely	20
1896—Andree (balloon)	3
Total	754

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LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA
29 ERSKINE STREET, SYDNEY, N. S. W.

A COMEDY OF TERRORS.

(Continued from Page 2.)

few stars that were visible in the firmament, I saw crouching on the starboard rail, silhouetted against the sky half way between the fore and main rigging, a figure resembling a man. For just a moment the old fear took possession of me, but I quickly shook it off. What to do next was, however not easy to decide. I had heard and read about the laying of ghosts by means of conjurations and incantations, but could not for the life of me remember any formula of words popularly supposed to be correct in form for the invocation of supernatural aid, such as the exigencies of the case evidently demanded. Besides, to be frank about it, I don't think I could have uttered a sound just then, so tensely had my nerves been keyed up by the awfulness of the situation.

It occurred to me presently that the being on the rail was also probably watching me; that, in short, our respective attitudes toward one another were in strict conformity with Captain Donahue's idea of watch-and-watch—"You watch me an' I'll watch you." When I had arrived at that conclusion I succumbed to one of those primitive instincts which we have inherited from our tree-dwelling, cocoanut-throwing progenitors of prehistoric times. Stooping down I groped around the deck for something to shy at Mr. 'Spook. Soon I found a small iron blockstrap. Taking careful aim I threw it at the crouching figure on the rail with all the force at my command. The result seemed to indicate that the missile had found its mark. With a prolonged, reverberating outcry that was half a roar and half a snarl, the mysterious being took a flying kangaroo leap for'ard, landing in the shadow of the forecastlehead, its chains making a terrific racket in transit.

Great Lord! I thought, shivering with fright once more, was that the "mocking laugh" which every genuine ghost is supposed to indulge in when he thinks that he has outwitted some poor human victim of his spookish pranks? And, surely, no human being could, in such lightning-like manner, have cleared the tangled mass of tophamper which cluttered the deck—and in the dark, too!

My speculations were unexpectedly cut short, however, for of a sudden things began coming my way with a vengeance. In rapid succession, iron bolts, mast-wedges, belaying-pins, shackles, hardwood toggles, mallets, billets of wood, and sundry other kinds of missiles, came swishing through the air in my direction, striking the cabin to the right and left of me. When at last a heavy piece of wood struck within a few inches of my head, I became firmly convinced that discretion is indeed the better part of valor, and retreated into the cabin, where I proceeded to barricade myself as well as I could against any possible attack from the outside.

The fusillade had in the meantime ceased; whether from want of suitable missiles, or from my disappearance from view, I don't know. Be that as it may, the lull which ensued gave me both cause and an opportunity to do some tall thinking. Assuredly, so I told myself, no such conduct on the part of a ghost as that which I had just witnessed had ever before been recorded by living man. But, then, I argued, even as it takes all kinds of fools to make a mundane world, so it probably takes all kinds of spooks to make a spirit world. And then I fell to wondering what manner of man this particular ghost might have been when yet in the flesh. Judging from the way in which he had been throwing things at me, especially the belaying-pins, I was inclined to think that he had been a bucko-mate, and was now doing penance for his sins. Who knew but what he might have murdered some sailor and thrown his body to the sharks? It must have happened a long, long time ago, though, to make his face look so furrowed and old. At the thought I again felt my courage dwindling, for what could mortal man do against such a being?

Anxiously and fearfully I watched for some sign or sound that would give me a line on what the ghost might be up to next. For over an hour nothing happened to relieve the tenseness of the situation. And then that weirdly horrible wail made the night hideous again. Thereafter my experience of the earlier part of the night was re-enacted with a monotonous regularity which made the thing seem almost natural. From time to time the ghost, or whatever it was, would take a pasear around the deck, as I could hear from the clanking of his chains. Every now and then, thinking no doubt that the mere metallic clattering of an inanimate chain was not sufficiently harrowing to the nerves of a human being, he would rend the night air with his banshee wail, making me jump as if prodded with a goad. And thus the weary hours wore on, each minute seeming to drag like a never-ending cycle of dismal weariness and dull despair.

It is passing strange, though natural enough I suppose, how soon we become used to a thing or situation, be the circumstances attending it ever so far removed in nature from the ordinary conditions of our lives. It was Burke, I think, who said that custom reconciles us to everything, and we know, many of us to our sorrow, that familiarity breeds contempt. I have no manner of doubt that, no matter how extraordinary the phenomenon or singular the occurrence, we can, by sheer force of repetition, so adjust our mental bearing toward it as to presently regard it with comparative indifference. An abundance of cases in support of this could easily be cited, but they would obviously be out of place in an old sailor yarn like this. Suffice it to say that eventually I became so exhausted from the strain on my nerves and the wearisome monotony of the ghostly performance out on deck, that I actually fell asleep in the chair.

When I awoke day was dawning in the east. With a start I jumped up from the chair, rubbing my eyes and pinching myself to make sure that I was still alive. For a moment or so I almost persuaded myself that it had all been a bad dream, a nightmare superinduced by the indefinable oppressiveness which the place exuded and infected me with. But when I looked around at the barricades which I had erected before going to sleep, my delusion was speedily dispelled. However, daylight is a powerful stimulant to a faint heart. With something approaching bravado I cleared away the furniture piled up against the door and stepped out on deck, taking good care, none the less, to bring the ax with me. I could hear or discern nothing suspicious, nothing which indicated that the ghost was still snooping around seeking whom to frighten. Emboldened by this circumstance I ascended one of the teakwood ladders leading up to the poop, all the while holding the ax in position to let swing at the first enemy who might appear in my immediate offing. Walking aft to the mizzen-mast, where there was a little clear space in which I could stride back and forth without danger of barking my shins, I took a survey of the surroundings. The sun was just on the point of rising above the horizon, as I could perceive from the glow capping the hills to the eastward. A little way off I saw the boat with the riggers on board, pulling toward the ship, for in those Nature-favored latitudes the working day begins at 6 a. m. and ends at 6 p. m. I was just congratulating myself on soon being ashore, away from all spook-ridden packets, and vowing "Never again" with a fervency which can not be depicted in words, when I fancied I heard a light rustle as of a chain dragging over wood. The next instant some hard substance struck me on the top of my head with such force that I was felled to the deck in a dead swoon.

When I regained consciousness I found myself in the center of an excited group of men bending over me, the boss rigger with a bucket of water in his hand from which he splashed liberal doses in my upturned face.

"He's all right, boys," he said to the others when he saw me opening my eyes. "By God," he added, turning to me, "you're sure a lucky man. That monk might have killed you, old boy, if we hadn't come off just in the nick of time."

"What monk?" I asked, bewildered.

"Why, the skipper's big monkey what was chained up in the wheelhouse. He was up in the mizzentop, an' this is what he chucked down on you," holding up a double-sheave block. "We left it up there las' night because we're goin' to use it again to-day. You know them monks is used to throwin' cocoanuts at one another, an' they sure can pelt away to beat the band. He pulled the staple from his chain las' night an' got away, but we have him chained up again."

By this time the rest of the gang had assisted me to rise. A measly, infernal "monk," was it? No romantic, dungeon-immured spook, eh? And I could distinctly feel the gorge rising in me as I tenderly rubbed the big lump on my head where the block had struck me.

"Where is the ——?" I asked, fiercely.

"In the wheelhouse," the boss replied. "Want to see him?"

"Sure, Mike," I said, feeling more vindictive than ever.

We went aft to the wheelhouse, and there, chained to a heavy staple, crouched an adult male orang-outang of powerful build. At sight of me he shifted uneasily, regarding me with furtive, simian glances, evidently recognizing in me an injured enemy.

"The skipper's goin' to take him home to his relations in England," the boss rigger informed me.

Somehow, when I saw the poor brute chained up there, unable to defend himself, all my anger against him vanished. Yet I could not forbear shaking my fist at him, and exclaiming:

"Well, drat your impudence. If I had known last night that you were a live near-Christian, I'd have dusted your jacket for you, all right."

EL TUERTO.

A new German process of reclaiming rubber—recommended for its small use of solvent—consists of in heating fragments of old vulcanized rubber goods with one-fifth of their weight of aniline. The recovered rubber can be vulcanized.

News from Abroad.

The National Defense Committee of the Russian Duma has rejected by a large majority the credit for the new battleships.

The Russian Duma on December 29 unanimously passed both readings of the bill granting $5,000,000 for the reorganization of the army.

Dispatches received at Madrid on December 27 say that twenty-eight persons perished in a landslide caused by the floods in a village near Viana, Navarre.

With the new year Chile adopted a system of Eastern standard time. Under the new reckoning the time in Chile will correspond with that of the Eastern time division of the United States.

General Stoessel, commander of Port Arthur during the Russian-Japanese war, has accepted service with a large firm of tea merchants at Moscow and is said to be a successful salesman.

The whole Turkish Cabinet resigned on December 28, following the resignation of Hilmi Pasha, Grand Vizier. It is reported that serious conflicts have occurred at Bagdad, but this is not confirmed officially.

Prince Hans of Schleswig-Holstein-Sonderburg-Glucksburg, a brother of the late King Christian of Denmark and generally known as the "Uncle of Europe," is critically ill. The Prince was born in 1825.

Morris Farnam, in a biplane, flew across country from Charles to Orleans, France, a distance of 46½ miles, in one hour on December 31. This constitutes a new cross-country record.

At the aerodrome at Juvisy, France, on December 30, M. de la Grange beat all records for speed and established a new monoplane record. He covered 124 miles in exactly two hours and thirty-two minutes, making an average speed of 48.9 miles per hour.

Colonel Moll, commander of the French forces at Chad, Africa, reports 300 Borku warriors, in revenge for the capture of Abeshr, attacked the Meharist outpost, forty-five miles northeast of Mao, on November 27. They killed or wounded twenty Tirailleurs, including a lieutenant.

Colonel Von Ketten, Chief of the Secret Police of Moscow, has been appointed to succeed Colonel Karpoff, Chief of the Secret Police of St. Petersburg, assassinated on December 22. Several attempts have been made against the life of Colonel Von Ketten, who for many years has been hunting revolutionists.

Replying in the French Chamber of Deputies, on December 27, to M. de Pressense, who urged a more active foreign policy, M. Pichon, Minister of Foreign Affairs, demonstrated that the situation in Europe, thanks to the policy of ententes, was better than for years. He said that France was forced to face stern realities. Her object was to preserve peace by all means in her power.

It was announced at Melbourne, Australia, on December 29 that high-power wireless telegraph stations would be established at Sydney, Doubtless Bay, New Zealand, Suva, capital of the Fiji group, and Ocean island, and medium-power stations in the New Hebrides and Solomon islands. All these wireless stations will be under the control of the British Government.

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INFORMATION WANTED.

Richard Guenther, from Hamburg, Germany, is inquired for by the German Consul at San Francisco, Cal.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, A. B.
Akesson, C. A.
Andersen, Lars
Andersen, Carl P.
Aposholokos, P. G.
Apps, P.
Atkinsen, S.
Baek, M.
Berentsen, Rolf.
Berentsen, Alex.
Blomquist, B. W.
Bohman, Eric
Boad, ——
Brown, Jim
Brakke, Hans
Buck, F.
Buth, Sigfried
Carmell, Geo. B.
Carlson, Thure
Christiansen, Andrew
Chapman, F. G.
Christoffersen, Emil
Christie, W.
Chotard, Emil
Conee, A.
Draw, J.
Eichel, Chas.
Elliot, W. V.
Elsted, John
Eliasen, C.
Elboldt, Alfred
Elwood, Alfred
Engstrom, Chas.
Ernst, Geo.
Erickssen, A. R.
Fasig, Don
Fredriksen, B. D.
Glasheen, John
Gonyette, Joseph
Grohn, John
Grise, J. H.
Gustafson, K. O.
Hansen, K. Johan
Hansen, Harold O.
Hansen, T. S.
Harris, E.
Hansen, John
Hansen, Ernest
Helbwood, ——
Hedlund, Arvid
Hermansen, L.
Herbert, Chas.
Holden, W.
Ingalls, Lewis
Jacklin, C.
Jacobson, T.
Jacobson, Carl
Jersch, W.
J. W.
Johanson, C. J. -1566
Johanson, K. -1592
Johanson, Chas.
Johanson, Hans
Johnson, Alf. -1700
Johnson, Eric
Jorgensen, Julius A.
Kalning, Jacob
Kahlhetser, F.
Kaald, Johan
Kisher, K.
Klingenberg, J.
Knutson, E. A.
Kohler, Albert
Krentz, Karl
Kristofferson, Alfred
Kristiansen, Louis
Kristiansen, Nils
Kristofferson, Emil
Kuhl, Hans
Larsen, Chr.
Larsen, Hans
Latz, K.
Lauritsen, Hans
Lind, H. E.
Lof, Oscar
Malmberg, A. C.
Mayers, P. M.
Masterson, D.
Mattson, E. -1856
Mathison, Nils
McDonald, James
McFadden, W.
McGuire, O. S.
Mitchell, S.
Mietman, John
Mikkelson, Kr.
Morrison, J.
Molver, Olof
Monsson, S.
Mortimer, Ernest
Ness, Carl
Nelson, Peter
Nicholsen, O. T.
Optiger, Geo.
Olsen, E. K.
Olason, Axel
Olsen, B. -597
Olsen, Hans P.
Olsen, Anton
Olsen, Ragwold
Overland, T. -912
Pederssen, Olaf
Pedersen, Chr.
Pel, J. Van
Penny, W.
Petterson, Meyer
Peterson, Peter
Petersen, E. P. -668
Penningrud, L.
Price, Bruce
Rasmussen, And.
Rasmussen, Harold
Rasmussen, Ackton
Ruman, Karl
Riehbrack, Paul
Rides, Arthur
Robertson, D. A.
Rugland, Ole
Sandstrom, Th.
Saaleness, T. J.
Sandstrom, O. S.
Scherlan, R.
Seidel, G.
Skarin, R.
Sorensen, Hans
Sally, Ed.
Steen, Ivar -1999
Sundley, E.
Swanson, Emil
Swanson, B.
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INFORMATION WANTED.

Fritz V. Jacobson is inquired for by his brother, Job Jacobson. He was last heard of in Seattle. Address Lake Seamen's Union, 70 Isabella street, Ogdensburg, New York.

Robert Scherlau, a member of the Seamen's Union of the Pacific, is inquired for by relatives. Address Coast Seamen's Journal.

The five sailors who left the schooner A. J. West at Honolulu, on March 30, 1908, are requested to communicate with the Secretary of the Sailors' Union of the Pacific. The libel against the A. J. West has been adversely decided by the Federal Court at Honolulu.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

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Men's Outfitters, Hats, Caps, Shoes, Rubber Boots, Oilskins, Flannel Shirts, Quilts, Blankets, and Notions.
"Boss of the Road" and "Can't Bust 'Em" Overalls, 75c; Hickory Shirts, 50c. Everything Union made.
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Anyone knowing the whereabouts of seaman Ernst Dau, please notify the German Consul at San Francisco.

INFORMATION WANTED.

James Thoburn was at the Seamen's Institute about 1902. Letter awaiting him at 242 Steuart street, San Francisco.



DON'T GET STRANDED

in the forecastle and dance to the tune of the boatswain's pipe all your life. There is a direct and easy way for you to qualify for an officer's berth and privileges. All this in the spare time of your watch below, on board your own ship no matter where you may be. Don't think that your lack of education, your small wages, or your scant time will prevent you from taking advantage of this opportunity. Hundreds of other seamen who were in no better circumstances than you have greatly bettered themselves through the I. C. S. It is merely a matter of determination on your part—determination to send us a postal card NOW asking how we can help you personally to better your position and wages. Isn't your future worth a postal card?

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Select the one you prefer, write a postal to the International Correspondence Schools, Box 898, Scranton, Pa., and ask how you can qualify to fill it at a good salary.
Be sure to mention the position you prefer.

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First Officer	Bookkeeper
Second Officer	Stenographer
Petty Officer	Electrical Engineer
Chief Engineer	Mechanical Engineer
First Assistant Engineer	Civil Engineer
Second Assist. Engineer	Architect
Lake Captain	Machinist
Second-Class Pilot	Illustrator
Marine Engineer	French, German, Spanish } With Edison Phonograph
Mechanical Draftsman	
English Branches	

Domestic and Naval.

It is reported that a Ship Subsidy bill has been agreed upon. The measure is said to be a compromise between the several interests involved.

The British bark Hector, 489 tons, was sold at a United States Marshal's sale at Brooklyn recently for $650. She was purchased by Scammell Brothers.

News reached Newport News, Va., on December 29 that the coal barge John A. Briggs, with her crew of seven men, sank on the 26th off the coast of New Jersey.

The steamer F. A. Meyers was injured by ice and sunk twenty-five miles off Port Colborne, Lake Erie, on December 19. The crew of ten men were rescued by the steamer Mapleton.

The total number of steamships lost, condemned, etc., from April 1, to June 30, 1909, according to Lloyd's, was 39, of a net tonnage of 45,263. Forty-nine sailing vessels, of 36,754 tons, were lost.

To man the entire American navy in time of war would require 3890 officers and 72,281 men and in time of peace 3052 officers and 60,902 men, according to Captain N. R. Usher, assistant to the Bureau of Navigation.

A wireless message to Atlantic City, N. J., on December 26 reports that the steamship S. S. Thurman went ashore on that day near Tom's River. The crew of twenty-seven men were taken off by life-savers. A barge which the steamer had in tow was lost.

The United States battleship Utah was launched from the yards of the New York Shipbuilding Company at Camden, N. J., on December 23. The Utah is said to be the most powerful warship ever built in the United States. She has a displacement of 21,825 tons and will steam 20¾ knots per hour.

With Captain Bigelow, his wife and child and crew of four men, of the schooner Eugene Borda, which was abandoned at sea off Nova Scotia while on a voyage from Liverpool, N. S., for Philadelphia, on board, the Red Star liner Vaderland arrived at Antwerp on December 12 from New York.

Owing to a disagreement between steamship companies and the Immigration officers at New York over the payment of hospital expenses for sick immigrants, the companies have been notified that examination will be made on shipboard, and that the immigrants found wanting will be sent to the ship's hospital to be cared for by the ship's surgeon.

The British ship Johanna, from Iloilo for the Delaware Breakwater, foundered on November 25 about 150 miles east by south from the Delaware Breakwater. The lifeboat, before reported missing, has not been heard from since the Johanna was wrecked, but is believed to have been picked up by a vessel bound to some South American port.

The Canadian Government has renewed for one year the contract with Canadian Pacific Railroad for the winter freight service between St. John, N. B., Halifax, N. S., and London, on the basis of $15,000 for ten round trips. The company's steamships Lake Michigan, Mount Temple, Montreal and Montezuma will be employed in the service.

World's Workers.

The first case in connection with the 187 summonses issued against the Clifton, Australia, miners, for absenting themselves from work, was dismissed.

Practically all the sugar produced in Queensland this year carried a bounty, there being very little black labor now employed in the industry outside the mills.

A deputation from the Temperance Alliance has asked Sir Joseph Ward, Premier of New Zealand, to make a bare majority vote secure prohibition, and to abolish barmaids and bottle licenses.

The Newcastle (Australia) Miners' Federation is said to be preparing the way for combined action to be taken to express the position of the miners. Their motto is: "An injury to one is the concern of all."

The Lord Mayor of London, Sir John Knill, in an address delivered on the first day of his term, stated that he would endeavor to establish the old system of apprenticeship in order that boys may be taught trades.

A motion is before the Victorian (Australia) Parliament to open a State coal mine to supply the railways during the miners' strike. It is estimated that a net annual profit of £13,000 will be made.

The net profits for the State Coal Department in New Zealand for the financial year totaled £14,282, and the gross output of the State collieries was 309,906 tons, two-thirds of which was taken by the public.

The combined unions of Broken Hill, Australia, have already sent £1000 to the Newcastle coal-miners now on strike, with a promise also of a half-a-crown (60 cents) each per week from the Barrier men while the strike lasts.

The Sydney (Australia) Shop Assistants' Federation recently drew up a scale of wages and gave the employers until November 10 to adopt the scheme, failing which the Arbitration Court will be asked to settle the matter.

A deputation from the Parliamentary Labor party waited on Queensland's Premier, Kidston, recently, and urged that the Workers' Compensation Act be so amended during the present session as to provide for payment of compensation from the date of accident.

A report on behalf of sweated bank clerks, setting out their conditions of labor, has been issued by the Sydney (Australia) Clerks' Union. The report states that banking regulations forbid marriage until a certain rate of salary has been secured, which is declared to be an iniquitous interference with the clerk's private affairs. Altogether the document is one more proof of low wages being the cause of a low birth-rate.

The first half-yearly meeting of the Toowoomba (Australia) Plumbers, Tinsmiths, Gasfitters, and Sheet Metal Workers' Union recently considered the following recommendation: "That the union discuss ways and means to provide for the establishment of a school of instruction for the education and benefit of the various bodies of tradesmen in Toowoomba." After a lengthy debate the motion was adjourned for the purpose of obtaining further information as to the practical working of such an institution.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Selberg, G. -2336
Walzer, Ernest

ALASKA FISHERMEN'S LETTER LIST.

San Francisco, Cal.

Letters at the Alaska Fishermen's office will be advertised for six months only and will be returned to the Post Office at the expiration of seven months from date of delivery.

Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

Andersen, August
Benson, John
Bowman, Bernard
Di Mauro, Guiseppi
Ellman, Arvid
Green, John
Hagen, G. L.
Johnson, George P.
Johannesen, August
Joki, John
Olsen, Oscar
Peterson, Frank V.
Pettersen, Isaac
Riise, Wm.
Swanson, Chas.
Tonnessen, Jorgen
Walstrom, John

Eureka, Cal., Letter List.

Anderson, H. A.
Anderson, John
Anderson, S.
Anderson, Olof
Armmi, Walter
Beary, Charles
Blunt, H.
Bostrom, C.
Brander, Frank
Christensen, Ole M.
Clemensen, Carl M.
Conaughton, H.
Gowjette, Joseph
Gottberg, Hendrick
Gustafson, Edvard
Gunther, Theo.
Horllins, Frank
Isaacson, Gustave
Johnsen, J.-25
Karlson, Anders E.
Lombar. Erminio
Lorensen, Orgt C.
Melander, G. L.
Michalsen, Johanes
Micheli, Agojtino
Mittemeijer. J. F.
Niccolai, Sant
Nilsen, Ruder
Nilsson, O.
Nyland. Sven.
Olson, Bror
Oman, Victor
Pedersen, P. G.
Penny, Matthew
Salminen, K. W.
Shulls, Christ
Sjellman. Jonas
Sorosen, A.
Selander, C.
Svensen, Olof
Teigland, T.
Thoresen, Petter
Walbrath, Carl
Yani. C.

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Arnold, E. B.
Anderson, P. T.
Andersson, J. R.
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Boosban, Ch.
Carlson, K. J.
Christensen, H.
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Jacobsen, Erland
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Jalonen, J.
Johannesen, Carsten
Kristiansen, L.
Kavander, W.
Koskinen, W.
Long, L.
Lerch, Paul
Lewis, G. H.
Lundgreen, C.
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Morris, Oscar
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Malbom, H.
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Swansen, Carl
Syversen, H.
Tuvfeson, Knut
Taddiken, A.
Vongher, Ed.

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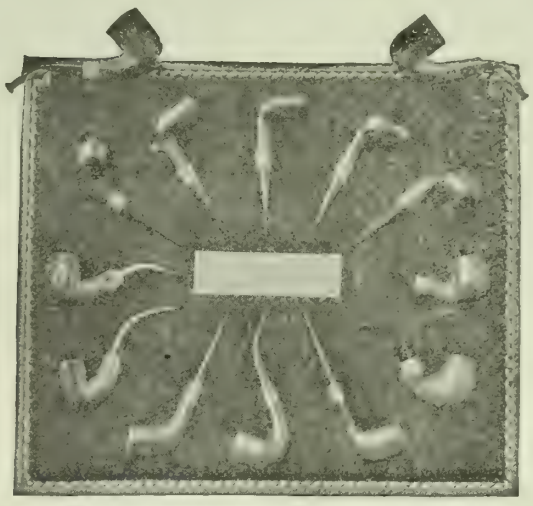
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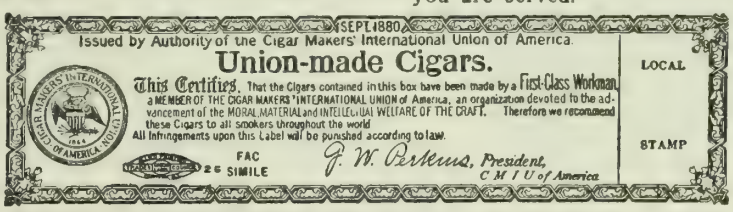
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INFORMATION WANTED.

Nicholas R. West, supposed to be sailing on the Pacific Coast, is inquired for by his mother. Any one knowing his present whereabouts please notify the Russian Consulate at San Francisco.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

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INFORMATION WANTED.

John Johnson, a native of Norway, born September 15, 1858, at Blegeleidet Bamle; last heard from in 1904 living at 230 Third street, San Francisco. Any one able to give any information kindly communicate with his nephew, M. Olsen, 165 Third street, San Francisco, Cal.

Louis Carlson, native of Finland, last heard of in Aberdeen, Wash., in 1908, is inquired for by his sister-in-law, Rika Nyman, 930 Harrison street, San Francisco.

Labor News.

The constitution of a wages board for the meat industry in the Central division of Queensland has been approved of by the Minister for Works.

A Labor Conference which met at Wellington, New Zealand, recently passed a resolution urging the Government to bring in a Right to Work bill.

The New Zealand Government has introduced a national provident scheme for the establishment of a fund to benefit persons receiving less than £200 a year.

The striking girl shirtwaist makers at New York voted on December 27 to refuse the settlement offered by the manufacturers, and declared their intention to continue the strike until all of their demands are granted.

It is reported from Honolulu that the planters are again considering the importation of labor from Porto Rico. Opposition to the scheme is manifested upon the ground of the poor character of those previously imported.

The Central Trust Company of New York set aside $50,000 to be divided among its employes as a Christmas bonus on a basis of 50 per cent of their year's salaries. The present distribution is larger than any credited to any other financial institution.

Scores of shirtwaist strikers played the part of "Newsies" at New York on December 29. Garbed in their best, the girls invaded the residences and business districts selling copies of a newspaper printed under their editorship and setting forth their side of the strike issue.

Official announcement was made on December 24 of the inauguration on January 1 of a pension system, which will include all officers and employes of the Rock Island road. Under the new rule, no inexperienced person under the age of 35 and over 45 will be taken into the service.

The Government mediation board, consisting of Chairman Knapp, of the Interstate Commerce Commission and Commissioner of Labor Neil, together with H. E. Perham of the Order of Railway Telegraphers, met at Washington, D. C., on December 31 to discuss the Switchmen's strike. No agreement was reached.

A compromise has been reached between the telegraphers of the Big Four Railroad and the management of the system, and all immediate danger of a strike has been removed. This is the outcome of a conference at Cincinnati on December 30 between the Telegraphers' committee and General Manager Van Winkle.

Nineteen employes of the Delaware and Hudson Railroad shops at Carbondale, Pa., were discharged on December 24 because they weigh less than 150 pounds. The weight limit is said to have been fixed owing to the idea that a mature man weighing less than 150 pounds does not possess the physical strength to do a normal man's work.

About 4500 employes of the Philadelphia division of the Pennsylvania Railroad have signed petitions to President McCrea, asking that the corporation inaugurate a plan whereby employes may increase old-age pensions by setting aside a percentage of their monthly earnings. The idea is to permit men to retire at 60 years, should they desire, instead of waiting until 65, which is now the limit.

With the Wits.

Some Results.—The One—I married at the age of 21. It was a case of "marry in haste and repent at leisure."

The Other—I didn't marry until I was 40, and it was a case of "marry at leisure and repent in haste."—Chicago News.

Forestalled.—The Candidate (making house-to-house calls before the by-election)—Er—I've come to solicit your support.

The Exuberant Elector—That 'sh funny. I wash on point of askin' you to gimme yours.—Sketch.

Golf Talk—The Golfer—I suppose you get a lot of practice in the winter time?

The Caddy—Naw, we dinna. If it isna rainin' 'tis snawin', an' if 't isna rainin' or snawin', 'tis freezin', an' if 't isna rainin' or snawin' or freezin', 'tis the Sawbath, and it's fair sickening.—Sketch.

Suicide Club.—"Come, let's go around and see how our suicide club's getting along."

"What do you mean? I didn't know there was a suicide club in this town."

"You didn't know it? Why, man, we have one of the strongest football teams in the State."—Washington Star.

The Diminishing Sign.—The way the number on the back of an automobile normally looks:

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—Puck.

Benefits of the Chase.—"You say your husband's love of hunting is what enables you to enjoy his society?"

"Yes," answered young Mrs. Torkins; "sometimes Charley has to stay at home two or three weeks at a time getting the birdshot out of his system."—Washington Star.

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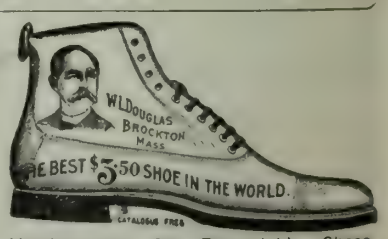
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VOL. XXIII, No. 17. SAN FRANCISCO, WEDNESDAY, JANUARY 12, 1910. Whole No. 2051.

LABOR AND THE STEEL TRUST.

THE war which the United States Steel Corporation has been making upon labor is generally known. The contest which it provoked with the iron, steel and tin plate workers has been on since July 1, 1909.

At the Toronto convention of the American Federation of Labor several conferences of the officers of national and international trade-unions were held, and it was there decided that the President of the American Federation of Labor should invite the officers of all affiliated national and international unions to meet at Pittsburg, December 13th. That invitation was issued, and on the date named, at the Monongahela Hotel, there assembled the executive officers of nearly fifty national and international trade-unions.

The conference lasted two days, and adopted the following:

A crisis in the affairs of labor has arisen. The gigantic trust, the United States Steel Corporation, has used and is using its great wealth and power in an effort to rob the toilers, not only of a livelihood, but of their right of American manhood and of the opportunity to resist its further encroachments. Grown rich and powerful by the consent and good will of the people of our country, this corporation in its mad greed and lust for still greater riches and power sweeps aside, makes and unmakes laws, its enactors, interpreters, and executors and is now engaged in an effort to destroy the only factor—the organization of its employes—standing between it and unlimited, unchecked and unbridled industrial, political, social and moral carnage. If there exists any virile power in our time and life to check the absolute autocratic domination of civic, industrial, and political life of our people and our Republic, it must be found in the indomitable will and mission of the much misunderstood and misrepresented organizations of labor.

The United States Steel Corporation has declared war on labor. In its secret councils this corporation has decreed that the only obstacle to its complete sway—organized labor—shall be crushed. This soulless corporation represents nothing but dollars, knowing neither body nor soul. Its god is the almighty dollar.

The labor organizations consist of its employes, the workers (their wives and little ones)—human flesh and blood. It is by their labor that they live; they have no purpose other than safeguarding their lives, their character, their future, the safety of the Republic, and humanity.

These factors now confront each other. By their purposes, attitude and actions must they be judged.

On June 1, 1909, the United States Steel Corporation proclaimed its decree of hostility toward labor. The right of the workers to associate for their common protection was no longer to be recognized or tolerated. Accompanying that decree was a notice of a further reduction in the already scant wages of the workers. The decree went into effect July 1, 1909.

Under these circumstances, what was left for the workers to do? Could they be expected to calmly submit to be bound hand and foot to the tender mercies of this moloch of grinding greed, this juggernaut of modern monopoly? The mere statement based on common knowledge forbade. The safety of the workers, their fellows, their dependents, the hope for their future, and the future of all the working people, and all the people, compelled resistance. They did resist and are resisting manfully, grandly, heroically.

This billion dollar steel trust controls more than 60 per cent of the total tonnage of the steel product of the country. According to its recent financial report, it has absorbed at the rate of $600 per year profit on each of its employes on business secured during a year of industrial depression. The earnings of thousands of its employes, working eleven hours per day, amount to less than $500 per year each, when working full time, seven days per week, Sundays and holidays included. The reports of the corporation show that these men receive in wages $100 per year less for their labor than the average annual profit per man to the corporation.

Why should the United States Steel Corporation's annual average profit yield $600 from each of its employes, while thousands of these workers receive less than $500 annually in wages? Where is the justice of the system? Why should the Steel Corporation seek to still further impoverish the men working in its plants? It is engaged in the industry that has received the greatest amount of protection from the Congress of the United States, through the enactment of special laws in its behalf, this special legislation being enacted upon the theory that American labor was to be protected and an American standard of life maintained.

It is through the power of combination, monopolizing the iron and steel industry of the country, and while centralizing its powers it proposes to individualize its employes. It arrogates to itself the right of combination, but denies this right to its workers.

In view of these facts we urge that an earnest, systematic effort be made to thoroughly and completely organize all employes in the iron, steel and tin plate industry, and subsidiary correlated trades. Owing to immediate pressing necessity caused by the present strike and the indefensible hostile attitude of the United States Steel Corporation, we earnestly call upon all national and international unions of America to send at least one organizer to assist in this work; that the American Federation of Labor place as many of its commissioned organizers as possible at work in a like manner and for the same purpose. We further urge and recommend that in all places where mills are located, the central labor organizations appoint special committees with instructions to co-operate in this work. For educational purposes we recommend that this manifesto be made a special order in all central labor organizations at the first meeting in January, 1910.

We further recommend that the circular prepared and issued by this conference be printed by each national and international union and distributed to their affiliated unions; that it also be published in the labor press; that the American Federation of Labor send a copy to every city central and State organization of labor with a request that it be printed and generally distributed to the end that the unwarranted and unholy war the Steel Trust is making upon the workers of our country may be fully understood and appreciated.

We recognize in this present condition of affairs between the workers on one side and the United States Steel Corporation on the other, there are two transcendent factors, one the financial and moral support of the workers engaged in the present contest, to the end that they may be aided to maintain themselves, their wives and little ones, aye, even with the barest necessities of life, so that their independence, character and American conception of manhood may be sustained, and the present contest brought to an honorable conclusion, and the other the further and complete organization of every wage earner in the iron, steel and tin plate industry.

We recommend that the Executive Council of the American Federation of Labor prepare and issue at stated periods a circular to all international, national, central and local unions of America an appeal for financial contributions to aid the striking iron, steel and tin plate workers.

We further recommend that the first circular calling for such financial contributions be issued January 1, 1910, and that the amount of such contribution should not be less than 10 cents per member, and that an appeal be made to all sympathetic and liberty-loving Americans to give their moral and financial support in this great contest for justice, right and humanity.

We ask that all contributions be forwarded to John Williams, Secretary Amalgamated Association, 503 House Building, Pittsburg, Pa.

Every dollar received will be used in support of the men, their wives and children engaged in this defensive and justified strike against the aggressions of the United States Steel Corporation.

In view of the great wrongs perpetrated by the United States Steel Corporation, not only against the workers, but the public generally, we recommend that a committee be appointed by this conference to wait upon the President of the United States, the president of the United States Senate, the Speaker of the House of Representatives, and such members of either House of Congress as may be deemed advisable for the purpose of laying before them the grievances from which labor suffers at the hands of this corporation. And that the committee herein provided demand a thorough investigation as to the legality of the actions and the existence under the law of the United States Steel Corporation.

At the instance of the United States Steel Corporation, officers of local, municipal, and State governments have unwarrantably tyrannized over citizens, denying them the ordinary rights of the use of streets, public and private meetings, invading the constitutionally guaranteed right of free assemblage and free speech, the right of protest and petition. Under the usurpation of power repugnant to the concept of the liberty of the people in our Republic, numberless men have been subjugated and imprisoned.

We therefore recommend that committees be appointed by this conference to wait upon the governors of States and such other official representatives of counties and municipalities as are in control where the United States Steel Corporation has plants located, for the purpose of presenting to these officials the great wrongs inflicted upon the people of these communities, and that the committees demand an investigation of the complaints made and where charges made are substantiated by evidence the officers responsible therefor be removed and the wrongs immediately righted.

(Continued on Page 7.)

BAY STATE'S LIFE INSURANCE.

It is now some months since the COAST SEAMEN'S JOURNAL published an authoritative statement of the details of the Massachusetts movement for wage-earners' insurance to be offered at actual cost to the insured—a scheme which the American Federation of Labor approved at the Denver meeting a year ago and which has attracted a great deal of attention and interest in other quarters. The value of the plan as a theoretical proposition then looked to be undeniable to leaders of organized labor, just as it had seemed incontestable to the legislators of the Bay State who were called upon to consider it in the spring of 1907.

A statement can now be made of the first year's accomplishment of the savings bank insurance system in practical operation in Massachusetts.

First: The movement began with the publication in September, 1906, in Collier's, of an article by Louis D. Brandeis, Esq., of Boston, entitled "Wage-Earners' Life Insurance," which set forth the abuses of the industrial insurance system, and proposed as a remedy the establishment of an insurance department in connection with the savings banks.

A plan for legislation of this character was submitted to the Recess Insurance Committee appointed by the Massachusetts Legislature of 1906. This plan was unanimously recommended by that committee to the Legislature of 1907.

The savings bank insurance and annuity bill was passed on June 26, 1907. The trustees of the General Insurance Guaranty Fund, who exercise general supervision over the system, were appointed in July, 1907. The State actuary was selected by the trustees in October, 1907. The large amount of work required of the State actuary and State medical director before the system could be put into operation delayed the opening of the insurance department of any bank until the end of June, 1908, when the Whitman Savings Bank established its insurance department. Even then the preliminary actuarial work had only been in part performed, and it was not until some months later that the system was in what may be called working order.

The People's Savings Bank of Brockton opened its insurance department November 2, 1908.

Second: The financial year of the savings banks begins November 1st. The first year, therefore, of the savings bank insurance system in operation closed October 31, 1909. The report showing the operation of both the Whitman Savings Bank and the People's Savings Bank of Brockton has just been made with the following result:

1. The aggregate insurance of the two banks outstanding at the end of the year (not including annuity or pension policies) was about $1,000,000—the policies being 2,521 and averaging $393.79..

2. The insurance departments earned, after setting apart the full legal reserve, calculated on the most conservative basis, and in addition an amount equal to four per cent of the premiums to the trustees of the General Insurance Guaranty Fund, and paying interest at the rate of four per cent on the special guaranty fund of $25,000 for each bank, a surplus from which they have declared payable to the holders of all of the monthly premium policies a dividend of 8 1-3 per cent.

For the payment of this dividend only 25 per cent of the surplus profit earned is required. The remaining 75 per cent of the profits is set apart as a surplus guaranty fund, in addition to the legal reserve and the contribution to the General Guaranty Fund referred to above. Of the expenses of the insurance department during the past year, over two-thirds has consisted of medical fees. The percentage of these to premiums is, of course, unusually heavy in the first year. The State actuary believes that when the system is in full operation, the dividend on the monthly premium policies will be much larger than 8 1-3 per cent, and that a dividend of 20 per cent may reasonably be expected.

A leaflet relating to this dividend has been issued from the State actuary's office, 161 Devonshire street, Boston.

Third: The present monthly premium rates are 15 per cent less than the present industrial rates. Savings bank policies, however, being participating policies, the policyholders, even with the present dividend of 8 1-3 per cent, get a rate which is 23 1-3 per cent less than that of the industrial companies. Putting it in the other way:—the present industrial companies' rate is about 30 per cent higher than the net savings bank rate based on this year's dividend.

The rates on the quarterly premium policies of the savings banks, of course, do not show so great an advantage over that of the other companies, but the net rates are believed to be the lowest rates for policies of similar amount attainable in any legal reserve company.

Fourth: The reduction of rates which the savings insurance banks offer has been made possible by marked changes in the system of doing business. The industrial companies through their solicitors have a house to house solicitation for business, and a weekly house to house collection of premiums, the compensation of the solicitors and collectors being directly dependent upon the amount of the business written and the premiums collected. The savings bank insurance law prohibited the banks from employing paid solicitors and collectors. It undertook to substitute for these, unpaid agencies, and the business actually written by the banks has come mainly through such agencies.

Fifth: The amount of business done by the savings insurance banks, and the advantage in rates now offered, will be but a very small part of the achievement of the savings bank insurance movement. Its greatest success by far has been in its effect upon the industrial insurance companies.

When the abuses of industrial insurance—the terribly high cost to the policyholder, the huge expense rate, and the forfeiture of policies—was called to the attention of the public, it was asserted by the industrial companies that their business was admirably managed, and that the high cost to the policyholder, and the apparently onerous provisions of the policies, were a necessary incident to the business. The lessening of these abuses since the savings bank system was inaugurated has been marked:

1. For a period of at least twenty years prior to the inauguration of the savings bank insurance movement there had been no reduction in the premiums of industrial policies. In the three years since the movement was started, industrial insurance companies' premiums have been reduced on an average of about 20 per cent, the first large reduction having been made as of January 1, 1907, after the plan was submitted to the legislative Recess Insurance Committee of Massachusetts; the second as of July 1, 1909, after the system had been put into successful operation.

This reduction will soon result in an annual saving to the working people of Massachusetts alone of from $1,000,000 to $1,500,000; for the amount of industrial premiums collected by the companies in Massachusetts was, in 1908, $8,062,389. A relatively small part of the premiums of that year had the benefit of the reduced rate, but as the average life of an industrial policy is less than four years, it will be seen that the saving to the working people, resulting from this reduction in rates in Massachusetts, will, in a few years, rise above $1,000,000 annually.

The saving in Massachusetts represents, however, only a small part of the saving to the working people of America from the reduction now made. The total industrial premiums collected in the United States in 1908 was about $90,000,000.

It will be but a few years when the saving effected on the volume of insurance represented by such premiums will be between $10,000,000 and $15,000,000 a year.

2. Another great change to the advantage of policyholders resulting from the inauguration of the savings bank insurance movement is the increase of the amount payable in case of the death of the insured within the first year after the policy is written.

For probably twenty years prior to the inauguration of the savings bank insurance movement, the policies of the leading industrial companies provided that in case of death within the first six months, only one-fourth of the face of the policy would be paid, and in case of death within the second six months, only one-half of the face of the policy would be paid.

The savings insurance advocates insisted that such provisions were in effect delusive, and in view of the fact that more than one-half of all industrial policies lapse within a year, the effect was to make the industrial insurance for an appreciable portion of the average time covered by the policy, not only twice as expensive as ordinary insurance, but indeed four or eight times as expensive.

The savings bank insurance policies provide that the full amount written in the policy shall be payable even in case of death immediately after the policy is written. Since the inauguration of the savings bank insurance movement, the industrial companies have made the full benefit of the policy payable in case of death six months after the policy is written, and one-half payable in case of death within the first six months.

3. For the last ten years prior to the inauguration of the savings bank insurance movement, the two leading industrial companies gave no cash surrender value until the end of twenty years after the date of the policy, and in case of lapse of policy, gave a small paid up value after three years, but denied to the insured the right to extended insurance.

The Massachusetts savings bank insurance act provided that no policy should be forfeited after premiums covering six months had been paid, and that in the event that premium payments then ceased, the insured should have either a cash surrender value, paid-up insurance or extended insurance.

Since the inauguration of the savings bank insurance movement, the two leading industrial companies have changed their policies so

as to give extended insurance after three years, and a cash surrender value after ten years.

Sixth: It is of course apparent that the great success of this movement in effecting such important reforms in the abuses of the industrial companies has made competition with them more difficult to establish. The advantages over them in rates and terms which the Bay State Savings Banks had to offer when the movement started, have, so far as the policyholders are concerned, been lessened by half through the reforms which the companies have been induced to adopt. They claim now to have accepted the principle on which savings bank insurance rests—namely, that the working people should be served in respect to life insurance by a social institution rather than by an exploiting business—and have given some evidence of an intention to act upon it. There are those, however, who still believe that even if the industrial companies were conducted with a sincere desire to serve the people, that could not be the sole purpose of their organization; that a necessary incident, if not the purpose of the business, is the control by a few capitalists of a vast aggregation of savings drained from the working people of the whole country—a program which presents dangers and develops abuses that cannot safely be ignored. No system of workingmen's insurance based upon such a foundation can secure the confidence of the working people. It is the aim of the savings bank insurance movement to counteract such danger by the necessary localization of the reserves in altruistic institutions as much as to reduce the burden of insurance premiums.

Far more has been accomplished by the savings bank insurance movement within the three years than even its most ardent supporters had dared hope for.

PORT OF BEAUMONT.

A movement is under way to establish a drydock and shipbuilding business at Beaumont, Texas. Plans have been perfected for the further deepening of the Sabine-Neches Canal, which connects the mouth of the Neches River with the open Gulf and which will enable ocean-going vessels to ply direct to Beaumont. A recently established ship service between Beaumont and Mexican ports has found business far beyond the most enthusiastic expectations. Service has also been established between Beaumont and Sabine Pass, carrying freight cargo between these points and touching at Port Arthur and Port Neches. Negotiations are now under way for the establishment of service between Beaumont and New Orleans and Beaumont and Galveston.

The people of Beaumont are enthusiastic in anticipation of the proposed improvement, which promises so much to that section of the country, confidently believing that Beaumont can be made an important inland port, not only because of the advantageous geographical location, but because of the fact that it will be the only fresh-water port on the Texas coast. The city has just constructed a thoroughly modern public wharf and it is reported that the Beaumont Chamber of Commerce is giving attention to an effort to establish a drydock and shipbuilding business.

A commission composed of the National Telegraph Department, the army and the navy is establishing a wireless telegraph system for all Brazil. Not only will it be used for army, navy and national purposes, but for a public service as well.

FISHERMEN'S DEATH LIST.

List of members of the Alaska Fishermen's Union who died during the year 1909:

Abrahamson, John; native of Norway, born 1882, drowned at Nushagak, June 10, 1909.

Andersen, Adolph; native of Norway, born 1869, died at Tacoma, Wash., November 8, 1909.

Anderson, Oscar; native of Sweden, born 1879, drowned at Nushagak, June 10, 1909.

Christensen, Chas.; native of Denmark, born 1845, died at Naknek, June 10, 1909.

Christensen, Severin; native of Norway, born 1866, died at San Francisco, October 20, 1909.

Dalman, Fred; native of Russia, born 1868, drowned at Nushagak, June 23, 1909.

Deuvensee, Albert; native of Germany, born 1875; drowned at San Francisco, March 12, 1909.

Goranson, Hans; native of Sweden, born 1875, died at Los Gatos, Cal., June 8, 1909.

Granlund, John A.; native of Finland, born 1884, drowned at Koggiung, May 4, 1909.

Helstrom, Albert; native of Sweden, drowned at Nushagak, May 27, 1909.

Hermanson, Axel; native of Sweden, drowned at Nushagak, June 10, 1909.

Hultgren, Chas; native of Sweden, born 1860, drowned at San Francisco, April 1, 1909.

Johnson, A.; native of Sweden, drowned at Nushagak, June 10, 1909.

Johnson, Jens; native of Norway, born 1865, drowned at Uyak Bay, August 8, 1909.

Larsen, Lars; native of Norway, born 1854, died at San Francisco, November 4, 1909.

Mathiesen, P. H.; native of Germany, born 1882, drowned at Nushagak, June 10, 1909.

Mattson, John; native of Finland, born 1851, died at San Francisco, February 5, 1909.

Morlock, Hugo; native of Germany, born 1867, died at San Francisco, November 1, 1909.

Nelson, Albert; native of United States, born 1881, died at San Francisco, November 17, 1909.

Nilsen, Johannes; native of Norway, born 1864, drowned at Seattle, January 20, 1909.

Nilsen, Julius; native of Norway, born 1887, died at Nushagak, July 15, 1909.

Nilsen, M. O.; native of Norway, born 1876, died at San Pedro, Cal., August 14, 1909.

Onofrio, Sato D.; native of Italy, born 1873, drowned at Nushagak, May 22, 1909.

Paris, Antonio; native of Italy, born 1858, drowned at Nushagak, July 16, 1909.

Pinner, Robert; native of United States, born 1859, drowned at Petersburg, Alaska, May 27, 1909.

Reed, Adolph; native of Norway, born 1857, died at San Francisco, May 25, 1909.

Simonsen, Anton; native of Denmark, born 1880, died at San Francisco, April 25, 1909.

Swensson, Nels; native of Sweden, born 1887, drowned at Stockton River, January 27, 1909.

Tarantino, Pietro; native of Italy, born 1880, drowned at Nushagak, May 22, 1909.

Wickstrand, John; native of Sweden, born 1870, died at San Francisco, January 7, 1909.

Willman, Karl E.; native of Finland, born 1884, drowned at Koggiung, July 4, 1909.

Respectfully submitted.

I. N. Hylen, Secretary.

Vast tracts of fertile lands in Turkey, capable of producing two crops a year, lie fallow, while the land under cultivation could be made to produce nearly twice as much under modern methods of agriculture.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Unions, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 85 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques y puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) and Suarez 44.

Home News.

San Francisco experienced the coldest weather in twenty-two years on January 3, when the temperature dropped to 36 degrees at 6 a. m.

A free public laundry is one of the improvements urged by George Gonzales, the new Mayor of Hoboken, N. J., in his annual message to the city fathers.

Charles W. Morse, the convicted banker, has given up the fight against his sentence and entered the Federal Prison at Atlanta, Ga., on New Year's Day to begin his fifteen-year term.

The State law prohibiting the manufacture of intoxicating liquor in Tennessee went into effect on January 1. Forty-one distilleries and five big breweries announced a suspension of operations.

A gigantic combination of all the transportation lines in Chicago is the plan of a new company which has consolidated the South Side street-car lines and taken over the Morgan interests in Chicago traction.

The United States has $30,000,000,000 invested in farm lands, buildings, machinery and livestock, according to a census taken by Orange Judd Farmer. From 1,000,000 in 1850, the number of farms has increased to nearly 7,000,000 in 1909.

The City Council of Birmingham, Ala., has adopted the State-wide prohibition laws as regular city ordinances. Heretofore the city has acted in accordance with the State laws, but a decision of the Supreme Court annulled all convictions.

In the last four months there has been a falling off of nearly 80,000 barrels in the output of Milwaukee beer. In the fiscal year ending July 1, 1909, there is shown a decrease of 321,255 barrels of beer from the amount sold in the previous year.

The fuel famine at Boise, Idaho, has reached a critical stage. Five hundred families are without fire for cooking or heating. Three electric railroads, city and suburban, are tied up for lack of power, and provisions have reached famine prices.

At a special election held on December 30 the citizens of San Francisco voted in favor of issuing bonds in the sum of $2,020,000 for the public ownership and operation of the Geary Street railroad. The vote was 31,185 for, 11,694 against; total vote polled, 43,081.

Tuberculosis stands at the head of the diseases which afflict the Indian, according to the annual report of the Commissioner of Indian Affairs. That it is on the increase it is further stated, but methods are being employed by which it is hoped to eliminate the disease as far as possible.

A comparative statement just prepared by the Western Passenger Association showing the number of alien and citizen steerage arrivals at the port of New York in the first eleven months of 1909 shows an increase of 448,715, or 165.02 per cent over the figures for the first eleven months of 1908.

Ill-treatment of women immigrants in the steerage of vessels, resulting in some cases in gross immorality, has led to the introduction in Congress of a bill providing for the presence of United States surgeons, immigrant inspectors and matrons on all vessels carrying immigrants between the United States and foreign ports.

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532 BEACON & 531 FRONT, next to Fritz & Ernest

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Union Goods for Union Men

SAN PEDRO WHOLESALE CO.

WHOLESALE DEALER IN THE CHOICEST OF OLD WINES AND LIQUORS.

Bottlers of San Francisco and Los Angeles Beers.

All goods sold at lowest San Francisco prices. We buy direct from Kentucky Distilleries and our California Wineries. Seafaring men invited to inspect our stock.

Beacon Street, near Fourth, SAN PEDRO, CAL.

M. BROWN

THE SAN FRANCISCO STORE
Now Located at San Pedro,
427 FRONT STREET.

I carry a full line of San Francisco goods for the seafaring people, having been established since 1886, and continually serving the seafaring. I am in position to know the class of goods you want. The San Francisco Hickory Shirt at 50 cents.

UNION LABEL OF THE

United Hatters of N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.
MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

CHAS. A. LUCAS

Undertaker and Embalmer

Fourth Street,
Between Front and Beacon Sts.,
SAN PEDRO.

JACOB OLSEN

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CIGARS AND TOBACCO.
Also a Large Assortment of
STATIONERY AND NOTIONS.
FRONT STREET, bet. 4th and 5th, Front of Union Saloon, SAN PEDRO, CAL.

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2320 NORTH 30th STREET

Men's Outfitters, Hats, Caps, Shoes, Rubber Boots, Oilskins, Flannel Shirts, Quilts, Blankets, and Notions.
"Boss of the Road" and "Can't Bust 'Em" Overalls, 75c; Hickory Shirts, 50c.
Everything Union made.
I will give you a square deal, as I want your trade.
Remember the place, one block north of Union Hall, 2320 N. 30th St., Old Town.

WHEN IN PORT AT TACOMA
Visit
THE SCANDINAVIAN STORE
717 Pacific Ave. Near City Hall
B. OLSON, Proprietor.
Where the Best
Clothing, Furnishing Goods, Hats, Shoes, Rubber Boots and Oilskins can be had at reasonable prices.
Union Goods a Specialty.

INFORMATION WANTED.

David Stove, age about 28, who is supposed to have shipped on some vessel from Puget Sound in January, 1901, is inquired for. Any one knowing his present whereabouts please notify Coast Seamen's Journal.

Named shoes are frequently made in Non-Union factories.

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

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Sixth and Beacon Sts., San Pedro, Cal.
Dealers in
CIGARS, TOBACCO, STATIONERY.
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DRUGGISTS,
Headquarters for Pure Drugs, Patent Medicines, Soaps and Toilet Articles.
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EUREKA, CAL.

The Pride O'Humboldt

Steam, Lager and Bottled Beer
BREWED BY
HUMBOLDT BREWING CO.,
EUREKA, CAL.

Promptly delivered and shipped to any part of the city, county and anywhere ALONG THE COAST.

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DELANEY & YOUNG,
Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.
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Cigars at Wholesale and Retail.
439 SECOND STREET, COR. F.
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White Labor Only.

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FOR A
GOOD CUP OF COFFEE OR A SQUARE MEAL
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EUREKA CHOP HOUSE
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SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

532 Second Street, - Eureka, Cal.

Pacific Coast Marine.

The French bark Empereur Menelik, soon to load fir lumber at Chemainus, B. C., for Australia, will take on 300 tons of California redwood lumber as ballast, instead of earth.

The steam-schooner Del Norte collided with Blunt's Reef lightship on January 2 and suffered considerable damage and after jettisoning her deckload of lumber the Del Norte proceeded to San Francisco.

H. C. Guth was recorded at the San Francisco Custom-house on December 30 as master of the schooner Horace Templeton, vice James Melville. The barkentine Coronado, R. T. Lawless master, was enrolled.

Revised estimates of the Alaska and Puget Sound salmon pack for 1909 place the total at 3,917,000 cases, valued at $17,206,000. The Alaska pack was worth nearly $2,000,000 more than that of the Sound.

A project has been launched to cut a ship canal from the sea to Flores Lake in Curry County, fifty miles south of Coos Bay, where a harbor is to be established. The project is financed by Portland and Tacoma lumbermen.

Engineering work was begun on December 30 preliminary to the construction of three wharves, a breakwater and a bulkhead off North Beach, Santa Monica Harbor, Cal. Actual construction will be under way by March 1.

The hull of the steamer Minnie E. Kelton, which recently has been in service at Portland as a rock barge, is to be fitted with engines from the dredge W. S. Ladd and the restored vessel placed in the coastwise service.

On his recent visit to Tacoma Captain Bunting of the Standard Oil steamer Colonel E. J. Drake declared that additional aids to navigation are urgently needed at the entrance to the Straits of Fuca.

Fears are entertained for the safety of the well-known four-masted schooner Minnie A. Caine, which is now long overdue on a voyage from Haiphong, China, to Puget Sound. The vessel is 105 days out from the coast of Asia, during which time she has not been spoken.

His alleged propensity for shipping dynamite on passenger steamers and labeling the packages "butter," "bacon" and "dried fruit," has resulted in the issuing of a warrant for the arrest of O. B. Hinsdale, of Gardiner, Or., owner of the steamer Eva.

Nels Iverson, a seaman on the Matson Navigation Company's bark Annie Johnson, was fatally injured at San Francisco on December 31 by falling from aloft as the vessel was getting ready for sea. He struck heavily on deck, sustaining a number of broken bones and a fractured skull.

The following changes of masters were recorded at the San Francisco Custom-house on December 31: Steamer Eureka, Andrew Poulson vice O. Noren; schooner Theodore Roosevelt, Adolph Von Tagen vice Henry Schroeder; steamer Ryer Island, D. A. Stewart vice Andrew Frost.

John G. Trapp was recorded at the San Francisco Custom-house on December 28 as master of the steamer Sea Rover, vice Tonnes Tonnesson; the ship Governor Robie, with T. E. Southard master; and the steamer Northland, A. Erickson master, were enrolled; and the steamer Tampico, with S. M. Johnstone master, was registered.

The fate of Captain Harry L. Hansen and crew of fourteen men of the schooner Susie M. Plummer, which was abandoned at sea three weeks ago, is still problematical. It is now believed that the men are on board some sailing vessel bound off shore, as if they had been picked up by any coastwise craft they should have been heard from by this time.

The following changes of masters were recorded at the San Francisco Custom-house on January 7: Steamer Alvira, Charles N. King vice C. F. Christensen; steamer Greenwood, Charles N. Nelson vice Johannes Olsen; steamer Raymond, C. A. Knudsen vice G. K. Carlson. The schooner Charles R. Wilson, J. N. Nelson, master, was enrolled.

The trial trip of the big wooden steam-schooner Klamath, the largest vessel of her type on the Coast, which was held on San Francisco Bay on January 3, proved very satisfactory to her builders and her owners, Charles R. McCormick & Co. The Klamath filled all requirements and expectations. She made 11 knots on the speed test, developing 1000 horse-power.

Peter Larsen, a deck watchman, filed a suit in admiralty in the United States District Court at San Francisco on January 6 against the steamer Santa Clara to recover wages alleged to be due as well as damages for his right foot having been injured in the capstan machinery December 10 when on a voyage from San Francisco to Portland. The total amount sued for is $500.

Announcement was made in the Los Angeles office of the North Pacific Steamship Company on January 6 that the steamer Eureka, which had been on the San Francisco to Portland run, will soon be put on the run between San Francisco and San Diego, touching at Santa Barbara and San Pedro. The new steamer Santa Clara will take the place of the Eureka on the northern run.

The Pacific Coast Steamship Company announces that the steamer Senator will replace the steamer Curacoa on the run between San Francisco and Mexico, while the latter is laid up for an overhauling. The Senator, which was on the Alaska route, during the summer, and also made several voyages between San Francisco and the Sound, will leave January 15 for Mexican ports.

An admiralty suit was filed in the United States District Court at San Francisco on December 30 by Oscar Snowman, a marine fireman, to recover $29.15 balance of wages alleged to be due from the dredger Uncle Sam. The libelant alleges that he was employed from October 12, 1909, to December 18, 1909, and that though he left with consent of the dredger's master, there is a portion of his wages being withheld.

The following changes of masters were recorded at the San Francisco Custom-house on January 5: Schooner Mary Frances Cruz, A. J. Anderson vice Christian Larsen; steamer Guide, John Bertoncini vice M. A. Armstrong; steamer Norwood, John I. Martin vice Gustav Enstrem; steamer Standard, Henry T. Park vice A. E. Bartlett. The schooner Dora Bluhn, Oscar Johnson, master, was registered.

Captain Harriman, a pilot at the mouth of the Columbia River, and formerly a well-known shipmaster on the Pacific Coast, died recently at his home in Astoria, Or., after a short illness brought on by blood poisoning. Captain Harriman was a native of Maine, 63 years old. In his early career he was engaged in the coasting trade. Later he was a pilot and tugboat master on Puget Sound. At one time he was captain of the Columbia River lightship.

The American ship Shenandoah, which has been engaged by Bates & Chesebrough to carry a cargo of scrap iron from San Francisco to New York, hauled to Howard-street wharf on January 5 from Sausalito, where she has been lying for the last two years, with the disengaged fleet. On her voyage to the Atlantic, which will be her last under sail, as she is to be converted into a barge, the Shenandoah will be commanded by Captain James Murphy, late of the ship William P. Frye.

Travel by water between the Columbia River and San Francisco has grown to such proportions that when the new steamers of the Portland and San Francisco Steamship Company start, the Beaver and Bear, it is expected to continue to increase so that the company has decided to keep either the Rose City or Kansas City on the passenger run on a regular schedule and have the others for freight. This new service is expected to start about April 1. At the present time the passenger boats are crowded on the southern run and return light.

For the first time in the history of the halibut fishers of the British Columbia coast, fish have been taken on banks in the open ocean to the west of the Queen Charlotte Island. On this virgin ground the Celestial Empire made a catch of 140,000 pounds of fish in three days. In one instance 900 fish are declared to have been all large, averaging in the vicinity of twenty-five pounds apiece. The discovery of the new fishing banks was directly due to the fact that the Celestial Empire had been very unlucky in her operations on the Hecate Strait banks, where she had worked for eight days with total results of 25,000 pounds of fish.

A fine of $500 has been made by the Collector of Customs at Seattle on the steamer Bellingham of the Puget Sound Navigation Company for operating without the complement of crew called for by her certificate of inspection. The certificate calls for a master and two mates and by consent of the Local Inspectors the second-mate has been an unlicensed man on vessels where he does not have to stand a watch. Supervising Inspector John Bermingham of San Francisco upheld the Local Inspectors, but Supervising Inspector-General Uhler at Washington held that when a certificate called for a mate that mate must be a licensed man. There are half a dozen steamers owned by the Puget Sound Company involved, as well as other vessels, and the Bellingham is being used as a test case. The company has appealed from the decision and it is now before the Federal courts.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

Affiliated with
AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer,
1½A Lewis St., Boston, Mass.

AFFILIATED UNIONS.
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CHICAGO, Ill., 242 South Water St.
MILWAUKEE, Wis., 317 Virginia St.
Sub-Agency:
CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

Coast Seamen's Journal

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WALTER MACARTHUR.....Editor
PAUL SCHARRENBERG.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JANUARY 12, 1910.

SEAMEN STAND UNITED.

Resolved, That we, the members of the Pacific District, International Seamen's Union of America, in joint meeting assembled at San Francisco this 5th day of January, 1910, reaffirm our sympathy with our comrades on strike on the Great Lakes and pledge them our continued support, to the end that the struggle maintained during the past two seasons shall be brought to a speedy and successful close, thus vindicating the right of the seamen everywhere to organize for self-protection and to be treated by their employers as free men and American citizens.

The foregoing resolution was adopted by the joint meeting of seamen held at San Francisco on the 5th inst. The Sailors' Union Hall was filled by members of the unions affiliated with the International Seamen's Union of America, who displayed the greatest earnestness and enthusiasm in the proceedings. Walter Macarthur, editor of the COAST SEAMEN'S JOURNAL, presided, and addresses were made by I. N. Hylen, of the Fishermen's Union, and E. Erickson, of the Sailors' Union. These comrades reviewed the work of the recent International convention, with special reference to the conditions on the Great Lakes. Addresses were also made by Comrades Ellison, Steidle, Brandt and Andersen.

Each of the speakers devoted himself mainly to the strike of the seamen on the Lakes, pointing out the importance of that struggle to the seamen's unions in all other localities and urging the necessity of united, generous and sustained support in order that the comrades on the Lakes may be enabled to continue the fight as long as may be necessary to insure complete victory. The whole tone of the gathering afforded conclusive evidence that nothing will be wanting on the part of the Pacific District to support the Lakes District in its determination to vindicate the right of the American seamen to organize and to receive full recognition of that right at the hands of their employers. The resolution was adopted by a unanimous "Aye!" and the meeting adjourned with three ringing cheers for the International Seamen's Union of America.

LABOR AND THE WATER BONDS.

The labor movement is irrevocably committed to the public ownership of public utilities as a fundamental principle of social progress. In every labor organization, from the American Federation of Labor down to the smallest local union, this principle has been affirmed and re-affirmed for many years, practically without a dissenting voice. Upon no other question of public policy is there so general an agreement.

No matter how radically the members of organized labor may disagree upon certain questions, all are absolutely unanimous upon the question of public ownership of public utilities. Indeed, that proposition has long ceased to be open to question and has become an accepted fact in the propaganda of the labor movement. Not even the axiom that "the laborer is worthy of his hire" is less questionable among the members of the labor movement than the axiom that all public utilities should be owned and operated by the people.

This attitude upon the part of the labor movement is based upon the acknowledged characteristic of the public utility under private control, as a natural monopoly, controlling a necessary element of social existence, and therefore possessing the power to tax the people. This power has led in the nature of things to abuse and imposition on the public in the form of high rates, poor service, and that greatest of all social afflictions, the corruption of the public servants. Generally speaking, a community that is dependent upon a public-service corporation for a necessity to its growth, comfort or convenience is dependent upon the same source for its very existence. This rule bears more directly upon a community in proportion as the public utility thus controlled is necessary to individual human life, not to say social convenience.

The most important of all public utilities, or rather necessities, is that of water. In fact, so great is the importance of this matter that it has long since been removed from the field of discussion. Whatever difference of opinion may exist among men generally on the subject of public control of public utilities, the matter of water supply is generally, indeed universally, regarded as one coming distinctly and necessarily within the province of public control. Thus we find that almost every city in the United States and throughout the world owns its water supply. In this respect San Francisco stands almost alone. With one or two possible exceptions among cities of its own size, San Francisco is the only city in the civilized world that is to-day dependent upon a private corporation for the supply of the first necessity to human life, next to air itself.

For the first time in the history of the city the water question is now before the people in such form as to insure public ownership by the mere act of voting to that end. Knowing the position assumed by the labor movement upon the general subject of public ownership, it is natural to expect that that movement would lead in support of the proposal to secure public ownership of the water supply. The contrary, however, appears on the face of things to be the case. Now that every other element of the community is united in favor of a great public undertaking, we find that undertaking jeopardized by opposition from that quarter in which, more than in any other, the most powerful support is to be expected. Should the proposal to authorize the issuance of bonds for the purchase of the Spring Valley Water Company's property be defeated on Friday, that misfortune will be due to the indifference and hostility of organized labor in San Francisco. Such a result would be an especial misfortune to the labor movement, involving a serious reflection upon its good faith in the matter of public ownership, to say nothing of the responsibility that would rest upon it for the inconvenience and suffering inflicted upon the whole city by the indefinite perpetuation of existing conditions. It is the boast, and justifiably so, of the labor movement that its power and influence is directed to the public good. There is both irony and pathos in the fact that in the present instance the power of the labor movement is being directed to the injury of the public and against a long-cherished hope of freedom from thralldom to those private interests which now control the very lives of the people.

Of course, those who assume to speak in the name of the labor movement in opposition to the Spring Valley purchase base that opposition not upon principle but upon detail. They favor municipal ownership of the water in the Hetch Hetchy, but not of the water now owned by the Spring Valley. The question here involved is whether we shall have municipay ownership now or ten years hence. This attitude involves the further question of continuing under existing conditions of water supply for ten years, and also a very serious probability of defeating the Hetch Hetchy project itself. In short, the whole question as to whether or not the city shall secure control of its water supply under any conditions or from any source is largely, if not solely dependent upon the vote on the Spring Valley bond issue.

The points raised against the latter proposition, namely, overbonding of the city, exorbitant valuation of the property, character of the plant, etc., may be open to discussion. However, the consensus of expert opinion resolves these points in favor of the project. Upon these points it remains to be said that even were they well sustained, their weight in the aggregate would not measure against the imperative and determining point that unless the city shall take advantage of the present opportunity to secure possession of the existing water supply, it must reconcile itself to a long period of suffering from conditions already intolerable and bound to grow worse as time passes.

It is the settled opinion of the writer that a vote for the Hetch Hetchy or Lake Eleanor proposition and against the Spring Valley purchase is a vote against both propositions, for the reason that the preservation of the city's rights in the former respect is contingent upon the adoption of the latter proposition. At any rate, the opportunity to secure municipal ownership of water NOW is involved in the proposal to bond the city for $35,000,000 for the purchase of the Spring Valley property. Failure to support that proposal will defer municipal ownership for at least ten, and probably for fifteen or twenty years.

We can not believe that the attitude assumed by certain elements of the labor movement in San Francisco is truly representative of its membership at large. On the contrary, we believe that the members of that movement will vote in accordance with their oft-expressed principles on the subject, and that they will join with other elements of the com-

munity in relieving the city from the menace that now overhangs it—the menace of slow starvation and the certainty of stunted growth.

Give us water from the Hetch--Hetchy as soon as possible, but don't deny us all the water available from existing sources AT THE PRESENT MOMENT!

DEMAND THE FARMERS' LABEL!

The movement toward practical co-operation between the farmers and the members of organized labor is producing good results throughout the country, chiefly through a reciprocal demand for the respective labels. The California State Federation of Labor, at its recent convention in San Rafael, adopted the following resolutions on the subject:

Whereas, The farmers are the chief producers of wealth and their prosperity is essential to, and means the prosperity of all other classes, and

Whereas, We realize that only through a return of better conditions for the agricultural classes can there come a renewal of prosperity to all other branches of industry, thereby giving employment to much labor, which is now idle, and which is honestly and earnestly seeking employment, and

Whereas, The fruit and raisin growers of California are to-day, and for the past two years have been receiving a price for their produce scarcely above, and in many instances far below, the cost of production, and

Whereas, These conditions are due to the manipulation of the market by a horde of speculators, whose only known function is to take from the producers of the world's foodstuff, all but a bare subsistence, while at the same time, and by the same methods force such exorbitant prices upon the consumers for the necessaries of life, that these wholesome food products are made a luxury and are therefore out of the reach of the great mass of consumers, therefore, be it

Resolved, That we, the delegates of the State Federation of Labor in tenth annual convention assembled, do hereby heartily endorse the Farmers' Union and promise it such aid and assistance as lies within our power, and be it further

Resolved, That we approve and advise the placing on the market of a strictly "Farmers' Union" brand of fruits and raisins, and other farm products, bearing the "Farmers' Union" label, which will stand for honest goods, put up under proper sanitary conditions and where such goods are placed upon the market, in competition with non-union goods, we further recommend that the members of the affiliated unions of the California State Federation of Labor purchase such brands only.

In return for the aid thus pledged by the labor movement to the Farmers' Educational and Co-Operative Union, the latter has adopted resolutions pledging its members to demand the union label of the respective trade-union crafts. At a recent gathering of the Farmers the following was adopted:

Whereas, The labor unions in many parts of our country have evinced a most friendly feeling toward the Farmers' Educational and Co-Operative Union of America, one instance of which was shown by the splendid manner in which the local labor organizations of the city of Birmingham, Ala., entertained the National Representatives of the Farmers' Educational and Co-Operative Union at their National convention held in Birmingham in the early part of September last; and we believe that they will co-operate in a most cordial and substantial way with the Farmers' Educational and Co-Operative Union, especially in the matter of purchasing our products, therefore, be it

Resolved, That the Santa Clara County, California, Union of the Farmers' Educational and Co-Operative Union of America, at its regular quarterly meeting held in the city of San Jose, Cal., on December 4, 1909, expresses its unanimous opinion that all members of the Farmers' Educational and Co-Operative Union throughout our country should reciprocate in the same kindly and substantial way, and this can be done in no better way than by always giving preference, when purchasing supplies (all things being equal) to goods bearing Labor Union labels, and we most earnestly urge all members of the Farmers' Educational and Co-Operative Union of Santa Clara County to purchase (all things being equal) only goods bearing Labor Union labels.

These pledges of mutual support are of the highest significance. If carried out to the utmost, as we trust they will be, immense advantage will accrue to both classes of labor and to the public at large. United in the common cause, the farmers and city workers may bring about a beneficial revolution in the economic conditions of the country. We urge our readers to aid this movement by demanding the label of the Farmers' Educational and Co-Operative Union when purchasing farm and dairy products.

The first of a series of evening lectures for adults will be held in the Mission High School, 18th and Dolores streets, San Francisco, on Wednesday, January 19, at 8 p. m. The subject, "Panama Canal," will be discussed by Mr. J. C. Astredo, with the aid of moving pictures. The programme will be varied by musical selections, vocal and instrumental. These meetings are in line with the recommendation of the American Federation of Labor and other labor organizations for the use of the public schools as a means of education and amusement to the adult population. The lectures are free and all are invited to attend.

The proposition recently submitted to the Sailors' Union of the Pacific to extend further aid to the striking comrades on the Great Lakes was voted upon on the 10th inst. and adopted by a practically unanimous vote. Let the good work go on!

A vote for Hetch Hetchy and against Spring Valley means municipal ownership of water ten years hence—if ever. A vote for both propositions means municipal ownership NOW!

Don't let it be said that organized labor was responsible for the defeat of municipal ownership of water. Vote for both propositions on Friday!

Read the article, "Labor and the Steel Trust," on page 1 of this issue, and forward your contributions to the address therein noted.

LABOR AND THE STEEL TRUST.

(Continued from Page 1.)

With the full consciousness of the justice of the cause of labor, and particularly the cause for which the iron, steel, and tin plate workers are so nobly contending against the aggressions of that giant trust, the United States Steel Corporation, we confidently appeal to our fellow workers and all liberty-loving Americans for their moral financial support.

In addition to this plan of action and appeal, which was unanimously adopted, resolutions were passed recommending the amalgamation of both organizations into one comprehensive body, into which all workers in the iron, steel, and tin plate industry would be eligible, to be known as The Amalgamated Iron, Steel, and Tin Plate Workers' Association.

Committee to Draft Report—James O'Connell, Frank Ryan, T. L. Lewis, T. Healy, W. D. Mahon, Samuel Gompers, G. W. Perkins, P. J. McArdle, J. W. Hays, Chas. E. Lawyer.

Committee to Wait on the President—James O'Connell, Chas. E. Lawyer, G. W. Perkins, J. D. Pierce, P. J. McArdle, J. W. Hays, T. L. Lewis.

Committee, Governor of Ohio—T. L. Lewis, P. J. McArdle, Wm. D. Huber, Chas. E. Lawyer, T. J. Duffy.

Committee, Governor of Pennsylvania—E. S. McCullough, Chas. E. Lawyer, M. O'Sullivan, J. D. Pierce, P. J. McArdle.

It was also decided that the financial contributions made should be received on behalf of workers of both organizations, and all involved in the contest, by one officer agreed upon by the representatives of both organizations, and Mr. John Williams, secretary-treasurer of the Amalgamated Association, was selected. Although an official announcement of an appeal will no doubt in the near future be issued by authority of the Executive Council of the American Federation of Labor, in the meantime all organized workers and friends are urged to make as liberal financial contribution as possible.—American Federationist.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Jan. 10, 1910.
Regular weekly meeting was called to order at 7:30 p. m., Chas. Taucer presiding. Secretary reported shipping slack. A committee was elected to count the votes cast at the semi-annual election of officers. The meeting then took a recess to receive the report of the Balloting Committee on Tuesday, January 11, at 7:30 p. m.
E. ELLISON, Secretary pro tem.
44-46 East St., Phone Kearny 2228.

Vancouver, B. C., Jan. 3, 1910.
Coastwise shipping slack.
JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, Jan. 3, 1910.
Shipping rather dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Jan. 3, 1910.
Shipping dull; prospects poor. L. C. Chamberlain was elected Patrolman pro tem.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Jan. 3, 1910.
Shipping dull; prospects poor.
WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Jan. 3, 1910.
Shipping medium; prospects good. R. Gilbertsen was elected Agent pro tem.
WM. GOHL, Agent.
P. O. Box 62. Tel. 225.

Portland, Or., Agency, Jan. 3, 1910.
Shipping dull. F. Knoph and Ed. Rosenberg were elected delegates to the convention of the Oregon State Federation of Labor.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Jan. 3, 1910.
Shipping slack; prospects uncertain.
JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Jan. 3, 1910.
Shipping brisk; prospects uncertain.
HARRY OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, Dec. 27, 1909.
Shipping and prospects good.
CHAS. SORENSEN, Agent.
Cor. Queen and Nuuanu Sts. P. O. Box 314.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Jan. 6, 1910.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow. The following were declared elected officers for the ensuing term: Treasurer, Ed. Andersen; Secretary, Eugene Steidle; First Patrolman, T. McGluickey; Second Patrolman, Eugene Burke; Janitor, Geo. Bannister; Seattle Agent, Leonard Norkgauer; Seattle Patrolman, Richard Powers; Seattle Janitor, Joseph Dolan; San Pedro Agent, Ed. Barry.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Dec. 30, 1909.
Shipping medium.
LEONARD NORKGAUER, Agent.
Phone Sun Main 2233. P. O. Box 1335.

San Pedro Agency, Jan. 3, 1910.
Shipping medium; plenty of men ashore.
ED. BARRY, Agent.
P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Jan. 3, 1910.
Situation quiet.
V. A. OLANDER, Secretary.
674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Jan. 4, 1910.
Shipping fairly good.
WM. H. FRAZIER, Secretary.
1½A Lewis St.

DIED.

William Boughton, No. 1221, a native of New York, N. Y., aged 46, died at San Francisco, Cal., on Jan. 4, 1910.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

THE ISSUE ON THE LAKES.

There appears to be, among the seamen of the Great Lakes, a well-defined opinion that the season of 1910 is fated to be another period of struggle against the Shipping Federation "welfare" plan—that word "welfare" always makes me angry. The idea that anyone could feel that they can hand us a sugar-coated pill like that, and we not know it, always gives me a feeling of resentment.

The members of the Lake unions are not any nearer to being "fooled" by that word now than they were in May, 1909. In fact, we are growing more and more distrustful of it and all its champions. The scab shipping-master never did sit very well on our stomachs, any way, and he is now simply intolerable. HE WILL HAVE TO GO! The "continuous discharge book," the "scab shipping hall," and all their dirty accessories will have to give way to the union halls, the union book and union hours and wages.

The war fund is provided, the members are eager to fight to a finish, and that finish must be victory for the seamen, or banishment from the calling. I think I voice the sentiment of every union man on the Lakes when I say: We will never go back until we can ship as free men and union men, out of our own halls, or on the docks, as we choose. We will never ship through the scab shipping-master again, no matter what comes to pass. The "welfare" hellfare book is not for us. We do not want it, and we will stay ashore the rest of our lives rather than accept it. What if we do stay away from the Lakes, what are we missing? Slavery, that's all!

If we had the right enjoyed by every man ashore—the right to quit work when the vessel is in safe harbor—the right to change our employment, as other men in other callings have, if we were well paid, and not overworked, if we could earn enough in the sailing season to keep us during the period of enforced idleness, there might be some regret in our hearts at leaving the Lakes. But none of these things are ours. We work hard all summer, and unless we are misers, we are worse off each spring than we were in the preceding one. We ought to have the respect of every one; our work is hard, and hazardous; our lives in constant peril; we are barred from society; never have a night in; risk our lives gladly and freely for the preservation of the lives of passengers, and the property of our owners, and the best we get is: "There goes a drunken sailor"!

You never hear a landsman say: "There goes a sailor"; he always uses the prefix. So do the papers. Why? Because we have allowed them to do so, because we have meekly accepted our burdens as do the pack mules. We have not struck back when attacks were made upon us. So why should not the Lake Carriers put this additional burden upon us! They certainly thought they could. But it is the old story of the loaded camel. That last straw was too much, and WE ARE NOT GOING TO CARRY IT!

We not only are not going to carry that straw, but we are now going to dump the whole load! We are going to live as other men live. We are going to TAKE the freedom that was GIVEN the negro slave. We, the white slaves, will take what our owner and our Government deny us, the right to quit work in safe harbor, the right to enter employment in our own way, to ship as union men if we please, to ship as free men or WE WILL NEVER SHIP.

W. H. JENKINS.

Conneaut, O.

LUMBER AT THE TONAWANDAS.

The last manifests of lumber receipts by vessel at the Tonawandas having been filed with the Customs Collector at North Tonawanda, the total amount of stock to be consigned to the Tonawandas during the season of navigation just closed is shown to be 322,337,930 feet. This amount is nearly 75,000,000 in excess of the preceding season, and only 10,000,000 feet less than was received by vessel during 1907. While the past season was much larger in the amount of stock to arrive by vessel than for 1908, it was much smaller than many other years since the Tonawandas established a prestige for being one of the greatest lumber markets in the world. Since 1886 the receipt of over 500,000,000 and 600,000,000 feet during a single season has been of frequent occurrence, but these figures will never be reached again in the history of the trade, for the output is being curtailed each year, and the stock is not to be had. The banner year for North Tonawanda was 1890, when no less than 718,000,000 feet arrived there by vessel.

Of the stock to arrive during the past season 103,123,592 feet came from Canadian ports. This is the largest amount to come from Canadian points during any one year in the history of the port. Cutler furnished the largest amount of Canadian stock, nearly 29,000,000 feet coming from that port. Midland came second, with nearly 12,000,000 feet, while Blind River and Little Current each furnished approximately 11,000,000 feet.

The ore-carrying roads are getting ready for a big season in 1910. The Duluth, Missabe & Northern and the Duluth & Iron Range railways have each placed orders for 1,000 new steel ore cars of fifty tons capacity each. They will be delivered May 1, 1910, so as to be available for carrying ore from the ranges to the docks of Duluth and Two Harbors in the coming season. Contracts were awarded during the recent Eastern trip of President W. A. McGonagle of the Missabe road, and President F. E. House of the Iron Range road.

One of the three steamers building for the Pittsburg Steamship Company at the Ecorse yard of the Great Lakes Engineering Works will be constructed on the Isherwood or longitudinal system of construction. She will be classified by Lloyds, who will send one of their surveyors to supervise her construction.

Demand the union label on all purchases.

TRAFFIC THROUGH CANALS.

Freight carried through the canals of Sault Ste. Marie, Michigan and Ontario, during the 1909 season reached the total of 57,895,149 tons. This is a gain of 40 per cent over the 1908 season, when the movement of freight was 41,390,557 tons.

Traffic through the United States canals amounted to 30,132,374 tons, compared with 27,762,775 tons through the Canadian canal. The eastbound traffic through the Canadian canal exceeded the eastbound movement through the United States canal by more than 2,300,000 tons.

Details of the traffic for the seasons of 1908 and 1909 follow:

Items.	Total Traffic Season 1908.	Season 1909.
Vessels.		
Steamers	12,553	16,463
Sailing	1,355	1,787
Unregistered	1,273	954
Total	15,181	19,204
Lockages	10,685	13,571
Tonnage:		
Registered, net..	31,091,730	46,751,717
Freight, net.....	41,390,557	57,895,149
Passengers	53,287	59,948
Coal:		
Hard, net tons...	1,384,743	1,412,387
Soft, net tons....	8,517,717	8,527,639
Flour, barrels.....	5,704,375	7,094,175
Wheat, bushels....106,041,873		113,253,561
Grain, bushels.....	43,458,583	46,519,451
Manufactured and pig iron, net tons	289,308	522,281
Salt, barrels.....	547,223	651,091
Copper, net tons...	101,735	127,212
Iron ore, net tons...	24,650,340	40,014,978
Lumber, M. ft. B.M.	453,761	552,380
Bld'g stone, net tons	1,019	1,784
Gen'l mdse, net tons	842,901	1,140,344

	Increase. Amount.	Pct.
Vessels:		
Steamers	3,910	31
Sailing	432	32
Unregistered	*319	*25
Total	4,023	26
Lockages	2,886	27
Tonnage:		
Registered, net	15,659,987	50
Freight, net	16,504,592	40
Passengers	6,661	13
Coal:		
Hard, net tons	27,644	2
Soft, net tons	9,922	..
Flour, barrels	1,389,800	24
Wheat, bushels	7,211,688	7
Grain, bushels	3,060,868	7
Mfg. and pig iron, net tons.	232,973	81
Salt, barrels	103,868	19
Copper, net tons	25,477	25
Iron ore, net tons.....	15,364,638	62
Lumber, M. feet B. M.....	98,619	22
Building stone, net tons...	765	75
General mdse., net tons....	297,443	35

*Decrease.

The United States canal opened April 20 and closed December 11, 1909, a season of 236 days. The Canadian canal was opened April 21 and closed December 16, being open 240 days.

WRECKS WORTH A FORTUNE.

There are four modern steel ships wrecked on the Lakes and unless the wreckers get more favorable weather some of them will not be saved. The vessels are valued at more than a million dollars.

They are the steamers W. C. Richardson, sunk off Buffalo harbor; steamer Ashtabula, stranded at Port Burwell; steamer Henry Steinbrenner, sunk in the Soo River, and the package freighter Wissahickon, stranded on the rocks at Outer Duck Island.

The steamer Ashtabula which is ashore on a soft bottom will be easy to get with good weather, but the other three wrecks, it is thought, will be hard jobs.

The steamers Richardson and Steinbrenner are sunk in thirty feet of water and the latter boat has a big hole in her side. The Wissahickon, which is on the rocks, is in an exposed position and is reported to be in bad shape.

TOMLINSON-SULLIVAN FLEET.

The ships of the Tomlinson fleet will spend the winter at the following ports:

Cleveland—Yosemite, Ball Bros., James Davidson.

Duluth—Berwind, Hartwell, Sylvania, Sahara, Sinaloa, Hoover, Mason, Saxona, Sonoma, Livingstone.

Buffalo—Sonora, Sultana.

Toledo—Frank Ball.

Ashtabula—Sierra.

The Sullivan boats are laid up at the following ports:

Milwaukee—Dunham.

Port Huron—Fitzgerald, Kotcher, Western Star.

Huron—Wolf.

Chicago—Christopher.

BERTH FOR LAKE ENGINEER.

Duncan Frazer, an old Lake engineer, has been appointed city engineer for the pumping and lighting plants. He will take charge next week under the new administration.—Press Item.

Mr. Frazer's many friends will be glad to learn of his appointment as city engineer for the pumping and lighting plants of Cleveland. Probably there is no marine engineer on the Lakes so well known and universally respected as Duncan Frazer. He has hosts of friends and few, if any, enemies.

W. H. JENKINS.

Conneaut, O.

BOAT NOT INSURED.

The steamer Fred A. Myer of Tonawanda, which sank off Southeast shoal on December 19, was one of the largest lumber carriers on the Lakes, having a capacity of 1,400,000 feet of lumber. She was valued at $30,000 and was not insured. The cargo may also be a total loss. Captain Hartman, owner of the steamer, has received word that owing to the lateness of the season there is little hope of saving the vessel or cargo.

H. K. Oakes of Detroit, managing owner of the steamers B. F. Berry and E. J. Earling, has placed an order with the American Shipbuilding Company for a 9,000-ton steamer. She will come out early next season.

LAID UP AT DETROIT.

Counting the fleet at the Ecorse shipyard, there are nearly seventy-five boats of various types spending the winter at Detroit.

Harbormaster Ellison's list includes the following:

Freighters—E. L. Wallace, Leland, John V. Ketcham, George E. Hartnell, J. S. Keefe, E. A. Shores, C. A. Little, Kongo, Colborne, City of Berlin, Mary H. Boyce, Tampa, Langham, Ionia.

Tow barges—Ann P. Grover, Melbourne, Aurora.

Tugs—J. L. Miner, C. A. Lorman, Thomas Hood, Home Rule, Henry Sill, C. F. Bielman.

Passenger boats—City of Detroit, City of Cleveland, City of Mackinac, City of Alpena, City of St. Ignace, City of the Straits, Eastern States, Western States, State of New York, State of Ohio, City of Toledo, Tashmoo, Greyhound, Onwana, Wauketa, Huron, Arundel, Idlewild, Frank E. Kirby, Columbia, Britannia, Pleasure, Promise, Sappho, Victoria, Excelsior, Ariel, Rochester.

Included among the boats at Ecorse are the steamers Peter White, Michigan, Ishpeming and others of the Cleveland-Cliffs fleet. Fifteen or more vessels are wintering at the yard.

WILL OPERATE WHALEBACKS.

The Tonawanda Iron & Steel Company of Tonawanda, has arranged with the Great Lakes Engineering Works of Detroit to operate the whaleback barges 118, 130, 131 and 133 next season with its fleet of steamers. The whaleback boats will carry ore from Upper Lake ports to the local ore docks and will be towed by local steamers. The four whalebacks are now on their way with cargoes. They will winter at Tonawanda.

There are yet fifteen vessels to reach that port this season, eight of which have cargoes of iron ore for the Tonawanda Iron & Steel Company, while the others have on lumber cargoes. The winter fleet this year will number about forty vessels.

SIXTEEN NEW BOATS.

The order for a package freighter which the Anchor line placed with the American Shipbuilding Company recently makes sixteen vessels that the shipbuilding company has under contract for 1910 delivery. Eleven of the boats will be coarse freighters, three will be package freighters and two passenger steamers. Four of the boats have been launched.

LAKE LETTER LIST.

North Tonawanda.

Anderson, Oskar
Anderson, Adrian
Anderson, Adolph
Beaudry, Joseph
Burgess, James
Belanger, Wm.
Benson, Thos.
Berkeland, Axel
Bearce, Frank L.
Christoffersen, Oskar
Caskaden, Lewis
Carroll, Mike
Clark, Willis
Clark, Frank
Coburn, John
Englegean, Orin
Evensen, Ole
Foster, A. F.
Foster, Thos.
Graham, David
Hickey, Wm. F.
Hansen, Amund
Hansen, Oscar
Jordan, Harry
Justesen, Oscar
Johannesen, Johannus
Jorgensen, Peter
Johansen, Halvard
McLead, T.
Murray, Chas.
Murray, Ed.
Nilssen, Joel
Nilsen, Valansius
Nelson, August
Nikalaysen, Anders
Nielsen, Niel
Olsen, John, -18661
Oles, Walter
Olsen, Ole, -22802
Pedersen, Lawrence
Sullivan, Joseph

The Canadian canal closed on Dec. 16 for the season and ending navigation to Lake Superior for 1909. The last boat through was the steamer Berwind, upbound, and the tug Reid, down bound, locking through at noon. The steamer Mary Boyce also arrived down to-day bound for Buffalo. She started down the river on the 16th but returned on the same night. The ice in Mud Lake is six inches thick.

INFORMATION WANTED.

Donald McIvers, No. 19,060, Lake Seamen's Union, last heard of in Buffalo last spring, is inquired for by I. H. McDonald, Walkers, Ontario.

Comrade William Burke, of the Marine Firemen, Oilers and Water Tenders of the Great Lakes, is inquired for by his sister, Miss Ella Burke, Little Falls, New York.

Wm. A. Nicholson, No. 13,156, Lake Seamen's Union, is inquired for by his sister, Miss Alice Nicholson, 356 Lake street, Oak Park, Ill.

Frank Schmitz, formerly a member of the Lake Seamen's Union, but now a fireman, probably in Chicago, is inquired for by his sister, Mrs. Margaret Simon, Helena, Mont., General Delivery.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

Mrs. D. Ingraham, N. Mentor, Ohio, inquires for her son, Daniel Ingraham, No. 7373, Lake Seamen's Union. Any one knowing his whereabouts please communicate with the above address.

For fair products of all kinds, consult the JOURNAL's ad columns!

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

674 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Sttreet
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....1241 Main Ave., N. W.
Telephone Bell West 351.

TOLEDO, O.....54 Main Street
Phone Bell 1890.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.

SUPERIOR, Wis.....213 Banks Avenue
Telephone, Old Phone, 4428 L.

BAY CITY, Mich.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
KINGSTON, Ont., Canada.....(Box 96) King Street
ERIE, Pa.....305 French Street
Telephone Bell 682.

CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.

SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.

SANDUSKY, O.....510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

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RELIEF STATIONS.

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Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

FISH AS A FOOD SUPPLY.

The public demand for fish, which remains fairly constant, requires stimulating, for it is indisputable that fish, speaking quite generally and including the popular fried fish beloved of the meaner streets, is still looked upon as something of a luxury.

It seems hardly credible, but it is no less true, that Japan, with a population of about 47,000,000, employs upward of 3,600,000 persons in her fishery, fish-curing and aquatic industries, including profitable seaweed and sea-salt farms. Great Britain and Ireland, with a population exceeding 45,000,000, probably do not employ even 200,000 persons in these trades, which ought to find work for upward of 3,000,000 men and women.

Great Britain and Ireland, with the Isle of Wight, the Isle of Man, the Channel isles, etc., have an indented sea coast exceeding 15,000 miles, while their neglected inland waters, covering upward of 1,100,000 acres, capable of rearing various kinds of excellent eating fish, now only yield salmon, trout, eels and a balance of small fish as sport for anglers.

One-half of the fresh fish sold in Germany is fresh-water fish, artificially reared in lucrative German inland fish farms, whose introduction into the United Kingdom and Ireland would augment the wealth and prosperity of their agriculturists and farm laborers.

It is questionable whether we have a greater variety of fish on the market to-day than our forefathers enjoyed in the thirteenth century. True, they had not lobsters, crabs or shrimps, but oysters, mussles and whelks were plentiful. Harrison's "Survey of London" of a rather later date quotes bran, sard and betule at three pence apiece, three fried croplings for one penny, a pound of "the best new pickled balenes" for two pence. Sea hog was priced at 6s 8d, and lampreys were 1s 4d "at first" and 8½d "a month afterward."

About fifty years ago the port of Grimsby sent away to different places a total of about 450 tons of fish. Last year the aggregate came to something over 200,000 tons, or, at a very rough estimate, 100,000,000 fish. Where did it all go? Man for man, throughout England, we probably eat less fish per head than we did 300 years ago, and the export of fish, although large and increasing, does not account for the enormous output. Take the herring fishery alone; in one year Grimsby landed 40,000 crans, which means at least 40,000,000 fish, and this must be quadrupled at least to express the total herring fishery of the United Kingdom.

It is a known fact, and a lamentable one, that fishing boats are sometimes kept at sea so as not to land an unusually heavy catch, and so depress the market prices. An excess of fish is occasionally actually thrown overboard for the same reason, and instances have been known of fish, actually fit for food, having been sold for manure. All this shows that there is something wrong with the organization of the fish market.

It is indisputable that there is great waste, which could and should be stopped, and the many thousand hungry mouths filled with cheap and wholesome fish.

The ignorance of the poorer classes with regard to the existence of any fish other than the "penn'orths" and "ha'p'orths" of the fried variety, is extraordinary. It is this ignorance that should be met and dispelled. Cheap fish should be at every one's door; the adequate cooking of it could easily be taught, and a new source of nourishment thereby provided.—London Mail.

WIRELESS ON THE PACIFIC.

The Pacific Ocean is in the way of becoming a fairly sociable body of water, through recent experiments in the development of wireless telegraphy which Robert H. Armstrong has been conducting for the Government on the northwestern edge of the United States.

Armstrong was sent out a little over a year ago to do something to make the Pacific as neighborly and chatty as the Atlantic. When he reached the Pacific Coast, wireless, as a practical institution, was a joke. To-day he has that Western atmosphere carrying aerograms from Seward, Alaska, to the southern coast of California; and he has vessels of every passenger line and a large number of freighters keeping in constant touch with land while on their voyages up and down the Coast and to and from the Orient.

One important phase of Armstrong's work in the West has had the effect of providing the great forests that clothe the mountains of the coast with an adequate means of protection against fire. Because of the sparseness of settlements and the difficulty of communication, the fires gain great headway before they are discovered. Armstrong requisitioned nature to assist nature. Fir trees grow tall and big out West. He selected the biggest ones he could find, from 200 to 300 feet high, chopped off their limbs and rigged his wires on top. Thus he created a series of observatories and stations through the forest by means of which warnings of incipient fires are sent from place to place, so enabling the speedy collection of fire-fighting forces and the quenching of blazes before they have an opportunity to gain dangerous headway.—Harper's Magazine.

OCEAN TONNAGE OF THE WORLD.

According to Lloyd's Register for 1909-10, it appears that the ocean tonnage of the world amounts to 41,449,767 tons, as compared with 40,922,842 tons one year ago. Of these totals 36,473,102 tons and 35,723,095 tons represent gross tonnage of steam vessels for 1909 and 1908, respectively. In the following table all countries are included whose aggregate tonnage exceeds 100,000 tons:

	1908		1909	
	Steamers.	Sailing Ships.	Steamers.	Sailing Ships.
	Tons gross.	Tons net.	Tons gross.	Tons net.
British	17,499,542	1,209,995	17,702,714	1,123,728
United States.	3,549,161	1,305,326	3,662,332	1,291,480
German	3,857,387	392,767	3,889,046	377,667
French	1,416,987	466,907	1,445,976	447,617
Norwegian	1,351,647	631,231	1,388,423	605,201
Japanese	1,140,177	2,291	1,150,858	1,942
Italian	903,567	381,658	961,132	358,785
Dutch	841,879	34,750	904,536	37,704
Russian	755,350	219,167	760,785	211,612
Swedish	732,280	171,875	774,288	148,510
Austro-Hung.	733,402	7,107	744,676	5,481
Spanish	677,345	23,933	686,875	23,143
Danish	660,582	73,208	677,098	65,060
Belgian	205,035	3,922	268,459	3,296
Brazilian	215,656	20,684	222,110	20,705
Turkish	112,655	53,266	112,849	61,895
Chilian	110,531	47,466	106,857	40,570
Portuguese	68,412	37,588	69,878	36,104

Demand the union label on all purchases.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 44-46 East St.
Branches:
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LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.
GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.
ALASKA FISHERMEN'S UNION.
SAN FRANCISCO, Cal., 93 Steuart St.
Agencies:
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BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

SO-CALLED "SPANISH SWINDLE."

The Department of State at Washington has received a report from the American Consul-General at Barcelona, Spain, in regard to the band of swindlers operating in various towns and cities in Spain, who make a practice of writing to persons in the United States respecting the imprisonment of a relative and the guardianship of a child.

The Consul-General states that the alleged prisoner generally describes himself as a political prisoner from Cuba; he is at the point of death and has but one friend—the prison priest—through whose good offices he is enabled to smuggle an occasional letter out of the prison fort.

The prisoner is rich. He has a fortune in cash on deposit in the United States, but the certificate of deposit is concealed in a secret receptacle of his valise; the valise itself has been taken possession of by the court at Carthagena, which tried and condemned him, and will be held until the prisoner or his representative has satisfied the costs of the trial. The prisoner has an only daughter; dying in prison, his sole thought is of this beloved offspring. He has no friend or relative in Spain to whose care he can commit her. In this emergency his thoughts turn to the distant relative in the United States whom he has never seen and of whom he knows only through hearsay or the family tree. Will the distant relative assume the guardianship of the darling daughter, and the darling daughter's fortune of about $30,000? If the distant relative accepts the trust one-fourth of the prisoner's entire fortune will be the material reward. The good priest will go at once to the United States and take the darling daughter with him. There is but one condition: the ready money which the prisoner brought with him to Spain has been exhausted; the distant relative is therefore requested to send enough to liberate the valise containing the secret receptacle and the certificate of deposit. This money is to be sent to the good priest at an address indicated, and, having received it, the good priest will at once secure the valise and start for America, the "land of the free and the home of the brave," with the darling daughter.

The above is generally the first letter of the series. It is quickly followed by another in which the prisoner pathetically states that his strength is rapidly failing and the end is near. He beseeches his dear distant relative to assume the trust and be a loving father to the darling daughter. The third letter is from the good priest himself, who, in brief, touching terms, and hopelessly bad English, announces the death of the unhappy prisoner; the good priest adds that the darling daughter is under his care. He is ready to put his promise into execution and start for the United States as soon as he shall have received the necessary funds from the distant relative. The good priest frequently incloses with his letter a bogus newspaper clipping announcing the death in prison at Barcelona of the famous Cuban patriot (sometimes called Augustin Lafiente); the newspaper notice also speaks cunningly of the confiscated valise and the darling daughter.

It is a simple scheme, but presented in such a plausible way that almost any unsuspecting "distant relative" of European extraction would be more or less deceived by the glad prospect of falling heir to the agreeable custody of a darling daughter with a big fortune, and a one-fourth interest therein as an additional recompense.

Naturally the first impulse of the distant relative is to ask a lawyer or a judge or some authority what course he ought to pursue in the premises, but as he thinks of doing this his attention is taken by the warning in the prisoner's letter beseeching him not to mention the matter to any living soul lest the secret of the valise and the hidden receptacle be indiscreetly betrayed.

The valise, after all, with its concealed certificate of deposit, is the key to the situation and possession must be taken of it before anything can be done or said. This (so cunningly set forth by the prisoner) is very evident to the distant relative, and so he frequently preserves the secret intact, and instead of consulting a lawyer or writing to the American Consul-General at Barcelona he quietly sends a draft for the sum demanded to the good priest and awaits results. Of course he waits in vain, and the poor, dead prisoner and the good priest and the darling daughter in the course of time pass out of his life forever, leaving him only an uncomfortable memory of the money he so cheerfully contributed to the confidence game.

For nearly twenty years these same knaves have been practicing their swindle, and it is needless to suggest that they are very carefully organized; they have confederates not only in the United States but in most other countries. The confederates in question select a man and find out all they can about him; they get hold of family names, family origin, and family characteristics. This information is transmitted to the rascals in Spain, and letters are at once written to the prospective victim. The scheme is presented and developed in a very plausible way and many of our fellow-countrymen have "bitten" promptly and cheerfully.

Under the Spanish laws a felony must be consummated before the police may act, and a mere attempt to obtain money by false pretenses does not appear to warrant arrest. The money must be actually paid over and the prosecuting witness must be present in propria persona to testify; otherwise prosecution would be useless.

Recently the letters to the distant relative have varied somewhat from the original; the political prisoner having become a noted Russian banker who absconded, leaving a deficit of some millions of roubles, killed in a quarrel in England another Russian, and finally took refuge in Spain, where he was apprehended and charged with manslaughter.

This change of character, however, is immaterial, and in the future more new characters will probably be introduced by the gang. The scheme is the same, and the public is warned to place no credence in such or similar letters.

Every effort has been made by the Department of State and its representatives in Spain to unmask these scoundrels and bring them to justice, and the Spanish authorities have also been active and several members of the gang have been apprehended and held for trial, but so far no convictions have resulted, owing probably to the peculiarity of the Spanish law referred to in the report of the Consul-General at Barcelona.

Department of State, Washington, D. C., October, 1909.

ELECTION REFORM IN FRANCE.

Premier Briand admits that the Election laws of France need to be reformed, but he thinks that the proper time to reform them is after the election, not before it, and, by the threat to resign, which is the French Premier's favorite weapon, he has just succeeded in imposing his views upon the acceptance of the Chamber of Deputies. A bill is pending before that body which provides that the "scrutin de liste," under which each elector votes on a general ticket for all the Deputies allotted to the department in which he resides, be substituted for the "scrutin d'arrondissement," the prevailing system, under which each department is divided into single member districts, and no voter casts his ballot for more than one candidate. The first article of the bill to effect this change had actually been passed by a large majority when M. Briand intervened, and, upon his announcement that he would construe the passage of the bill as a vote of want of confidence in the Government, it was defeated by the close vote of 271 to 225.

This showed a sentiment in favor of the change whose strength is somewhat surprising. There have been several shifts from one plan to the other since the institution of the present republic. The plan of voting by districts was the first tried. This lasted until 1876, when the demand for a change prevailed, and the other plan of voting by districts was adopted. In the early eighties Gambetta thought that the republic had grown so strong that it might advantageously resort to the departmental method again, and in 1885 the "scrutin de liste," which is as though all Congressmen from Pennsylvania were voted for on a general ticket was re-established. Apparently the change did not prove helpful to the dominant party. Gambetta fell from power, and died soon after under the tragic circumstances which need not be recalled, and in 1880 the system of district voting known as the "scrutin d'arrondissement" was re-established. It has continued in operation ever since, and, as a result of M. Briand's attitude, it is likely to last for at least four years longer; but the indications are that there will eventually be a reversion to the mass or departmental method.

Not, however, in its original form. There is a growing demand in France for the institution of proportional voting, so that the minority may have some representation, and the bill which has now been defeated contained a clause under which the parliamentary delegation would be proportioned between the contending parties on the basis of their voting strength. Thus in a department entitled to ten members, the party casting 60 per cent of the vote would get six and the minority party four. There can be no denying that this is the fairest plan. —Philadelphia Inquirer.

An American firm has established a large fig-packing house at Nazli, the chief producing center of Asia Minor.

News from Abroad.

Edmond Thery, the French economist, figures that the wealth of France increased during 1909 by $1,200,000,000. French foreign investments at the end of the year totaled $7,600,000,000.

The Scott expedition in search of the South Pole is now assured, the British Government having promised $100,000 toward the $200,000 which is the estimated expense. The expedition will sail in July.

Planberg, head of the Far Eastern Department of the Russian Foreign Office, has been superseded for presenting a memorandum to the War Department, alleging that Japan was preparing to attack Russia.

Recent advices from Prince Albert, Sask., indicate the finding of a balloon at Reindeer Lake, 900 miles to the northwest of Prince Albert. It is believed that the balloon is that used by Professor Andre.

An automobile strike against the Italian Government went into effect on January 1, when every owner of an automobile in Italy refused to take out a new license. Thousands of chauffeurs were thrown out of work.

Messrs. Mattesen and Voltschoek, officers of the Russian Army, have purchased two dirigible balloons with capacities of 1400 and 2000 cubic meters, with which they will undertake an expedition to the South Pole.

Professor Maxim Kovalevesky, a member of the Russian Council of the Empire for the universities and a world-famed sociologist, was recently sentenced to two months' imprisonment for an article on army conditions.

The British steamers Ayrshire for Durban and Arcadian for Glasgow collided in a fog on January 2 in the Irish Channel. The Arcadian sank in five minutes. All her crew scrambled aboard the Ayrshire, but twelve Lascars, who returned to get their money, were drowned.

The German steamer Cintra, from Rotterdam for Oporto, stranded in the river Duoro on December 10. Two officers and a seaman were saved, and the first officer and four of the crew remained aboard. It is feared that the remainder, including the master of the Cintra, were drowned.

Recently it was announced the Spanish Government intended to reopen negotiations with the Vatican for the reform of the Concordat of 1851, and that modifications sought principally affected the clauses relating to liberty of conscience and education and limitation of religious orders.

The Russian military authorities are taking great precautions to prevent a possible revolt in Finland. An official warning has been issued to pilots and the public stating that vessels or pedestrians on the ice must not approach within 300 yards of the warships or the fortifications at Sveaborg. Any one invading the prohibited zone will be fired upon.

A bill was introduced in the Belgium Parliament on January 6 to legitimize the children of the late King Leopold and Baroness Vaughan. The juris-consuls unite in the belief that it will be impossible to raise a dynastic issue against the family of King Albert and Queen Elizabeth on the ground that their marriage was not sanctioned by Leopold or Parliament.

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INFORMATION WANTED.

Richard Guenther, from Hamburg, Germany, is inquired for by the German Consul at San Francisco, Cal.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, A. B.
Akesson, C. A.
Andersen, Lars
Andersen, Carl P.
Aposholokos, P. G.
Apps, P.
Atkinsen, S.
Baek, M.
Berentsen, Rolf.
Berentsen, Alex.
Blomquist, B. W.
Bohman, Eric
Boad, ———
Brown, Jim
Brakke, Hans
Buck, F.
Buth, Sigfried
Carmell, Geo. B.
Carlson, Thure
Christiansen, Andrew
Chapman, F. G.
Christoffersen, Emil
Christie, W.
Chotard, Emil
Conee, A.
Draw, J.
Eichel, Chas.
Elliot, W. V.
Elsted, John
Eliasen, C.
Elboidt, Alfred
Elwood, Alfred
Engstrom, Chas.
Ernst, Geo.
Erickssen, A. R.
Fasig, Don
Fredriksen, B. D.
Glasheen, John
Gonyette, Joseph
Grohn, John
Grise, J. H.
Gustafson, K. O.
Hansen, K. Johan
Hansen, Harold O.
Hansen, T. S.
Harris, E.
Hansen, John
Hansen, Ernest
Helbwood, ———
Hedlund, Arvid
Hermansen, L.
Herbert, Chas.
Holden, W.
Ingalls, Lewis
Jacklin, C.
Jacobson, T.
Jacobson, Carl
Jersch, W.
J. W.
Johanson, C. J. -1566
Johanson, K. -1592
Johanson, Chas.
Johanson, Hans
Johnson, Alf. -1700
Johnson, Eric
Jorgensen, Julius A.
Kalning, Jacob
Kahlhetser, F.
Kaald, Johan
Kisher, K.
Klingenberg, J.
Knutson, E. A.
Kohler, Albert
Krentz, Karl
Kristofferson, Alfred
Kristiansen, Louis
Kristiansen, Nils
Kristofferson, Emil
Kuhl, Hans
Larsen, Chr.
Larsen, Hans
Latz, K.
Lauritsen, Hans
Lind, H. E.
Lof, Oscar
Malmberg, A. C.
Mayers, P. M.
Masterson, D.
Mattson, E. -1856
Mathison, Nils
McDonald, James
McFadden, W.
McGuire, O. S.
Mitchell, S.
Mietman, John
Mikkelson, Kr.
Morrison, J.
Molver, Olof
Monsson, S.
Mortimer, Ernest
Ness, Carl
Nelson, Peter
Nicholsen, O. T.
Optiger, Geo.
Olsen, E. K.
Olason, Axel
Olsen, B. -597
Olsen, Hans P.
Olsen, Anton
Olsen, Ragwold
Overland, T. -912
Pederssen, Olaf
Pedersen, Chr.
Pel, J. Van
Penny, W.
Petterson, Meyer
Peterson, Peter
Petersen, E. P. -668
Penningrud, L.
Price, Bruce
Rasmussen, And.
Rasmussen, Harold
Rasmussen, Ackton
Ruman, Karl
Riehbrack, Paul
Rides, Arthur
Robertson, D. A.
Rugland, Ole
Sandstrom, Th.
Saaleness, T. J.
Sandstrom, O. S.
Scherlan, R.
Seidel, G.
Skarin, R.
Sorensen, Hans
Sally, Ed.
Steen, Ivar -1999
Sundley, E.
Swanson, Emil
Swanson, B.
Thomas, W.
Thonesen, Tonger
Thompson, T. G.
Zebr, G.
Winnie, Clifton
Worm, Albert
Woolridge, C. C.

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INFORMATION WANTED.

Nicholas R. West, supposed to be sailing on the Pacific Coast, is inquired for by his mother. Any one knowing his present whereabouts please notify the Russian Consulate at San Francisco.

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NINETY-FIFTH HALF-YEARLY REPORT

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SWORN STATEMENT

Of the condition and value of its assets and liabilities

December 31, 1909.

ASSETS.

Loans secured by first lien on Real Estate wholly within the State of California	$12,521,204.46
Loans secured by Pledge and Hypothecation of Approved Bonds and Stocks	1,014,941.35
Bonds of the Municipalities and School Districts of the State of California, Railroad Bonds and Bonds and Stocks of Local Corporations, the value of which is	9,735,137.40
Bank Premises	700,000.00
Other Real Estate in the State of California	613,859.14
Furniture and Fixtures	500.00
Cash in Vault and in Bank	1,800,012.18
Total Assets	$26,385,654.53

LIABILITIES.

Due Depositors	$24,085,291.63
Capital paid up	1,000,000.00
Reserve and Contingent Funds	1,293,744.00
General Tax Account, Balance Undisbursed	6,618.90
Total Liabilities	$26,385,654.53

San Francisco, December 31, 1909.
(Signed) LOVELL WHITE, President.
(Signed) R. M. WELCH, Cashier.

State of California,
City and County of San Francisco.—ss.

We do solemnly swear that we have (and each of us has) a personal knowledge of the matters contained in the foregoing report, and that every allegation, statement, matter and thing therein contained is true, to the best of our knowledge and belief.

(Signed) LOVELL WHITE,
(Signed) R. M. WELCH.

Subscribed and sworn to before me, this 31st day of December, 1909.
(Seal) (Signed) FRANK L. OWEN,
Notary Public in and for the City and County of San Francisco, State of California.

INFORMATION WANTED.

Louis Carlson, native of Finland, last heard of in Aberdeen, Wash., in 1908, is inquired for by his sister-in-law, Rika Nyman, 930 Harrison street, San Francisco.

Domestic and Naval.

The Atlantic steamship companies on January 7 agreed to an advance in west-bound passenger rates of at least 5 per cent.

The sea exacted a toll from the Gloucester fishing fleet this year of four vessels and forty-seven men, and left twelve widows and twenty-five fatherless children.

Eleven Newfoundland schooners and their crews of fifty men are believed to have been lost in the Christmas blizzard, while great destruction to property throughout the island colony has resulted.

It is said that a "very comfortable" River and Harbor Appropriation bill, carrying more than $30,000,000 for new and continuing operations, will be reported to the House of Representatives in February.

Twelve boats and sixty men of the Casno (Nova Scotia) fishing fleet have been missing since January 4, and the Department of Marine and Fisheries has been asked to dispatch steamers in search of them.

The five-masted schooner Governor Ames was wrecked on Winkle Shoals, off Cape Hatteras, on December 13. With the exception of one seaman, all hands, including Captain King, his wife and twelve men, were drowned.

The new battleship Michigan was placed in commission at the Philadelphia Navy Yard on January 4. The Michigan is commanded by Captain N. R. Usher, and will sail about the middle of the month to join the Atlantic fleet.

Having been rammed and almost cut in two by the four-masted schooner Malcolm Baxter Jr., the Thimble Shoal lighthouse, four miles east from Old Point Comfort and near the tail of the horseshoe in Lower Chesapeake Bay, caught fire and was totally destroyed on December 27.

An interest in the ownership of the schooner R. T. Rundlett, which was recently at Philadelphia, has been purchased by Captain Robert S. Roberts, who will take command of the vessel, succeeding Captain Kinningham, of Baltimore. Captain Roberts was formerly master of the schooner Sandy Hook.

The lives lost by disasters on the Great Lakes this year number 121, an increase of 88 over last year, when only 33 lost their lives. This year's list includes the 52 persons who were drowned in Lake Erie recently by the sinking of a carferry, making a total of 75 deaths in Lake Erie, 40 in Lake Superior and six in Lake Michigan.

A suit for $130,000 damages has been instituted by the owners of the schooner Marie Palmer against the tug Edgar F. Cooney, in the United States District Court at Savannah. The plaintiffs assert that the schooner, which the tug had in tow, was unnecessarily abandoned off Cape Lookout, resulting in her total loss. They ask $90,000 for the schooner and $40,000 for her cargo.

The old steamboat Delaware, which has been in operation along the Delaware River for more than fifty years, has made her last run. Her engines and boilers are being taken out at a Camden shipyard, and the remainder of the ancient craft is to be broken up and sold to junk dealers. The Delaware was built at Wilmington in 1857, and her last trips were made between Philadelphia and Trenton by way of the Raritan Canal.

World's Workers.

The New Zealand Federated Boot Trade Female Operatives' Industrial Union has filed an application with the Arbitration Court asking for an amendment to its award.

The Auckland (New Zealand) Trades' Council purposes to take a hand in future if the churches hold open discussion on labor questions. Speakers are to be appointed to put forward the views of the workers.

Twenty thousand unemployed registered in London recently, chiefly in the building, cigar-making, and brewing trades, and work was found for 200. The Government has voted £200,000 for relief under the Unemployment Act.

The Manchester and Salford (Eng.) Trades Council recently expelled from membership the local branches of the Coachmakers' Society in consequence of the latter's refusal to submit to arbitration their differences with an allied trade-union.

The Torreon (Mexico) Enterprise says that the coming trouble between the National railways of Mexico and their American employes, which is expected to culminate on January 15, may result in a complete tie-up in traffic at the American border.

Newcastle (Australia) wharf laborers refused to take part in the recent Eight-Hour demonstration because Premier Wade was invited to be present at the celebration. The wharf laborers have evidently weighed the Premier and found him wanting.

Judge Burnside, President of the West Australian Arbitration Court, declared recently in Perth that it would have a good effect if a few employers who neglect to carry out the terms of their agreement with apprentices were prosecuted.

German coal barons are organizing a miners' labor exchange, and the excitement among the wage-earners has never been so high since the strike of 1889. There is a strong feeling on the part of the miners in favor of striking against the movement.

A request that the Government should institute an inquiry into the operations of the sugar monopoly in New Zealand, drew from Sir Joseph Ward a reply that Government assistance in establishing the beet sugar industry in New Zealand would be the best method of protecting the people.

New South Wales coal barons refused to allow any attorney to take part in the conference between them and the Clifton miners, on the ground that it was a question of conciliation, and not of legal technicalities. Evidently the barons have a poor opinion of the "devil's brigade" in the role of industrial peacemakers.

A result of the recent industrial trouble at Goondi, says the Geraldton Sentinel, is the stoppage of all payments of bounty by the Customs Department. The stoppage arose out of complaints made by the cutters relative to the withholding of percentage money and as to the legality of some clauses of the cane-cutting agreements.

Archdeacon Gunter wrote the Sydney, Australia, Labor Council recently: "I deeply regret to hear that the Broken Hill Proprietary Company is compelling its men at Port Pirie to work seven days a week. Of this fact I can only say that this action is a breach of the law of God, and a shameful demand on the services of employes."

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

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Abrahamson, Johan
Adamsen, Oscar
Aga, Johan K.
Akesson, C. A.
Alander, Karl
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Wirken, F.
Wolter, John
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Ziffer, Chas.
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Zum, Felde Robt.

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

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Andreasen, Hans
Dahl, Olaf.
De Beare, Harry
Gronman, H. R.
Grundberg, Tom
Hallstrom, John E.
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Rasmussen, Hans P.
Reese, W.
Reuter, Ernest
Rundavist, O.
Suhr, Carl C.
Swenson, M., -2084
Swenson, B.
Wahlberg, R.

INFORMATION WANTED.

Carl Wilhelm Swensson, a native of Kalmar, Sweden, born September 15, 1881, supposed to be sailing on the Pacific Coast, is inquired for by his sisters and parents. Address, Klaes Swensson, Sodra Lauggatan No. 26, Kalmar, Sweden.

Donald Corsie, sailor, aged about 55, left the Great Lakes in 1885 for the West Coast and probably Australia, is inquired for by his brother. Address Coast Seamen's Journal.

Portland, Or., Letter List.

Aalto, John
Adams, Steve
Anderson, Ole
Backman, Paul
Christensen, Emil
Carlsson, A. M.
Cooley, Howard
Erickson, Edwin
Ellingsen, Edward
Engberg, Oscar
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Geiger, Jos.
Grimes, Donald
Gardner, J. B.
Hellesto, Emil
Hansson, Chas. S.
Hesse, Erich
Hogen, Lars
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Benson, John
Di Mauro, G.
Green, John
Hagen, G. L.
Johnson, G. P.
Johanson, Hjalmar
Lagerwall, Gust.
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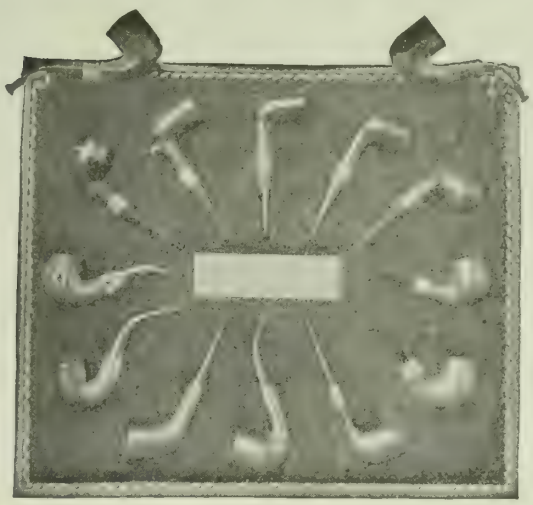
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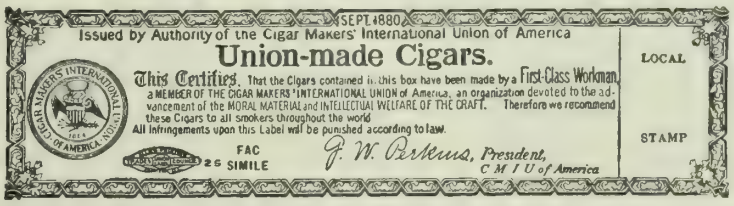
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INFORMATION WANTED.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

Labor News.

The application for the pardon of Preston, Socialist Labor candidate for President of the United States in 1908, and Smith, was rejected by the Board of Pardons of Nevada on January 5.

All danger of a strike of telegraph operators on the Big Four Railroad was effectually ended on January 6, when the committee of the Telegraphers and the officials of the company agreed to submit to arbitration.

Thirty-five hundred conductors and motormen employed by the Boston Elevated Railroad Company received a New Year's gift from the company of $20 and $25 in gold as a reward for their good records in 1909.

W. H. Ames, a vice-president of the Machinists' Association, and four others under arrest in connection with the attempt to blow up a Baltimore and Ohio Railroad bridge on December 31, were indicted on January 3.

Owing to the cost of living being out of all proportion to wages, the book bindery girls of Portland, Or., have asked for a higher wage, and being refused they are on strike. The binderies of the city are temporarily shut down.

The Butte Miners' Union on January 2 decided to keep hands off the Switchmen's strike at Great Falls. As a result of the strike the Boston and Montana smelter at Great Falls and that company's mine in Butte, employing about 4000 men, are idle.

The American Federation of Labor on January 1 issued a call for a fund with which to wage a fight on the Steel Trust. The call arraigns the corporation as inimical both to labor and the country and a violator of the laws. The sum of $154,000 is to be raised at once.

The striking shirtwaist makers of New York found another champion when Mrs. George Biddle, widely known socially, and a member of the old Pennsylvania family whose name she bears, announced her intention to interest herself in a move to end the strike by arbitration.

The American Federation of Labor carried its fight against the United States Steel Trust to President Taft on January 6. The committee presented to the President a formal paper containing fourteen different charges of illegality against the Steel Trust. The President promised to take the matter up with the Secretary of Commerce and Labor and with Labor Commissioner Neill.

Members of the American Federation of Miners at Greenwood, B. C., have notified the British Columbia Copper Company that unless it rules in favor of the "Closed Shop" a strike will be called next Tuesday. The company officials says that they intend to operate on the "Open Shop" plan regardless of the action of the union. If a general strike is called 500 men will be affected.

The Immigration Commission will ask Congress for an appropriation of $30,000 to continue the work of gathering statistics regarding Japanese immigration and its economic and sociological effect. The facts and figures of conditions produced in the State of Oregon and Washington have already been collected and revelations are made that have an important bearing on the exclusion question. The statistics for California and other States are yet wanting.

With the Wits.

Organic.—"Going up to hear that lecture on appendicitis to-day?"

"Naw, I'm tired of these organ recitals."—Cornell Widow.

An Easy One.—"Do you remember the first dollar you ever earned, Sam?"

"Deed I does, boss; my wife guv it t' me."—Yonkers Statesman.

Mean Business.—He—Is this a permanent engagement?

She—I hope not. I should like to get married some time.—Boston Transcript.

Hardly.—"Would you," he asked, "care to live to be a hundred years old?"

"Not if anybody knew it," she replied.

Matrimonial Difficulties.—Mrs. Harlem—Mr. Bronx has at last got his daughters off his hands.

Mr. Harlem—Yes; but he hasn't got their husbands on their feet yet.—Judge.

Each day your way the postman floats;
Our minds with hope he fills.
A few get checks or friendly notes,
But most of us get bills.
—Washington Star.

Rightly Named.—An old farmer, on finding his pigs had eaten most of his cabbages, cast a disgusted look at the pen, and said, "Well, the good Lord named hogs right, for hogs is hogs."—The Housekeeper.

Self-Possession.—Mr. Kajones, who had happened to step into the parlor while looking for a book, was just in time to see somebody slip hastily off someone else's knee.

"Ah, Bessie," he observed, pleasantly, "this is a merger, is it? Or is it a limited partnership?"

"Neither, papa," said Bessie, recovering herself instantly; "George is my holding company—that's all."—Chicago Tribune.

Children's Accounts

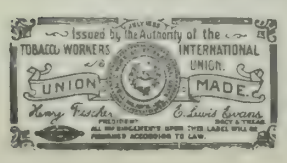
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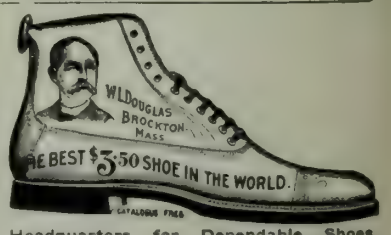
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VOL. XXIII, No. 18. SAN FRANCISCO, WEDNESDAY, JANUARY 19, 1910. Whole No. 2052.

THE PRESIDENT ON INJUNCTIONS.

PRESIDENT TAFT, in his first annual message to Congress, makes reference to many interesting topics. The one chiefly relating to Labor is a recommendation for a law providing that no injunction shall be issued without previous notice, unless it shall appear to the satisfaction of the court that the delay would result in "irreparable injury" to the complainant. After quoting the plank on the subject his party adopted in the last campaign, the President says:

"I recommend that, in compliance with the promise thus made, appropriate legislation be adopted. The ends of justice will best be met and the chief cause of complaint against ill-considered injunctions without notice will be removed by the enactment of a statute forbidding hereafter the issuing of any injunction or restraining order, whether temporary or permanent, by any Federal Court, without previous notice and a reasonable opportunity to be heard on behalf of the parties to be enjoined; unless it shall appear to the satisfaction of the court that the delay necessary to give such notice and hearing would result in irreparable injury to the complainant, and unless also the court shall from the evidence make a written finding, which shall be spread upon the court minutes, that immediate and irreparable injury is likely to ensue to the complainant, and shall define the injury, state why it is irreparable, and shall also indorse on the order issued the date and the hour of the issuance of the order.

"Moreover, every such injunction or restraining order issued without previous notice and opportunity by the defendant to be heard should by force of the statute expire and be of no effect after seven days from the issuance thereof or within any time less than that period which the court may fix, unless within such seven days or such less period the injunction or order is extended or renewed after previous notice and opportunity to be heard.

"My judgment is that the passage of such an act, which really embodies the best practice in equity and is very like the rule now in force in some courts, will prevent the issuing of ill-advised orders of injunction without notice, and will render such orders when issued much less objectionable by the short time in which they may remain effective."

Of course, every expression of opinion of the President is entitled to respectful and thoughtful consideration; when that utterance is officially communicated to Congress with a recommendation for its enactment into law it becomes of still greater importance. The President's recommendation should be read and re-read, each thought very carefully weighed in relation to the other, and the test of fact and experience applied thereto.

For instance, of what practical use would the enactment of a law based upon the President's recommendation prove? What tangible reform or relief would be achieved? There has not been an injunction granted by any of the courts, Federal or State, but that was based on the complainant's allegation to the court's "satisfaction" that unless the injunction was granted "irreparable injury" would follow.

Take the case of the Buck's Stove and Range Company against the American Federation of Labor, its officers, its affiliated organizations, their two million members, and friends. That company, in its petition for the injunction, alleged that unless the writ was granted it would suffer "irreparable injury." That company sought and obtained its injunction from Justice Gould after "notice" and "hearing," and yet the outrageous injunction forbidding and enjoining free speech and free press was issued, under which three American citizens were sentenced to long terms of imprisonment. It is true that the Court of Appeals later modified the terms of the injunction, but the same court held that no matter what the original and unmodified injunction forbade, Mitchell, Morrison, and Gompers were compelled to obey.

Justice Wright declared that he placed "the matter at bar distinctly on the proposition that were the order confessedly erroneous yet it must have been obeyed." The Court of Appeals of the District of Columbia, in affirming Judge Wright's decision and sentence, declared that "the decree became a final and binding judgment against the defendants until reversed or modified on appeal." It is not the contention that in the case which we are discussing the matters involved were "erroneous," confessedly or otherwise, but that the injunction of Justice Gould was without warrant, authority or jurisdiction in that it invaded and denied the constitutionally guaranteed rights of free speech and free press, and therefore the decree was void.

Let us suppose that the President's recommendation had been the law when the Buck's Stove and Range Company petitioned Justice Gould for the injunction. There would not have been the slightest variation from the procedure in the injunction, or in the contempt case which arose out of it. There would not have been a scintilla of protection to the defendants of their rights as citizens and representatives of the workers. And that which applied to the defendants applies with equal effect to the two million men and their friends and sympathizers enjoined.

A significant fact will be observed that the President nowhere in his recommendation makes reference to any existing law to be amended, no statute altered to accomplish his expressed purpose. Indeed, one would look in vain for any Federal law which authorizes any judge to issue an injunction as injunctions are issued in labor disputes. The fact is that the President's judgment and recommendation are based, not on the law, but on the "practice." And it is this very practice which is not statute law, but judge-made law.

We ask a careful consideration of Labor's contention upon this all-important question of our time, and we challenge a discussion of the points here submitted. Labor insists that:

The writ of injunction was intended to be excised for the protection of property rights only.

He who would seek its aid in equity must do equity and must come into court with clean hands.

It must never be used to curtail personal rights.

It must not be used ever in an effort to punish crime.

There must be no other adequate remedy at law.

IT MUST NOT BE USED AS A MEANS TO SET ASIDE TRIAL BY JURY.

Injunctions as issued against workmen are never used or issued against any other citizen of our country.

It is an attempt to deprive citizens of our country, when these citizens are workmen, of the right of trial by jury.

It is an effort to fasten an offense on them when they are innocent of any unlawful or illegal act.

It is an indirect assertion of a property right in men when these men are workmen engaged in a lawful effort to protect or advance their natural rights and interests.

Injunctions as issued in trade disputes are to make outlaws of men when they are not even charged with doing things in violation of any law of State or nation.

The injunctions which the courts issue against Labor are supposed by them to be good enough law to-day, when there exists a dispute between workmen and their employers; but it is not good law—in fact, is not law at all—to-morrow or next day when no such labor dispute exists.

The issuance of injunctions in labor disputes is not based upon law, but is a species of judicial legislation, judicial usurpation, in the interests of the money power against workmen innocent of any unlawful or criminal act.

The doing of the lawful acts enjoined by the courts renders the workmen guilty of contempt of court, and punishable by fine or imprisonment or both.

In all things in which workmen are enjoined by the process of an injunction during labor disputes, if those acts are criminal or unlawful, there is now ample law and remedy covering them. From the logic of this there is no escape.

No act is legally a crime unless there is a law designating it and specifying it to be a crime.

No act is unlawful unless there be a law on the statute books designating and specifying it to be unlawful; hence, it follows that:

No act is criminal or unlawful unless there is a law prohibiting its commission.

We assert that Labor asks no immunity for any of its men who may be guilty of any criminal or unlawful act.

It insists upon the workers being regarded and treated as equals before the law with every other citizen; that if any act be committed by any one of our number, rendering him amenable to the law, he shall be prosecuted by the ordinary forms of law and by the due process of law, and that an injunction does not lawfully and properly apply and ought not to be issued in such cases.

The injunction process as applied to men engaged in a dispute with employers includes the allegation of criminal or unlawful acts, as mere pretext, so that the lawful and innocent acts in themselves may also be incorporated and covered by the blanket injunction. And the performance of the lawful and innocent acts in themselves despite the injunction renders them at once guilty of contempt of the court's order which is summarily punished by fine or imprisonment or both.

In itself the writ of injunction is of a highly important and beneficent character. Its aims and

(Continued on Page 10.)

SPARTACUS THE PIONEER.

Very little is known of the youth and early life of Spartacus. Legendary lore has it that he came of British stock, that his father had been captured in either Britain or Gaul and taken to Rome where he was kept in slavery. When Spartacus was about fifteen years of age his father, who had been found guilty of some crime or some transgression which was a crime when committed by a slave, was condemned to death by being nailed and chained to a tree. In his dying moments he asked Spartacus to revenge him and made him promise to seek it and make it the prime object of his life. Spartacus promised and the history of his life and deeds that has been handed down to us bears testimony as to how well that promise was kept.

The most notable feature to be found in studying the life of this early pioneer of progress is that he was essentially a working man, with a strong desire to not only better his own condition, but the condition of the class to which he belonged. He was first employed as a shepherd and with other slave lads like himself guarded and cared for the sheep of his master on the hills and plains of that part of Thracian Greece, where he had been born. About the year 74 B. C. Spartacus is no longer herding sheep, but has been taken to Italy to be trained for the arena and the brutal gladitorial contests that were the joy and degradation of the Roman patricians. At this time he was "a man of giant frame, handsome, of white complexion, with an abundance of dark ringlets, and possessed of an affable bearing, winning, and yet severe in its magnetic aptitude for command." He had been taken forcibly from Thrace to Capua, about fifteen miles north from Naples and there because of his wonderful physique and magnificent appearance he was selected to be a gladiator and was placed in charge of the celebrated master teacher of athletic games, Lentulus Batiatus to be trained for that life.

At this period and in this part of Italy the public lands which had formerly been farmed by the collegia or labor unions of that day, the members of which were freedmen, had been taken over by the patricians a little bit at a time and farmed by slave labor. This gave rise to a great deal of dissatisfaction to the members of the collegia, who had found themselves displaced by cheap labor and they attempted to regain the foothold they had lost on the public lands. The different unions co-operated with them to this end and among them was the collegia of gladiators.

Although successful as a gladiator, Spartacus had no love for his occupation, his whole being revolted at the brutal tasks in which he was employed for he was naturally of a humane and tender disposition. His great desire was to escape and return to his native Grecian home and end his days in peace and at the calling in which he was originally employed. His wife, who was also a Greek, encouraged him in this desire and was very helpful in aiding him in many of his later accomplishments. She was a remarkable woman and Plutarch tells us that she was gifted with the power of divination. "He relates that Spartacus when taken prisoner was first brought to Rome to be sold. While there a serpent was once, as he slumbered, discovered twining caressingly about his head and locks; whereupon, on inquiry by superstitious people as to the import of this strange action of the gods, she answered in her public capacity as retainer to the orgies of Bacchus that this conduct of the friendly reptile betokened that her husband would rise to be great and formidable and die happy." The first part of the prophecy came true, although the second part did not.

It was during the period of his training at Capua that Spartacus organized his companions, 200 in number, arming them with kitchen knives and everything else that could be utilized as weapons of attack and defense and planned that they rush the doors of the building, guarded by Roman soldiers, in which they were confined and make a dash for liberty. By some means or other, the plans of the conspiracy were discovered and the military force at the law's disposal was invoked and the attempt at escape was to be prevented. By good fortune Spartacus learned that his plan had been discovered which forced him to take action sooner than he intended, with the result that instead of leading 200 companions to freedom he only mustered seventy-four of the most daring and trustworthy, and at their head made the dash for liberty in the manner originally intended. He was successful and led his companions clear of the city and into the regions beyond.

After fighting their way clear of the gates of the city the gladiators forced the soldiers who had tried to prevent their escape and who were pursuing them along the road that led to the Appian Way, to turn around and retire back to the garrison. Then as Spartacus and his followers were marching in the direction of Mt. Vesuvius they met some wagons loaded with knives, swords and spears which were on their way to Rome to be used in the gladiatorial contests that were taking place daily in the Coliseum, which they immediately took possession of and conveyed to the headquarters they afterwards formed in the then wild region at the base of Mt. Vesuvius. It was here that the first council of war was held and Spartacus was elected chief of the band, while Crixus and Œnomaus were elected as his lieutenants. It was from this council of war and from this election that Spartacus began his career as one of the greatest military geniuses the world has ever produced in either ancient or modern times, as well as one of the first pioneers of progress who aimed to uplift the slave worker and make him stand erect as a freeman. And from now on the story of Spartacus is well authenticated and historical and reads more like a romance than a statement of an accepted historic fact.

When the news reached Rome that the slaves had revolted at Capua and made a successful escape to the mountains, it created a profound sensation not unmixed with disgust, for it was very humiliating to the proud Roman warriors who never fought with anything but equals, to think that before the revolt could be subdued they would have to cross swords with base and low-born serfs, even risking defeat before the slaves could be forced back into their slavery. They realized the gravity of the situation, for if the tidings went forth that the slaves of Capua had been successful it would sow the seeds of revolt in the breasts of all the other slaves and stimulate them to make an attempt to gain freedom also even at the hazard of life. They also realized that the slaves who had escaped from Capua were picked men, trained to fight and fully appreciating what defeat and capture meant to them and therefore likely to offer a resistance not to be expected from slaves who had been whipped into cringing, trembling cowardice. To quell the revolt successfully, 3,000 soldiers under Clodius Glaber marched from Rome and proceeded to take steps for the capture of Spartacus and his followers who had encamped upon a table rock overlooking a ravine that could only be reached by one approach. It was in front of this approach, this single entrance way to the stronghold of the gladiators that Clodius Glaber encamped his men while they prepared the attack and also to prevent the escape of the gladiators in the night time.

Now was the time for the wily Spartacus, whose band was without suitable arms for a contest. The duel was to consist in the measure of comparative wit. When evening came Spartacus and his men, who during the day had taken vines and of them woven ladders sufficiently strong to hold the heaviest man, and long enough to reach the foot of the overhanging precipice back of whose capstone the band lay intrenched, let themselves down in such silence as not to awaken the suspicion of the slumbering army. All descended the ladder empty-handed in this manner, except one man who remained to lower the arms; after which he also climbed down and thus all succeeded, uninjured, in reaching the plain below at a point least suspected by the Romans. Profound silence reigned. The proud praetor and his 3,000 men were now but a few steps from where stood those desperate slaves who well knew that one slip or false action might end their lives. Spartacus ranged his men in a manner to surround the Roman encampment. When all was ready the startling whoop of onset was given and the gladiators centering in, apparently in large numbers, with their terrifying warcry and death-dealing weapons, completely routed those whom they did not kill upon the spot. The rout of the Romans was complete and the rebels remained masters of their baggage and arms, seventy-four Roman cohorts being killed on the spot.

After this first great victory over the Romans, Spartacus issued a proclamation giving freedom to every slave who had a desire for liberty and who would join him. The effect was electric. Herdsmen, drovers, shepherds and all those who had been degraded to slavery on the land by the patricians came to him and cast their lot with those daring enough to fight for life, liberty and the pursuit of happiness. They were accepted and armed with implements wrested from Clodius at the ambuscade of Vesuvius. The entire force under Clodius Glaber being only given at 3,000 there could not have been arms enough for more than that number, unless some of the volunteers furnished their own weapons. Be that as it may, Plutarch tells us that the seventy-four gladiators who had routed Glaber were now enabled to throw away the knives and other dishonorable weapons they had used in the conflict and armed themselves with the weapons that were considered honorable and wielded by honorable soldiers. Spartacus

was now at the head of 10,000 men, swift of foot, trained to hardships and armed as well as any of the forces that Rome could bring against him. So he drilled them and practiced them in military tactics and movements until they became as warriorlike as freemen soldiers who had never been slaves. Besides this, skilled workmen of many crafts joined him, freedmen who had been forced back to slavery by the land grabbers of the day and who were anxious to get back the rights that had been filched from them. These artisans and skilled workmen, clothed and fed the soldiers of the rebel army, as well as manufacturing accouterments for them and trappings for their horses. They must also have taken care of the health of the army by attending to the water supply and sanitary arrangements, such as they were, but without which the wonderful exploits of Spartacus would have been impossible. It was a wonderful rising of the workers and the most perfect proletarian revolt of ancient times.

For a period of four years Spartacus and his followers were victorious. Battle after battle was fought from the time of the escape of the seventy-four gladiators until the terrible and most bloody battle of Silarus, where the army under Spartacus numbered 125,000 men, against whom were arrayed the combined forces of Rome, numbering about 400,000 men, under the generalship of the great Pompey, who had just returned with his victorious legions from Spain, the Consuls Lucullus and Crassus with the legions under their command. It is unfortunate that there is no direct history extant telling in an unbiased way of the wonderful generalship and success of Spartacus, for the very books that might have been depended upon to tell with fidelity all about his great victories, have been lost, while these that remain have been so mutilated and distorted that no credence can be placed upon them. The purpose of this was undoubtedly to hide the shame the proud Romans felt in being so often defeated and routed by the lowly bondsmen they had so sneeringly despised. It is only through the fragmentary evidence found in quotations from the lost books of Livy, Paterculus, Plutarch and others that the student of history finds in the works of other writers that anything like even a scant knowledge of the deeds of Spartacus can be learned. A study of those, however, will convince anyone who goes to the trouble of digging them up that Spartacus was one of the greatest generals the world has ever known, in ancient or modern times, showing an ability to move and maneuver great bodies of men in a manner not excelled by Ceaser, Hannibal, Napoleon, Von Moltke or Oyama. Moreover, he was a leader of men endowed with the true principles of leadership. His desire was to rise and at the same time lift the great mass of his class along with him. His success was phenomenal and the completeness of it was probably the cause which led up to his defeat and death in the terrible battle that made a shambles of the valley at the head waters of the Silarus.

Continued success and the spoils of victory had a most disastrous effect upon his followers. The first made them think themselves invincible and therefore reckless, while the second had a tendency to enervate and make them imitate the luxurious lives of their former masters. Spartacus endeavored to check this, but his wise council caused revolt after revolt until he was finally forced to lead his rebellious followers in a direction opposite to which he had originally intended and which ended in final disaster. He had been harassed for weeks by the Fabian tactics of Crassus who wouldn't meet him in a pitched battle, but who maneuvered and held him in check pending the arrival of Pompey and his army and the army of Lucullus with whom a juncture was to be made. At last the gallant and sacrificing Spartacus was hemmed in and placed in a position from which he knew there was no escape, and it was then he fought his greatest and his last fight. He addressed his soldiers in that speech familiar to every school boy, dismounted from his horse and sword in hand went into the thick of the fray in hope of reaching Crassus whom he intended to kill. In his endeavor to reach him he killed two centurians that were defending him, then fell, literally hacked to pieces, for after the battle, no trace of his body was ever found. Then followed a carnage, the bloodiest in all history. No mercy was shown and none was asked for. The workingmen, now leaderless, were an easy prey to the veteran Roman soldiers who encompassed them on every side and 60,000 of them were left dead upon the field. The remainder escaped for the time being, until a manhunt was organized which terminated with the death of all of them except 6,000 and these were afterwards crucified upon the Appian Way.

Such in brief is the story of Spartacus. Such in brief is the story of the first great revolt of the organized workers of ancient times and the progenitors of those who are to-day struggling for a greater measure of liberty. Spartacus was a great man and taught the world that a slave armed with a sword and given a chance to fight for his liberty will do so as valiantly and with as much success as the man who has been born to the purple and in the belief that to work was dishonorable and base. He taught the world that a slave was as good as his master and proved it upon many a well-fought field. He taught the slaves that they had within them everything that their masters, the nobility, had and that they were their equals in every way, if they but had the opportunity. He taught the world that it was not divinely decreed that one man should be the slave of another, as Napoleon was to teach nineteen hundred years later in connection with the foolish dogma relating to the divine right of kings.—Machinists' Monthly Journal.

The problem of utilizing the public water power of Bavaria for the purpose of converting it into electricity and turning it to account in this way for manufactures and railway traction has been much discussed during the past three or four years. The question is of special importance to Bavaria, as the chief part of the country has no large coal mines of its own and no cheap means of transporting coal from the mining districts of Central and Western Germany.

All told, a Hollander pays about 12 per cent of his yearly income for taxes. He is taxed for his business income, for the interest he collects, on his house rent, his furniture, on six fireplaces and all the stoves in the house he rents or owns, on his horse, bicycle and servants. On an income of $2400 a year he pays $298.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Unions, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 85 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques v puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

Home News.

Gifford Pinchot, Chief Forester and intimate friend of Theodore Roosevelt, was dismissed on January 7 from the service of the United States by President Taft for insubordination.

War without quarter will be waged between the Taft administration and such Republican "insurgents" in Congress as are opposing and who oppose in the future, the Taft legislative program.

The War Department has announced to Congress that there is a deficiency of $1,595,635 for the subsistence of the Army in the present year, mainly because of the enhanced cost of food.

Attorney-General Thompson of Nebraska has filed in the State Supreme Court application for an injunction to restrain the Burlington and Union Pacific railroads from serving liquor in dining cars on through trains.

The Arctic Club of America—founded by Dr. Frederick A. Cook and his supporters in the North Pole controversy—through its board of directors, has dropped the name of the explorer from the roll of membership.

Efforts are to be made at the present session of Congress for the passage of a law providing for the compulsory retirement of superannuated Government employes, and providing pensions for such employes.

The Mann bill, providing for the administration of the Panama Canal Zone and centralizing the government thereof in the President of the United States, passed the House of Representatives on January 5 by a vote of 119 to 102.

The double-track steel bridge across the Susquehanna River at Havre de Grace, built by the Baltimore and Ohio Railroad Company, was opened for traffic on January 6. The bridge cost more than $2,000,000 and is slightly more than a mile long.

The increased cost of living was the subject of a concurrent resolution offered in the House of Representatives on January 4 by Representative Hull of Tennessee. It provides for a joint committee of seven members of the House and five members of the Senate to investigate conditions and report remedies.

Immigrants' lack of confidence in the security of private financial institutions of the United States is officially declared to be probably responsible for the flood of millions of dollars which flows by Postal money order from the United States to foreign countries each year. A total of $76,622,629 was sent abroad in 1909.

According to Professor Guido Marx, of Stanford (Cal.) University, eighty per cent of the assistant professors in American universities must supplement their salaries by outside work in order to "make both ends meet." They receive on an average just enough to suffice for an unmarried man, yet 74 per cent of them are married and have families to support.

President Taft, on January 7, submitted to Congress a special Message recommending the enactment of a general law providing for the formation of corporations to engage in trade and commerce among the States and with foreign nations, protecting them from undue interference by the States and regulating their activities so as to prevent the recurrence under national auspices of those abuses which have arisen under State control.

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All goods sold at lowest San Francisco prices. We buy direct from Kentucky Distilleries and our California Wineries. Seafaring men invited to inspect our stock.

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When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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Los Angeles Examiner and All San Francisco Papers on Sale.

Agents Harbor Steam Laundry.

INFORMATION WANTED.

Louis Carlson, native of Finland, last heard of in Aberdeen, Wash., in 1908, is inquired for by his sister-in-law, Rika Nyman, 930 Harrison street, San Francisco.

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Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INFORMATION WANTED.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

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UNION MADE

ARGONAUT SHIRTS

San Pedro Letter List.

Andersen, G. G.	Lange, Friedrich
Abbors, Arne	Lehtonen, John
Andersen, A.	Lane, Emil
Anderssen, Frank	Lerch, Paul
Axelssen, C. B.	Lawsen, Jack
Angland, C. J.	Larsen, M.
Andree, E. A. -1410	Lueman, A.
Berdjelm, Alex.	Lundquist, F.
Berndt, Hugo	Le Joffle, Wm.
Brose, R.	Lassen, L.
Behrends, Gerh.	Mander, O. J.
Bade, Alexander	McKenzie, J. Th.
Barrach, Herman	Martin, Geo.
Brobach, Ch. E.	Mellin, Edwin
Belander, J. E.	Mygind, W. F.
Bjorseth, Knut	Melin, Einer
Berggren, John	Mahoney, F. E.
Bitila, -1338	Martin.
Bensen, Ray	Mickelsen, J.
Backman, Ernest	Mardisan, Andrew
Boisen, -1500	Mookala, John
Block, Magnus	McCarthy, J. J.
Berntsen, Julius	Mueller, Hugo
Bruhbard, Ewald	Nord, G. E.
Bloom, Charles	Nielen, Sievert
Celley, Edward	Nelsen, Eddie
Carissen, A.	Norris, E.
Carissen, C.	Nordstrom, Gust
Christiansen, E.	Nielsen, W. -1000
Carlson, C. G.	Nyberg, Erick
Campbell, Geo.	Nestor, Wilson
Carlsen, Marcus A.	Naumann, Alfred
Carlsen, Ch.	Nielsen, Jens A.
Christensen, Anton	Newman, Ino
Christiansen, Chr.	Osterholm, J. W.
Castro, Manuel	Olsen, Soren
Capello, Henrik	Olsen, Geo.
Christiansen, Hjal.	Olsen, Adolf
Christensen, Harold	Orten, Sigurd
Colombay, Louis	Ohm, Gunwall
Carlsson, N.	Olsen, Theodor
Cainan, George	Odman, Gus
Dorles, J. H.	Ott, John
Donaldsen, G. C.	Olssen, L.
Engbretsen, D. B.	Olsen, G. A.
Emanuelsen, Anton	Ohlsen, Ch.
Edlund, Agaton	Ohman, Pete W.
Erickson, Erick.	Pagel, Erwin
Ebepanen, W.	Petersen, Gert
Edolf, Charles	Pedersen, Julius
Englebright, H.	Pritschman, Geo.
Ekman, Gus.	Pettersen, Ed.
Ek, Thure	Pedersen, Alfred
Ellingsen, F.	Petersen, Ch. W.
Edland, Gus	Petersen, Sophus R.
Fleming, John J.	Pedersen, P. -1093
Fredricksen, H. G.	Petersen, H. -1067
Fasig, Don	Petersen, Th. -563
Glass, W.	Petersen, J. G.
Gray, Gustav	Petersen, Oscar
Guenther Chr.	Paulssen, Adolf
Geiger, J.	Raymond, J.
Gundersen, A.	Rasmussen, R. -1525
Gulbrandsen, A.	Robsham, J. W.
Glausen, Harry	Reuten, Axel.
Gorgesen, Emil	Rasmussen, Emil
Garner, Louie	Reed, L. C.
Haupt, Emil	Rudland, Jake
Hansberg, J. P.	Rueter, Herman
Haarkula, John	Remme, F.
Heckman, Fred	Rodriguez, M.
Heliesto, Emil	Reimon, L.
Hansen, Rasmus	Sander, A. J.
Haldersen, H.	Snarberg, Ch.
Harris, Tom	Sundstrom, F.
Hanson, Haakon	Semberg, J.
Henrikson, A. E.	Svenssen, N.
Hanson, Jacob	Staelsten, Karl
Hansen, Theodor	Smith, John
Hansen, Peter K.	Southerland, A.
Heggenmuller, H.	Silverberg, Harry
Hilke, Carl	Scott, E. G.
Harmening, Fr.	Schlobis, Ch.
Hage, Arne	Seidel, P. J.
Hansen, Peat	Smide, Albert
Hass, Jens	Swansen, Hugo
Jhensen, Charley	Swensen, J. E.
Johanssen, -1821	Strand, Emil
Johnsen, Gust	Steen, J. C.
Johnsen, Thomas	Shilman, H. H.
Ingbrethsen, Daniel	Samuelsen, W. L.
Jeffersen, V.	Swansen, Ch.
Jebsen, Ch.	Spearing, Gustav
Johansen, Johan -880	Schloesser, Ludwig
Jaejer, Adolf	Thompson, W. J.
Jensen, -1311	Thompson, T.
Jorgensen, Emil	Tammi, E. -801
Johanessen, Bob	Torres, V. L.
Kari, M.	Torgussen, G. T.
Kalberg, S.	Tuominen, Alfred
Kristiansen, Eigil	Touanne, Walter
Kuhme, Wilh.	Younggren, Edm.
Kammerman, W.	Vick, Jacob
Lister, Wm.	Widin, Andrew
Larssen, Chr.	Warren, Louis
Lund, Harry	Wahlstedt, R. -778
Lofman, K.	Wilemsen, Hans
Ludlow, J. J.	Werner, A.
Loeman, Ch.	Westgard, L.
Lewis, J.	Wahrenburg, Otto
Louis, Michel	Westad, Johan
Lundberg, F.	Wearner, Reuben

INFORMATION WANTED.

Anyone knowing the whereabouts of Henry D. Steele, or any news by which he might be located, kindly communicate with M. S. McLean, 1426½ South Los Angeles street, Los Angeles, California.

Pacific Coast Marine.

James Kinnear, a marine fireman on the steamer Porter, fell from the Union Iron Works' dock at San Francisco on January 12 and was drowned.

The barkentine Louisiana, W. G. Dowling master, and the steamer Harold Dollar, Christoffen J. Olsen master, were enrolled at the San Francisco Custom-house on January 12.

The bark Louisiana, which has been sold to James Griffith & Co. of Seattle, cleared from San Francisco on January 14 for Puget Sound, where she is to be converted into a barge.

Salvage operations on the wreck of the steamer Ohio at Carter's Bay have stopped for the winter season. About 500 tons were recovered, which have been sold for nearly $12,000.

The Canadian Government has opened a wireless station at the south end of Queen Charlotte Island, and another will be erected at Prince Rupert. This will give a complete line of stations through to Southeastern Alaska.

The following changes of masters were recorded at the San Francisco Custom-house on January 3: Steamer Sea Fox, George Panesich vice Rasmus Rasmussen; steamer Trilby, A. B. Coates vice R. E. Barron.

The schooner Alice MacDonald went on the shoals off Point Loma, Cal., on December 31. She was caught in the kelp beds coming in and was driven ashore by a high wind. The vessel is thought to be safe.

The ship Star of Greenland, P. H. Petersen master, and the schooner Sophie Christensen, Fred Sanders master, were enrolled at the San Francisco Custom-house on January 4. The steamer Shna Yak, William E. Hutton master, was registered.

The steamer Columbian arrived at San Francisco on January 10 with the crew of the brig Blakeley, which was lost on the guano island Natividad, 200 miles north of Magdalena Bay on December 24. The shipwrecked men spent sixteen days on the island.

According to the annual report of State Fish Commissioner Riseland of Washington, 75,100,000 salmon fry were liberated in the stream during the last year by the seventeen State fish hatcheries. This number exceeds by several millions any previous year's hatch.

Under the terms of a contract recently consummated with Secretary of War Dickinson the Pacific Mail Steamship Company will receive 70 per cent of all tariffs on freight transported in either direction between the Atlantic and Pacific coasts via the Isthmus of Panama.

I. Ureba and B. Naito, two Japanese sailors, signed on the schooner J. H. Lunsman at Osaka, have been apprehended at Seattle by the Immigration authorities and will be deported. The Japanese took the place of two American seamen, who deserted the ship in the Orient.

The assessment of taxes on the steamships Admiral Sampson, Buckman and Watson of the Alaska Pacific Steamship Company, in Pierce County (Wash.) is being contested by the company, which claims that they are only taxable at Portland, Me., their port of registry. They are assessed at $150,000.

Captain M. Edwards of the steamer Yosemite, which was totally wrecked by going on the rocks near Port Orchard last July, and whose license was revoked, has been notified by Supervising Inspector John Bermingham of San Francisco that the revocation has been reduced to one year's suspension.

The Customs Collector at Seattle has given permission for the cording and sealing of the baggage of passengers on the Jebsen line boats who leave Seattle and Tacoma for California, boarding the Jebsen vessels at Victoria, B. C. This does away with Customs examination at San Francisco and San Pedro.

The master and crew of the British bark Alexander Black have reached Honolulu after abandoning their ship, which went ashore on January 4 as she was entering the harbor of Kahului on the island of Maui. The vessel is now breaking up and the cargo, valued at $114,000, will be a total loss.

The Alaska Coast Company, of Seattle, which operates the steamers Portland and Bertha and which recently purchased the steamer Kentucky, a twin-screw steamer, in the East, has been awarded a semi-monthly mail contract with Southwestern Alaska ports instead of a monthly one, as heretofore.

The following changes of masters were reported at the San Francisco Custom-house on January 10: Schooner Emily Lundt, A. C. Schlash, vice A. J. Anderson; steamer Winehaven, J. M. Dixon, vice R. M. Dixon; steamer Aurora, C. T. Christensen, vice H. W. G. Belisle. The steamer Riverside, L. C. G. Hansen, master, was registered.

In the admiralty suit of John Erickson and Peter Demings in the United States District Court at San Francisco against A. von Tagen, claimant of the schooner Montezuma, United States Commissioner Brown reported on January 12 that he found the libelants entitled to recover $2200, with $113.01 accrued interest.

The six-masted barkentine Everett G. Griggs, owned by Seattle shipping men, was sold at that port on January 14 for $27,500, the purchaser being Captain E. R. Sterling and associates. Captain Sterling was the owner of the Great Admiral and was the master of that craft when she became waterlogged off the Washington coast several years ago and was lost.

Joshua Green, president of the Puget Sound Navigation Company, has announced that the company has decided to build a new steel steamship for use on the Seattle-Everett run at a cost of $175,000. Green also announced the purchase of the twin-screw steamer City of Everett and the stern-wheeler Telegraph from the Seattle and Everett Navigation Company.

The following changes of masters were recorded at the San Francisco Custom-house on January 14: Steamer Senator, R. J. Paulsen vice George H. Zeh; schooner Magnolia, Rasmus Jorgensen vice Frank A. Long; schooner Mabel and Edith, James Ayscough vice Niels Hansen. The schooner Regina S., F. Wickman master, was enrolled.

The steamer Victorian, built in Portland nineteen years ago at a cost of $150,000, and at one time the most beautifully-furnished passenger steamer on Puget Sound, was sold by the United States Marshal at Seattle on January 12 to satisfy claims, and was bid in by a representative of the Hall shipyard, which has a claim of $13,000, for $25,000. The steamer was never operated profitably.

The schooner Alice McDonald, which went on the rocks near San Diego three weeks ago, was floated on January 8 after strenuous efforts had been exerted for some days. The revenue-cutters Perry and Bear stood by the stranded vessel for several days and rendered assistance in getting her floated. The schooner has been towed into San Diego, where she will be surveyed to ascertain the extent of her damages.

M. H. Pillsburg and a number of other San Francisco shipping men have chartered the well-known schooner Dora Bluhm from Alexander Woodside for a salvage expedition to the wreck of the Pacific Mail steamer Indiana at Point Tosca, near Magdalena Bay. The schooner will sail for the south under command of Captain Johnson. The Indiana, which was wrecked on the lower coast on April 3d of last year, was a total loss, but the salvors expect to get enough out of what is left of the steamer to pay them for their efforts.

Captain E. J. Locke, former master of the British bark Loudon Hill, who arrived at Tacoma on January 10 from Dublin, where he left the ship, says he lost twelve of his crew between Cape Horn and Montevideo, instead of three as reported by cable. Of nineteen men only six were left to handle the disabled lumber carrier. Captain Locke says that if the deckload had been washed away the vessel and entire crew would have been lost. Mate McLean, who was left in Montevideo a raving maniac from injuries sustained while off the Horn, has recovered and is now at home in England. Captain Locke sustained internal injuries and has not fully recovered. The Loudon Hill arrived at Dublin on December 3, seventy-two days from Montevideo. Captain Locke now retires from the sea and will make his home on Puget Sound.

The steamer Czarina was totally wrecked on the north spit of the Coos Bay bar on January 12, shortly after leaving Marshfield for San Francisco with a load of coal. A heavy gale prevailed at the time. All hands, excepting H. H. Kentzell, first assistant engineer, were lost. The names of those drowned are: Master, Charles J. Duggan; first officer, James Hughes; second officer, John McNicholas; third officer, M. Tilamor; purser, F. Hedges; chief engineer, Henry Young; second assistant engineer, John H. Robinson; oiler, Charles A. Thompson; firemen, August Valadoris, Thomas Bilboa and Angelo Puntas; coal passers, Columbus Otera and Jose Sueiro; chief cook, Nicholas Zuiroga; steward, Joseph Desoto; messman, Joseph Piles; seamen, S. A. Ellefsen, Charles Postrum, Adam Rotkkea, Mindor Oleson, Charles Curran, Andrew Ahlstedt and Rhinhold Hogoner; passenger, Harold Millis. The Czarina was built at Sunderland, Eng., in 1883 and was owned by the Southern Pacific Company. She arrived on the Coast in 1896.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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ATLANTIC DISTRICT.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters:
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Branches:
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NEW YORK, N. Y., 51 South St.
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BALTIMORE, Md., 502 East Pratt St.
NORFOLK, Va., 50 Union St.
MOBILE, Ala., 4 Conti St.
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MARINE FIREMEN'S, OILERS' AND WATER TENDERS' UNION OF THE ATLANTIC AND GULF DISTRICT.

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MOBILE, Ala., 4 Conti St.
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MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
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Branch:
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HARBOR BOATMEN'S UNION OF NEW YORK AND VICINITY.

Headquarters:
NEW YORK, N. Y., 85 West St.

INLAND SEAMEN'S UNION.

Headquarters:
WHITEHALL, N. Y.

LAKE DISTRICT.

LAKE SEAMEN'S UNION.

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MILWAUKEE, Wis., 133 Clinton St.
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CLEVELAND, Ohio, 1244 Main Ave., N. W.
OGDENSBURG, N. Y., 40 Ford St.
TOLEDO, Ohio, 54 Main St.
NORTH TONAWANDA, N. Y., 152 Main St.

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SUPERIOR, Wis., 213 Banks Ave.
BAY CITY, Mich., 108 Fifth Ave.
KINGSTON, Ont., Canada (Box 96), King St.
ERIE, Pa., 305 French St.
CONNEAUT HARBOR, O., 992 Day St.
SOUTH CHICAGO, Ill., 113 92nd St.
SANDUSKY, O., 510 Meigs St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, Ohio, 1185 W. Eleventh St., N. W.
CHICAGO, Ill., 63 East Kinzie St.
DETROIT, Mich., 7 Woodbridge St.
MILWAUKEE, Wis., 157 Reed St.
ASHTABULA, Ohio, 85 Bridge St.
CONNEAUT, Ohio, 995 Day St.
TOLEDO, Ohio, Cherry and Summit Sts.
WEST SUPERIOR, Wis., 401 Tower Ave.
SOUTH CHICAGO, Ill., 83 Ninety-second St.
OGDENSBURG, N. Y., 8 Judson St.
BAY CITY, Mich., 208 Fraser St.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St. Tel. Seneca 823 R.

Branches:
DETROIT, Mich., 33 Jefferson St.
TOLEDO, Ohio, 1702 Summit St.
NORTH TONAWANDA, N. Y., 154 Main St.
OGDENSBURG, N. Y., 94 Hamilton St.
BAY CITY, Mich., 919 Water St.
ASHTABULA HARBOR, Ohio, 74 Bridge St.
CLEVELAND, Ohio, 929 Superior Ave.
CHICAGO, Ill., 242 South Water St.
MILWAUKEE, Wis., 317 Virginia St.

Sub-Agency:
CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

WALTER MACARTHUR.....Editor
PAUL SCHARRENBERG.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JANUARY 19, 1910.

WRECK OF THE CZARINA.

The wreck of the steamer Czarina was accompanied by features more painful than those of any similar disaster in recent years. The Czarina sailed from Marshfield, Or., last Saturday about noon. A heavy gale and high sea prevailed at the time. While crossing the bar the vessel was frequently swept by seas. According to the statement of the sole survivor, H. H. Kentzell, first assistant engineer, the Czarina succeeded in fighting her way across the bar, but was immediately afterward swept on the beach, whether as the result of a breakdown or a combination of wind and tide will probably never be known. As she lay on the rocks the spectators on the beach saw the doomed crew take to the rigging, where the men lashed themselves in the hope of succor. Every effort was made by the Life-Savers, but without avail. The situation of the vessel was such that no boat could approach her, while the distance from land precluded the possibility of firing a line over her. The wreck speedily began to break up and a number of the crew were washed overboard and drowned. When night came on a half-dozen men were still clinging to one mast. At daybreak on Sunday it was seen that these men still maintained their hold. As time passed and no chance of rescue seemed possible, these men lost hope. Overcome by frightful suffering from exposure, the doomed men were one by one swept into the breakers. One or two of the strongest divested themselves of their outer clothing and, with a signal to the watchers on the beach, dived overboard in the desperate chance of reaching the beach. Not one of these brave men was ever seen again. They fought valiantly as long as strength remained, enduring indescribable sufferings in sight of thousands of helpless onlookers, and met death in defiance rather than in despair. Shipwreck and suffering at sea have always been common enough, God knows; but we doubt if the wreck of the Czarina has ever been surpassed in the suffering and long-continued anguish of the victims prior to their relief by the hand of death.

The Czarina carried a union crew in all departments. The following were members of the Sailors' Union of the Pacific: Anders Ahlstedt, Carl Bostrom, Charles Curran, Sven Andreas Ellefsen, Reinhold Hegener, Adam Rocker and Mindor Odin Olsen. The body of the last-named comrade is the only one thus far recovered. First-Mate James Hughes was a retired member of the Sailors' Union and at one time served as agent of the Union at Port Townsend. Many members of the crew were married and leave widows and families in San Francisco and vicinity. To these the JOURNAL extends its sincerest sympathy in their bereavement.

The Czarina was known on the Coast as a vessel of very doubtful stability. She was owned and operated by the Southern Pacific Railway Company and usually carried a heavy cargo of coal from the northern port. The usual amount of criticism concerning the character of the vessel, the "foolhardiness" of the attempt to cross the bar in the prevailing weather conditions, the inadequacy of the Life-Saving appliances, etc., has been indulged in. Probably this criticism is more or less deserved in each instance, and it is to be hoped that a searching inquiry will result in measures that will prevent a repetition of the attempt to "euchre God Almighty's storm, bluff the eternal sea." But the power and the disposition to criticise fails us in the contemplation of the horrors of the fearful night spent by our comrades, only to meet their fate with the coming of day. Such are the hazards of those who "go down to the sea in ships and do business in the great waters"!

WATER WON AND LOST.

The special election held in San Francisco on the 14th inst. for the purpose of voting on bonds to secure an improved water supply under municipal ownership resulted in victory on one point and defeat on another. The proposition to issue bonds in the sum of $45,000,000 to bring water from Lake Eleanor carried by a vote of 32,876 to 1,607—a majority of more than twenty to one. The other proposition, namely, to issue bonds in the sum of $35,000,000 for the purchase of the property and plant of the Spring Valley Water Company, was defeated by a vote of 22,059 to 11,724, in a total vote of 34,939. Both propositions required a two-thirds majority of all votes cast. Thus the Spring Valley purchase was defeated by the fact that the vote on that proposition fell 1,234 short of the necessary two-thirds of all votes cast on both propositions. The net result is that the city is now reasonably assured of municipal ownership of water some time in the future, but must continue in the meantime subject to the inconvenience of poor service at the hands of the private water monopoly.

This result we regard as a misfortune to the city. The situation is the more regrettable by the fact that it is due in large measure, if not entirely, to the attitude assumed by the labor movement. So far as official expressions go, the labor movement was entirely opposed to the Spring Valley purchase. With few exceptions, the men who assume to speak for the labor movement of San Francisco placed themselves squarely on record against the latter proposition and used every means at their command to accomplish its defeat. It is to be noted in this connection that the labor movement stood alone in this attitude; every other element of the community favored the proposition as a means of securing municipal ownership immediately. Thus the labor movement placed itself in the anomalous position of being the sole opponent of a proposition involving the principle of municipal ownership, to which principle that movement is strongly and universally committed.

The JOURNAL during the campaign expressed its belief that the membership of the labor movement would vote in accordance with its principles, despite the attitude assumed by its representatives in industrial and political spheres. A study of the returns shows that our belief is largely borne out by the facts. The proposition to purchase the Spring Valley property received a good majority in every district in the city; the aggregate vote in favor of that proposition was nearly two to one. Considered by itself, the vote on that proposition was only 463 short of a two-thirds majority. It is apparent, therefore, that the so-called "labor" vote was largely in favor of the Spring Valley purchase, and that the proposition was lost more by the doubt and indifference created by the attitude of labor's representatives than by the labor votes actually cast against the proposition. However, the men who advised against the Spring Valley purchase now claim credit, both in their own name and in that of the labor movement, for the result, and doubtless the public will be quite willing that the responsibility shall rest in those quarters.

The actual outcome of the situation is doubtful, to say the least. The best that can be said is that if the promises now made are carried out, the water supply will be improved in the near future. We are promised that the Lake Eleanor system will be completed in five years or thereabout, and that, pending that consummation, the Spring Valley Water Company will be forced to increase the amount of water supplied to the city. We sincerely trust that these promises may be realized. Every citizen will co-operate with the responsible authorities in all honest and energetic efforts to secure the speediest possible relief from the existing deplorable conditions of the water supply.

The appeal of the American Federation of Labor for aid on behalf of the iron, steel and tinplate workers (published on page 7 of this issue) should be read in every labor organization and responded to without delay. The Steel Trust is labor's greatest enemy and must be combatted by the united resources of the labor movement.

The water question has been a constant source of agitation and complaint in San Francisco during the past forty years. When that question came to a vote on the 14th inst. only 34,939, in a total of about 90,000 registered voters, took the trouble to express their will. Of this number more than 1000 failed to vote on the Spring Valley proposition, in a sense the more important of the two questions submitted. And yet we call ourselves a "self-governing people"!

Even the "great dailies" are in sympathy with the striking shirt-waist makers in New York. It would be interesting to know in what, if any, respect the shirt-waist makers' strike differs in motive or conduct from other disputes of the kind which the said "great dailies" are ever ready to condemn out of hand.

HELP THE STEEL WORKERS!

American Federation of Labor.

Washington, D. C., January 1, 1910.

To Organized Labor of America—Greeting:

Ten cents per member is hereby asked of every trade-union in America. The object is fully stated in the accompanying circular entitled "Plan of Action and Appeal" (see last week's Journal), the same having been adopted by a conference of representative labor men of America held at Pittsburg, Pa., December 13-14, and which has also been approved and endorsed by the Executive Council of the American Federation of Labor. Contributions should be sent to Mr. John Williams, Secretary, Amalgamated Association of Iron and Steel Workers, 503 House Building, Pittsburg, Pa.

Little is necessary to be added to the general circular. These points, however, need to be emphasized:

The present contest in the iron, steel and tin plate trade was not begun by organized labor; it was started by the United States Steel Corporation. The trade-unions are acting in self-defense and in protection of the American standard of life and of American institutions. The aggressions of the trust upon union labor have been deliberate, manifold, insidious, and persistent. At every successive move these aggressions betray evidences of a comprehensive plot by the masterminds of a nation-wide monopoly bent on increasing dividends, no matter what the cost to American labor, to the country at large, or to human progress.

This campaign of the Steel Trust against union labor because of the latter's avowed objects of a normal work day and an American wage standard is but the manifestation of one scheme in a series which together form a conspiracy worthy a Caesar, a Napoleon, or a Bismarck against the American institutions of unrestricted production, fair dividends, just legislation, an impartial judiciary, a free and uncorrupted press, an unmanipulated market and the highest estate for labor that production can justify.

These counts against the Steel Trust are undeniable:

Its control of production is one of its established features constantly extolled as a merit by that portion of the press animated by Wall Street motives.

Its dividends are based upon not only its invested capital but more than half a billion of watered stock.

Its attorneys are notoriously present at or in every legislative body from which privilege may be purchased or advantage in some form be procured.

Its influence upon certain courts presided over by notably unworthy examples of the judiciary has been shown by the radical modifications of their unjust injunctions speedily made by higher courts.

Its close touch with certain infamous daily newspapers is exhibited upon every occasion when it is possible for editors to choose between prostrating themselves before its subsidy disbursers or standing up to courageously defend common rights.

Its systematic destruction of an open and honest market is shown by numberless methods, from pushing higher an already super-protective tariff against a contrary public opinion to the crushing out of rivals in any branch of the industries upon which it enters.

Its crowning criminality, however, is its bond and heartless enserfing of labor. To disarm public indignation against its industrial and social crimes in this respect the trust has instituted the so-called "profit-sharing" system which even the slightest examination proves to be a transparent deceit, through which a small minority of its employes are sought to be bribed to help in daily sweating the vast majority in preventing the others from joining labor organizations and in breaking down the spirit of manliness that has been a cherished characteristic of American labor. The trust methodically hires freshly arrived immigrants, opens or closes mills to dishearten communities of its employes and substitutes young lads in its work for fathers with families.

The Steel Trust's methods of dealing with labor lead to playing one set of its employes against another in ruinous competition, to suppressing trade agreements, to preventing the entire body of workers from expressing their opinion as to the terms of the necessarily changing conditions under which they would sell their labor, and so preventing in any way their taking part in the modern labor movement, which is rapidly uplifting the wage-working masses throughout the civilized world.

The methods of the trade-unionists of America, on the contrary, taken broadly, free labor from a slavish dependence either upon the unstable philanthropy or the contemptuous labor trafficking which are features of to-day's multi-millionarism.

The trade-unionists of America have now their choice between lying down and letting Steel Trust methods have their sway or standing up and arraying themselves with men who intend to fight to maintain unimpaired the rights, duties and standards of the civilization that America's founders and preservers bequeathed to our generation and time.

Trade-unionists, men of labor, friends, in this contest the Iron, Steel and Tin Plate Workers have made a great struggle and are heroically battling not only for their own rights but for the rights of all. Until the Steel Trust changes its present hostile attitude toward labor there can be no let up, even for a moment, in our activities in bringing it before the bar of public opinion. In this contest the moral support and financial assistance of all are necessary. Every dollar received will be duly accounted for and properly distributed to aid the men, their wives and children to maintain themselves during the contest.

Trade-unionists and friends, in this contest on which side are you?

All are urged to contribute ten cents during the month of January; pay the same over to the secretary of Local Unions, he to forward it to

Mr. John Williams, House Building, Pittsburg, Pa.

Earnestly urging all to united effort in this New Year to bring victory to labor in this contest, we are

Fraternally yours,

SAMUEL GOMPERS, President.

Attest: Frank Morrison, Secretary; James Duncan, First Vice-President; John Mitchell, Second Vice-President; James O'Connell, Third Vice-President; D. A. Hayes, Fourth Vice-President; Wm. D. Huber, Fifth Vice-President; Jos. F. Valentine, Sixth Vice-President; John R. Alpine, Seventh Vice-President; H. R. Perham, Eighth Vice-President; John B. Lennon, Treasurer, Executive Council American Federation of Labor.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Jan. 10, 1910.

The adjourned meeting of January 10 was called to order at 8:15 p. m. to receive the report of the Committee on Election. The Committee submitted a detailed report and the following were declared elected for the ensuing term: Treasurer, Ed. Andersen; Secretary, Andrew Furuseth; Assistant Secretary, E. Ellison; First Patrolman, E. A. Erickson; Second Patrolman, Robert Rollo; Third Patrolman, Robert Tunnell; Janitor at Headquarters, Thomas Barry; Vancouver, B. C., Agent, John Pearson; Tacoma Agent, H. L. Petterson; Seattle Agent, P. B. Gill; Seattle Patrolman, Chas. F. Hammarin; Port Townsend Agent, Walter Moller; Aberdeen Agent, Wm. Gohl; Portland Agent, D. W. Paul; Eureka Agent, John W. Ericksen; San Pedro Agent, Harry Ohlsen; Honolulu Agent, Chas. Sorensen; Editor Coast Seamen's Journal, Walter Macarthur; Business Manager, Paul Scharrenberg.

San Francisco, Jan. 17, 1910.

Regular weekly meeting was called to order at 7:30 p. m., A. Seaman in the chair. Secretary reported shipping rather slack. The referendum vote on the proposition to set aside $20,000 for the Lakes Unions was declared carried. Fifty dollars was donated to the Mexican Refugees' Defense Fund. A committee was elected to make arrangements for the celebration of the Union's twenty-fifth anniversary on March 6, 1910. The semi-annual Banking Committee was elected. The following were elected delegates to the San Francisco Labor Council: Frank Bauer, E. Ellison, E. A. Erickson, Jos. T. Liddy, Robert Rollo, Paul Scharrenberg, A. Sesman, Chas. Taucer, Robert Tunnell and W. Vortman. Delegates to the Asiatic Exclusion League were elected as follows: Paul Scharrenberg, Chas. Taucer and C. Wetzel.

E. ELLISON, Secretary pro tem.
44-46 East St., Phone Keanry 2228. Home Phone J 2228.

Vancouver, B. C., Jan. 10, 1910.
Shipping still dull.
JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, Jan. 10, 1910.
Shipping rather dull; prospects medium.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Jan. 10, 1910.
Shipping dull; prospects uncertain.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Jan. 10, 1910.
No meeting; no quorum. Shipping medium; prospects uncertain.
J. K. HARLOW, Agent pro tem.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Jan. 10, 1910.
Shipping medium.
WM. GOHL, Agent.
P. O. Box 62. Tel. 225.

Portland, Or., Agency, Jan. 10, 1910.
Shipping dull.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Jan. 10, 1910.
No meeting; no quorum. Shipping fair; prospects uncertain.
JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Jan. 10, 1910.
Shipping fair; prospects uncertain.
HARRY OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, Jan. 3, 1910.
Shipping good; prospects uncertain.
CHAS. SORENSEN, Agent.
Cor. Queen and Nuuanu Sts. P. O. Box 314.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Jan. 13, 1910.

Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping quiet. The quarterly Finance Committee was elected.

EUGENE STEIDLE, Secretary
Phone Kearny 5955.

Seattle Agency, Jan. 6, 1910.
Shipping slow.
LEONARD NORKGAUER, Agent.
Phone Sun Main 2233. P. O. Box 1335.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

BUILDING FOR NEXT SEASON.

The Lake shipyards have orders for thirty vessels for delivery in 1910 and some of the builders have about all the work they will be able to complete early next season. The new boats will cost between $9,000,000 and $10,000,000 and about 100,000 tons of steel will be used in their construction. The list does not include fishing and harbor tugs and other small craft.

Twenty of the vessels are bulk freighters ranging from 2,000 to 12,000 tons in carrying capacity. Five of the freighters, which are for the Pittsburg Steamship Company, are of the 600-foot class. The 9,000-ton steamers are the most popular and nine ships of that class are under construction.

There is only one lumber carrier in the list. Four of the new ships are package freighters and five are passenger steamers. The big fire tug, which was ordered by the Duluth & Iron Range Railroad Company recently, is included in the list.

More than half of the new ships will be turned out at the yards of the American Shipbuilding Company and the Cleveland and Lorain plants will get their share of the work. That company has orders for eighteen ships, including eleven bulk freighters, three package freighters, three passenger steamers and a fireboat. Four of the vessels have been launched.

The Great Lakes Engineering Works of Detroit is next in the list with eight steamers, seven of which are coarse freighters. The other boat is a package freighter.

The Toledo Shipbuilding Company has contracts for a 9,500-ton coarse freighter, a lumber carrier and a passenger steamer.

The Manitowoc Drydock Company of Manitowoc is building a passenger steamer for the Goodrich Transit Company.

Nearly all the contracts call for early delivery next season, and new boats will be dropped into the water pretty fast from now on. The steamer William P. Palmer, which will be the last of the three freighters building for the Pittsburg Steamship Company by the Great Lakes Engineering Works to be launched, will not come out until late in the summer.

In addition to the contracts for new ships the Lake builders have lined up a large amount of repair work and some of the yards will be kept busy up to the opening of navigation.

At this time last year the shipbuilders had orders for eleven bulk freighters, two package freighters and six passenger boats. The season capacity for the eleven freighters was 2,028,000 tons.

The line-up of the yards for delivery in 1908 was twenty-four bulk freighters, two passenger steamers and two package freighters. The capacity of the bulk freighters for an average season of twenty trips was 4,094,000 tons.

The boats ordered for 1910 will have a capacity of 205,700 tons a trip, or 4,114,000 tons in a season. Boats under construction in Lake yards for 1910 delivery:

AMERICAN SHIPBUILDING CO.

For Whom Building.	Length.	Capacity.
Pittsburg Steamship Co.	600	12,000
Pittsburg Steamship Co.	600	12,000
H. S. Wilkinson	545	10,000
C. L. Hutchinson	524	9,000
North American Steamship Co.	524	9,000
North American Steamship Co.	524	9,000
W. C. Richardson	524	9,000
H. K. Oakes	524	9,000
Furnace Interests	524	9,000
Furnace Interests	524	9,000
Furnace Interests	524	9,000
Western Transit Co.	256	2,400
Western Transit Co.	256	2,400
Anchor Line	366	3,500
Anchor Line	370	5,000
Lake Erie Excursion Co.	216	Passenger
Fort Erie Ferry Co.	132	Passenger
D. & I. Railroad Co.	120	Fireboat

GREAT LAKES ENGINEERING WORKS.

For Whom Building.	Length.	Capacity.
Pittsburg Steamship Co.	600	12,000
Pittsburg Steamship Co.	600	12,000
Pittsburg Steamship Co.	600	12,000
Northern Lakes Steamship Co.	464	8,300
Northern Lakes Steamship Co.	464	8,300
Northern Lakes Steamship Co.	464	8,300
Boland & Cornelius	524	9,000
Mutual Transit Co.	370	5,000

TOLEDO SHIPBUILDING CO.

For Whom Building.	Length.	Capacity.
Smith & Wilkinson	524	9,500
Argo Steamship Co.	236	2,000
D. B. I. & W. F. Co.	196	Passenger

MANITOWOC DRYDOCK CO.

For Whom Building.	Length.	Capacity.
Goodrich Transit Co.	250	Passenger

OFFICERS OF STEEL TRUST FLEET.

PITTSBURG STEAMSHIP CO.

Steamer.	Master.
Baker	George A. Bell
Buffington	Richard Jollie
Cole	J. W. Morgan
Dinkey	W. J. Hunt
Lynch	C. J. Grant
Morgan	F. J. Crowley
Phipps	W. B. MacGregor
Ream	A. C. Chapman
Rogers	S. C. Allen
Widener	Fred Hoffman
Corey	F. A. Bailey
Frick	C. Gegenheimer
Gary	W. H. Moody
Perkins	W. S. Hoag
Edenborn	R. F. Humble
Ellwood	H. C. Cummins
Gates	James A. Walsh
Hill	A. J. Talbot
Poe	W. C. Iler
Morse	John Nahrstedt
Houghton	J. F. Parke
Cornell	W. H. Kilby
Harvard	M. K. Chamberlin
Princeton	John Burns
Rensselaer	C. D. Secord
Malietoa	Frank Rice
Bunsen	J. T. Gemmell
Van Hilse	F. C. Watson
Murphy	George H. Bowen
Shaw	H. Culp
Mataafa	H. J. Regan
Mauna Loa	James Burr
Superior City	J. R. Noble
Black	Andrew Hansen
McDougall	T. J. Cullen
Fairbairn	Geo. W. McCallum
Fulton	C. G. Ennes
Bessemer	A. C. Smith
Siemens	W. P. McElroy
Coralia	W. H. Campau
Stephenson	H. G. Harbottle
Watt	A. Montague
Crescent City	Geo. Randolph
Empire City	C. S. Boyce
Maricopa	C. A. Weitzman
Ericsson	Geo. Holdridge
Linn	Geo. H. Banker
Queen City	W. E. Stover
Zenith City	A. R. Thompson
Eads	J. C. Bell
Rockefeller	A. G. McLeod
Cort	Thos. Wilson
Neilson	S. E. Meeker
Maritana	Dan McGillivray
Mariposa	Geo. G. Burt
Gilbert	A. W. Burrows
Briton	F. W. Light
German	A. C. Moser
Roman	W. J. Story
Saxon	Allen Collins
Corona	J. A. Ferguson
Corsica	F. D. Selee
Manola	G. W. Ames
Mariska	W. E. Warner
Maruba	Geo. O. Reece
Matoa	H. Walper
Marina	H. T. Kelley
Masaba	F. L. Sawyer
Colgate	G. M. Ackley
Mather	David Bouille
Griffin	T. F. Zealand
Joliet	Daniel Murphy
La Salle	Kenneth McRae
Wawatam	Nicol McLaughlin
Schiller	J. A. La Framboise
Morgan, Jr.	Neil Campbell
Olcott	A. R. Robinson
Palmer	A. P. Chambers
Dickson	

Barge.	Master.
Smeaton	Alfred Baupre
Fritz	J. Y. Sprowell
Roebling	W. F. Cottrell
Manila	J. R. Parker
Marsala	James N. Ames
Bryn Mawr	George B. Kendall
Maia	J. H. Dissette
Maida	A. Nordahl
Holley	Donald Graham
Bell	C. Mulholland
Nasmyth	W. H. Dick
Jenney	Robert Thompson
Thomas	George J. Maloney
Carrington	H. M. Saveland
Corliss	A. S. Hand
Krupp	F. H. Rae
Manda	H. Harris, Jr.
Martha	William McDonald
Magna	H. M. White
137	O. W. Holdridge
Malta	Charles Gordon
Marcia	P. Gustafen

Steamer.	Mate.
Schiller	Thomas Naden
Morgan, Jr.	Charles R. Thrasher
Olcott	Alex S. Brown
Dickson	
Palmer	C. M. Conkey
Baker	J. A. Smith
Buffington	George Young
Cole	H. D. McLeod
Dinkey	H. W. McEwen
Lynch	John Wharry
Morgan	William Millikin
Phipps	Martin E. Glenn

Ream .....J. N. Rolfson
Rogers .....J. H. Denner
Widener .....Joseph Hughes
Corey .....C. D. MacGregor
Frick .....James Jack
Gary .....P. H. Dunn
Perkins .....Fred Jones
Edenborn .....Tom A. Small
Ellwood .....J. Birmingham
Gates .....E. B. Shay
Hill .....C. E. Peters
Poe .....F. H. Mallory
Morse .....Wallace F. Brown
Houghton .....Harry J. Clegg
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Griffin .....Harry Ashby
Joliet .....Homer W. Smith
LaSalle .....John D. Caldwell
Wawatam .....J. E. Kitchen

PICKANDS-MATHER & CO.

Steamer.	Master.
Samuel Mather	L. W. Stone
J. C. Morse	A. H. Reed
Amasa Stone	W. A. Reed
D. O. Mills	D. H. Mallory
Verona	James Jackson
Crete	W. A. Williams
Hemlock	John McNeill
Adriatic	James S. Neal
Calumet	C. C. Stewart
Odanah	James D. McPherson
Elba	C. H. Woodford
Normania	Oscar Olsen
Victory	Joseph Lowes
Pathfinder	Ralph Nutting
Barge Constitution	P. A. Peterson
Sagamore	Frank Hebner
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CAPTAIN'S LICENSE REVOKED.

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This beats the record made last year by a great many bushels. As the business has been on the increase and the country is becoming rapidly settled, it is expected that next year this season's record will look small.

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Anderson, Adrian
Anderson, Adolph
Beaudry, Joseph
Burgess, James
Belanger, Wm.
Benson, Thos.
Berkeland, Axel
Bearce, Frank L.
Christoffersen, Oskar
Caskaden, Lewis
Carroll, Mike
Clark, Willis
Clark, Frank
Coburn, John
Englegean, Orin
Evensen, Ole
Foster, A. F.
Foster, Thos.
Graham, David
Hickey, Wm. F.
Hansen, Amund
Hansen, Oscar
Jordan, Harry
Justesen, Oscar
Johannesen, Johannus
Jorgensen, Peter
Johansen, Halvard
McLead, T.
Murray, Chas.
Murray, Ed.
Nilssen, Joel
Nilsen, Valansius
Nelson, August
Nikalaysen, Anders
Nielsen, Niel
Olsen, John, -18661
Oles, Walter
Olsen, Ole, -22802
Pedersen, Lawrence
Sullivan, Joseph

BOAT STILL MISSING.

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Telephone 240 South.
BUFFALO, N. Y.....55 Main Sttreet
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.
CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.
TOLEDO, O.....54 Main Street
Phone Bell 1890.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.
SUPERIOR, Wis.....213 Banks Avenue
Telephone, Old Phone, 4428 L.
BAY CITY, Mich.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
KINGSTON, Ont., Canada.....(Box 96) King Street
ERIE, Pa.....305 French Street
Telephone Bell 682.
CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.
SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.
SANDUSKY, O.....510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

BUILDING FOR NEXT SEASON.

The Lake shipyards have orders for thirty vessels for delivery in 1910 and some of the builders have about all the work they will be able to complete early next season. The new boats will cost between $9,000,000 and $10,000,000 and about 100,000 tons of steel will be used in their construction. The list does not include fishing and harbor tugs and other small craft.

Twenty of the vessels are bulk freighters ranging from 2,000 to 12,000 tons in carrying capacity. Five of the freighters, which are for the Pittsburg Steamship Company, are of the 600-foot class. The 9,000-ton steamers are the most popular and nine ships of that class are under construction.

There is only one lumber carrier in the list. Four of the new ships are package freighters and five are passenger steamers. The big fire tug, which was ordered by the Duluth & Iron Range Railroad Company recently, is included in the list.

More than half of the new ships will be turned out at the yards of the American Shipbuilding Company and the Cleveland and Lorain plants will get their share of the work. That company has orders for eighteen ships, including eleven bulk freighters, three package freighters, three passenger steamers and a fireboat. Four of the vessels have been launched.

The Great Lakes Engineering Works of Detroit is next in the list with eight steamers, seven of which are coarse freighters. The other boat is a package freighter.

The Toledo Shipbuilding Company has contracts for a 9,500-ton coarse freighter, a lumber carrier and a passenger steamer.

The Manitowoc Drydock Company of Manitowoc is building a passenger steamer for the Goodrich Transit Company.

Nearly all the contracts call for early delivery next season, and new boats will be dropped into the water pretty fast from now on. The steamer William P. Palmer, which will be the last of the three freighters building for the Pittsburg Steamship Company by the Great Lakes Engineering Works to be launched, will not come out until late in the summer.

In addition to the contracts for new ships the Lake builders have lined up a large amount of repair work and some of the yards will be kept busy up to the opening of navigation.

At this time last year the shipbuilders had orders for eleven bulk freighters, two package freighters and six passenger boats. The season capacity for the eleven freighters was 2,028,000 tons.

The line-up of the yards for delivery in 1908 was twenty-four bulk freighters, two passenger steamers and two package freighters. The capacity of the bulk freighters for an average season of twenty trips was 4,094,000 tons.

The boats ordered for 1910 will have a capacity of 205,700 tons a trip, or 4,114,000 tons in a season. Boats under construction in Lake yards for 1910 delivery:

AMERICAN SHIPBUILDING CO.

For Whom Building.	Length.	Capacity.
Pittsburg Steamship Co.	600	12,000
Pittsburg Steamship Co.	600	12,000
H. S. Wilkinson	545	10,000
C. L. Hutchinson	524	9,000
North American Steamship Co.	524	9,000
North American Steamship Co.	524	9,000
W. C. Richardson	524	9,000
H. K. Oakes	524	9,000
Furnace Interests	524	9,000
Furnace Interests	524	9,000
Furnace Interests	524	9,000
Western Transit Co.	256	2,400
Western Transit Co.	256	2,400
Anchor Line	366	3,500
Anchor Line	370	5,000
Lake Erie Excursion Co.	216	Passenger
Fort Erie Ferry Co.	132	Passenger
D. & I. Railroad Co.	120	Fireboat

GREAT LAKES ENGINEERING WORKS.

For Whom Building.	Length.	Capacity.
Pittsburg Steamship Co.	600	12,000
Pittsburg Steamship Co.	600	12,000
Pittsburg Steamship Co.	600	12,000
Northern Lakes Steamship Co.	464	8,300
Northern Lakes Steamship Co.	464	8,300
Northern Lakes Steamship Co.	464	8,300
Boland & Cornelius	524	9,000
Mutual Transit Co.	370	5,000

TOLEDO SHIPBUILDING CO.

For Whom Building.	Length.	Capacity.
Smith & Wilkinson	524	9,500
Argo Steamship Co.	236	2,000
D. B. I. & W. F. Co.	196	Passenger

MANITOWOC DRYDOCK CO.

For Whom Building.	Length.	Capacity.
Goodrich Transit Co.	250	Passenger

OFFICERS OF STEEL TRUST FLEET.

PITTSBURG STEAMSHIP CO.

Steamer.	Master.
Baker	George A. Bell
Buffington	Richard Jollie
Cole	J. W. Morgan
Dinkey	W. J. Hunt
Lynch	C. J. Grant
Morgan	F. J. Crowley
Phipps	W. B. MacGregor
Ream	A. C. Chapman
Rogers	S. C. Allen
Widener	Fred Hoffman
Corey	F. A. Bailey
Frick	C. Gegenheimer
Gary	W. H. Moody
Perkins	W. S. Hoag
Edenborn	R. F. Humble
Ellwood	H. C. Cummins
Gates	James A. Walsh
Hill	A. J. Talbot
Poe	W. C. Iler
Morse	John Nahrstedt
Houghton	J. F. Parke
Cornell	W. H. Kilby
Harvard	M. K. Chamberlin
Princeton	John Burns
Rensselaer	C. D. Secord
Malietoa	Frank Rice
Bunsen	J. T. Gemmell
Van Hilse	F. C. Watson
Murphy	George H. Bowen
Shaw	H. Culp
Mataafa	H. J. Regan
Mauna Loa	James Burr
Superior City	J. R. Noble
Black	Andrew Hansen
McDougall	T. J. Cullen
Fairbairn	Geo. W. McCallum
Fulton	C. G. Ennes
Bessemer	A. C. Smith
Siemens	W. P. McElroy
Coralia	W. H. Campau
Stephenson	H. G. Harbottle
Watt	A. Montague
Crescent City	Geo. Randolph
Empire City	C. S. Boyce
Maricopa	C. A. Weitzman
Ericsson	Geo. Holdridge
Linn	Geo. H. Banker
Queen City	W. E. Stover
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Rockefeller	A. G. McLeod
Cort	Thos. Wilson
Neilson	S. E. Meeker
Maritana	Dan McGillivray
Mariposa	Geo. G. Burt
Gilbert	A. W. Burrows
Briton	F. W. Light
German	A. C. Moser
Roman	W. J. Story
Saxon	Allen Collins
Corona	J. A. Ferguson
Corsica	F. D. Selee
Manola	G. W. Ames
Mariska	W. E. Warner
Maruba	Geo. O. Reece
Matoa	H. Walper
Marina	H. T. Kelley
Masaba	F. L. Sawyer
Colgate	G. M. Ackley
Mather	David Bouille
Griffin	T. F. Zealand
Joliet	Daniel Murphy
La Salle	Kenneth McRae
Wawatam	Nicol McLaughlin
Schiller	J. A. La Framboise
Morgan, Jr.	Neil Campbell
Olcott	A. R. Robinson
Palmer	A. P. Chambers
Dickson	

Barge.	Master.
Smeaton	Alfred Baupre
Fritz	J. Y. Sprowell
Roebling	W. F. Cottrell
Manila	J. R. Parker
Marsala	James N. Ames
Bryn Mawr	George B. Kendall
Maia	J. H. Dissette
Maida	A. Nordahl
Holley	Donald Graham
Bell	C. Mulholland
Nasmyth	W. H. Dick
Jenney	Robert Thompson
Thomas	George J. Maloney
Carrington	H. M. Saveland
Corliss	A. S. Hand
Krupp	F. H. Rae
Manda	H. Harris, Jr.
Martha	William McDonald
Magna	H. M. White
137	O. W. Holdridge
Malta	Charles Gordon
Marcia	P. Gustafen

Steamer.	Mate.
Schiller	Thomas Naden
Morgan, Jr.	Charles R. Thrasher
Olcott	Alex S. Brown
Dickson	
Palmer	C. M. Conkey
Baker	J. A. Smith
Buffington	George Young
Cole	H. D. McLeod
Dinkey	H. W. McEwen
Lynch	John Wharry
Morgan	William Millikin
Phipps	Martin E. Glenn

Ream	J. N. Rolfson
Rogers	J. H. Denner
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Benson, Thos.	Johansen, Halvard
Berkeland, Axel	McLead, T.
Bearce, Frank L.	Murray, Chas.
Christoffersen, Oskar	Murray, Ed.
Caskaden, Lewis	Nilssen, Joel
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Clark, Willis	Nelson, August
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Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
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Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Mich.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

MAKE-UP OF A CITY.

Statistics dealing with the organized life of a community numbering over 7,000,000 people are likely to contain some impressive figures, and such are not wanting in the volume of 500 pages just issued dealing with the Administrative County of London for the year 1908-09.

The population of Greater London in 1910 is estimated at 7,537,196. The Parliamentary electorate of London county is 664,294, being 13.7 per cent of electorate to population, which is returned as 4,843,612.

On January 1, 1908, the number of paupers was 148,644; vagrants, 1157.

In the city and the metropolitan boroughs there are 2151 miles of streets, of which 127 miles are laid with tram lines. The number of horse buses was 2155, compared with 3631 in 1899, while motor buses were 1133, compared with five. In the same districts ten persons were killed by cabs, twenty-five by tram cars and forty-five by horse and motor buses.

Eight thousand two hundred and eighty vessels entered the port of London from foreign countries during 1907, being 39.3 per cent of the United Kingdom. The total shipping entered was 22,531, or 10.4 per cent of the United Kingdom.

The number of tenements in dwellings belonging to the London County Council was 8375, providing 22,939 rooms at an average rent a room a week of 2s. 10½d.

The London County Council maintains parks and open spaces with an area of 5006 acres, the capital expenditure on which is £1,702,837 and the annual cost of maintenance £111,514. The city corporations own and maintain 6491 acres and the Metropolitan borough councils 325 acres.

On January 1, 1908, there were 28,796 certified lunatics, pauper, private and criminal, being 61.4 in 10,000 of the population, a steady increase being shown since 1892, when they numbered 45.6 in 10,000. The largest proportion of cases is attributed to alcoholism and heredity.

The number of theaters licensed for the performance of stage plays was fifty-two, with an approximate seating accommodation of 60,932. In addition there are fifty-four music halls with a seating capacity of 64,851. In all there were 360 premises licensed for public entertainment.

London has 4823 public houses, or houses licensed to sell wine, spirits and beer; 1718 beer houses, where no spirits or wine may be sold, and 462 hotels and restaurants.

The total strength of the metropolitan police is 17,919 and of the city police 1144. The estimated net cost of the administration of police and justice falling on the administrative county in 1907-08 was £2,100,000.

The authorized strength of the London Fire Brigade is 1424, and there were 5828 calls (including false alarms) received in 1908. As a result of the fires 298 persons were injured and ninety-three killed.

On the rolls of efficient schools on March 31, 1908, there were 750,121 children, being 84.8 of the number scheduled. The cost of elementary education in London was for the year £4,318,240, of which £1,316,589 came from Government grants and £3,001,651 from the rates.

An interesting table gives the rates of wages in certain trades in London in October, 1906. The wages per week of bricklayers were 43s. 9d.; carpenters and joiners the same; plumbers, 45s. 10d.; painters, 35s. 5d. to 73s. 6d.; turners and fitters, 39s.; smiths, 39s. to 48s.; cabinet makers, 41s. 8d. to 45s. 11d.; bakers, 27s. to 36s.; gas stokers, 34s. 6d. to 36s.—New York Sun.

THE PRESIDENT ON INJUNCTIONS.

(Continued from Page 1.)

purposes are for the protection of property rights. It never was intended, and never should be invoked, for the purpose of depriving free men of their personal rights, the right of man's ownership of himself; the right of free locomotion, free assemblage, free association, free speech, free press; the freedom to do those things promotive of life, liberty and happiness, and which are not in contravention of the law of our land.

We reassert that we ask no immunity for ourselves or for any other man who may be guilty of any unlawful or criminal act; but we have a right to insist, and we do insist, that when a workman is charged with a crime or any unlawful conduct, he shall be accorded every right, be apprehended, charged, and tried by the same process of law and before a jury of his peers, equally as any other citizen of our country.

It is agreed by all, friends and opponents alike, that the injunction process, beneficent in its inception and general practice, never should apply and legally can not be applied where there is another ample remedy at law.

Labor protests against the issuance of injunctions in disputes between workmen and employers when no such injunctions would be issued when no such dispute exists. Such injunctions have no warrant in law and are the result of judicial usurpation and judicial legislation rather than of Congressional legislation.

Labor protests against the discrimination of the courts against the laboring men of our country which deprives them of their constitutional guaranty of equality before the law.

The injunctions against which we protest are flagrantly and without warrant of law issued almost daily in some section of our country and are violative of the fundamental rights of man. When better understood, they will shock the conscience of our people, the spirit and genius of our republic.

We shall exercise our every right, and in the meantime concentrate our efforts to secure the relief and the redress to which we are so justly entitled.

Not only in our own interest, but in the interest of all the people of our country, for the preservation of real liberty, for the elimination of bitterness and class hatred, for the perpetuation of all that is best and truest, we can never rest until the last vestige of this injustice has been removed from our public life.

We regret that necessity has arisen for a restatement of Labor's position upon this great question of relief from the abuse of the injunctive process; but Congress has not seriously concerned itself in remedying the wrong and according justice to the working people of our country. The President's recommendation is the wrong way to restore right and equality before the law. So long as these principles are unrecognized in the law as well as the practice, Labor will stand erect and demand right, justice, and freedom, exactly upon an equality, neither more nor less, with every other citizen of our country.—American Federationist.

NEW MARINER'S COMPASS.

Captain Scot, if he sails for the South Pole, is going to take a new compass with him. It is one that has recently been adopted by the German Government for its war ships, and is a remarkable instrument. It is known as the gyroscope compass, and is the invention of Dr. Anschuetz-Haempfe.

A nine-pound wheel mounted in a holder of quicksilver is made to rotate at the rate of 21,000 revolutions a minute by an electric motor. After running for two hours, the wheel is set in the direction of the mathematical meridian, which direction it maintains. The advantage of the new compass is that it is entirely unaffected by neighboring iron or steel or by vibrations and rolling of the vessel.

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LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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GREEK ART FROM THE SEA.

The excavations from the bottom of the sea which the Director of Antiquities of Tunis has caused to be made off Mahdia have led this summer to new and surprising discoveries. The ancient ship which sunk there once, not far from the north coast of Africa held within itself a whole museum of ancient works in marble and bronze. With true ardor the Greek divers who discovered the treasure of the sea bottom brought one piece after another to the surface during May and June. That was no slight work, for the bulk of the ship's cargo consisted of a large number of marble columns, most of them 3.95 meters long and .65 meters in diameter. One of them was lifted to the surface in order to give some idea of the architecture to which the columns, the column bases and the richly adorned Ionic capitals belonged.

Among other marble pieces, the report of the Director of Antiquities at Tunis, A. Merlin, mentions a number of triangular bases or pillars resting on griffin feet, the lateral surfaces surrounded by strings of beads in relief; they bore crowns with rich ornamentations of oak and acanthus leaves. Further, four immense marble milk jars, adorned with bacchic reliefs, worthy companions for the celebrated Borghese vase in the Louvre. Moreover, the ship must have borne a multitude of marble statues, of which up to the present two naked torsos, a statuette of the hunting Artemis, ten heads of laughing satyrs, larger than life; a faun, several female and a number of children's statuettes have been raised. Many statues are badly disfigured by the barnacles that have grown upon them; in one of the women statues, however, the face has been wholly spared. A tombstone relief, representing a funeral banquet at which six persons were taking part, was also found.

In addition to the marble work, art objects in bronze are represented in large numbers. Among them are a statue of Eros, which served as a candelabrum; satyrs, dancing Cupids, man bearing a mask, busts that serve as brackets or supports; likewise an Athene, with the helmet of very fine workmanship; Artemis, with the quiver on her shoulder; then heads of horses, mules, ducks, which served as feet for beds and ornaments; further, lion heads, masks of bearded men and Bacchantes; griffins which belonged to articles of furniture. A vase handle is made out of a panther preparing to spring; a plaque has on it two griffins; columns, capitals, animals' feet belonged to large candelabra. Charming lamps complete the rich collection of bronzes.

The greatest surprise, however, was caused by four Greek inscriptions. The first is a simple sepulchral column for a man from the village of Phyle, in Attica; the second contains in twenty-three lines a resolution of the Paraloi, a district in Africa, in honor of an Attic citizen. In the third inscription also the word Paraloi can be read; the fourth comes from the temple of Ammon in Athens and names the votive offerings which the demos of Athens gave to this god in the fourth century before Christ. This proves that the wrecked ancient ship came from Attica before it was cast by contrary winds on the coast of North Africa.

Traces are also now found of its crew and equipment. The anchor has been hoisted to the surface; further, many amphorae used for water, oil and wine; in one of these remnants of pitch could be made out. Also an earthenware lamp, perhaps of the first century before Christ, in which the wick was well preserved. This belonged doubtless to the crew as did two little handmills for corn. The point to which this richly laden ship was steering from the Attic Coast can hardly be doubtful. No one but a Roman provincial official or dealer in antiquities could have gathered together on the ship this select quantity of Greek plunder, in which even the simple blocks with inscription are not lacking, and for the purpose of fetching it to Italy. How many of the countless Greek works in marble in the Italian museums may formerly have crossed the sea in a like manner! How many of them may have sunk in the sea!—Koenische Zeitung.

MORTALITY FROM CONSUMPTION.

An article on "Mortality from consumption in occupations exposing to municipal and general organic dust," by Frederick L. Hoffman, is published in Bulletin No. 82 of the Bureau of Labor, Department of Commerce and Labor. In an article in Bulletin 79 the writer discussed in detail the degree of consumption frequency in forty-two trades and occupations with exposure to metallic, mineral, vegetable fiber, and animal and mixed fiber dust. The present discussion includes four occupations with exposure to municipal or street dust and fifteen with exposure to general organic dust. In the first group are included street cleaning and refuse disposal, drivers and teamsters, coachmen, cabmen, and men employed in omnibus service, and subway employes. The second group comprises grain handling and storage, flour milling, bakers and confectioners, starch manufacture, the tobacco industry, the manufacture of cigars and cigarettes, the manufacture of snuff, leather workers, tanners, curriers, and beamers, saddle and harness makers, glove making, boot and shoe makers, cork cutting and grinding, manufacture of pearl and bone buttons, and comb manufacture. The data for the article are from various official sources and from insurance mortality experience.

According to the insurance experience, 25.5 per cent of deaths in occupations with exposure to municipal dust were due to consumption, and in occupations exposed to general organic dust the proportion was 23.0 per cent. As compared with these proportions, 14.8 per cent of deaths of males 15 years of age and over in the registration area of the United States were from consumption. Among occupations exposed to municipal dust those showing the highest mortality were drivers and teamsters, among whom 25.9 per cent of deaths were from consumption. Among occupations exposed to general organic dust, button makers showed the highest mortality, 37.8 per cent of deaths in this occupation being from consumption.

In each of the two groups the highest consumption mortality was among persons from 25 to 34 years of age, the proportion of deaths from consumption among persons of these ages being 39.6 per cent in occupations exposed to municipal dust and 49.0 per cent in those exposed to general organic dust, as compared with 31.3 per cent for males of the same ages in the registration area.

In connection with the insurance mortality experience, occupational statistics are presented from the reports of the United States Census, official reports of Great Britain and Switzerland, and the occupation mortality statistics of Rhode Island. The statistics indicate that municipal and general organic dusts are less serious in their effects than metallic or mineral dust, but the consequences to health and life are sufficiently serious to demand most careful attention to the whole problem of dust prevention and removal at the point of origin.

USES OF SEAWEED.

From San Francisco there is annually exported to China nearly $100,000 worth of seaweed, while on the Atlantic Coast about $30,000 worth has been shipped from the Rimouski district of Canada to American cities. The following report from Consul Frank Deedmeyer at Charlottetown also indicates a development of the export trade in seaweed from Prince Edward Island:

Seaweed (Fucus visiculosus) has been shipped during the month of October of this year from Charlottetown to Boston. As the demand for this article is getting more active large quantities are being gathered by farmers and fishermen along the shores of Prince Edward Island, dried, and prepared for shipment to the United States. When dry the weed is pressed into a bale like hay and shipped in that shape. It brings $7 a ton f. o. b. Charlottetown, and the freight to Boston by water is $3 per ton and rail $7 per ton.

Owing to the formation of the coast seaweed is present in great quantities along the shores of Prince Edward Island. The high tide leaves a long stretch of territory between high and low water mark, where it grows. This is the first time that seaweed has entered into the export trade of this province. It has been used heretofore locally as bedding for cattle, its contents of soda resulting thus in a valuable manure. As a fodder it is eaten by oxen, sheep and deer in winter, and when boiled with a small quantity of meal added it makes a desirable food for hogs.

From seaweed, when reduced to ashes, are gained some of the most beneficent preparations in use to-day. Some of these are iodin, bromin, hydriodic acid, iodides of sodium, mercury, potassium, magnesium and calcium. From it are extracted coloring matters, volatile oil and its ingredients are used in photography. It is further employed as coverings for flasks in the packing of glass, china and other brittle wares, for packing furniture, stuffing pillows and mattresses and in upholstering. The claim is made that furniture stuffed with seaweed is kept free of moths and other insects, owing to its salty flavor.

This weed is one of the best non-conductors of heat and finds use in thermotics, especially in the insulation of refrigerators and in refrigerating plants. It is also used between walls and floors to prevent the transmission of sound.

A watch less than three inches in diameter has been made in England which shows what constellations are visible at any minute, the positions of the sun and moon, the seasons and time of sunrise, sunset and high tides, in addition to the time of day. It also strikes the hours and quarters.

News from Abroad.

The Portuguese Government has denied that a conspiracy against the life of King Manuel had been discovered.

Notice of the intention of the Japanese Government to open Port Arthur to the commerce of the world is indicated in Tokio dispatches.

The continuation of the increase in shocking crimes has spread alarm not only in Paris, but throughout France. A wave of tragedy seems to be sweeping over the country.

It is rumored at Tokio that Japan and Russia have reached a complete agreement on the subject of the neutralization of the Manchurian railways proposed by the United States.

Don Francisco y Madero, a millionaire citizen of the State of Coahuila, Mexico, is making campaign speeches against the re-election of President Diaz and Vice-President Corral at his own expense.

As a result of the Philippine friar land decision, rendered some time ago, the Hawaiian Sugar Planters' Association is considering the proposition of engaging in the sugar industry in the Philippines.

The United States Government on January 11 informed the German Foreign Office that it would regard the adoption by the Reichstag of the proposed potash law as a discrimination against American interests.

The Peruvian Congress has approved the treaty recently negotiated with Brazil defining the boundary line between these countries in the Amazon. Each country retains its actual possessions in the disputed territory.

The Earl of Crewe, Secretary of State for the Colonies, has notified the British Cotton Growing Association officially that the Government has decided to grant $50,000 annually for three years in aid of experimental work in the industry.

Negotiations extending over five months between China and Portugal on the question of the Macao boundary have failed, and the Chinese Government has sent a formal message to the Portuguese Government that under no circumstances will it consent to arbitrate.

The Belgian Government is considering the submission to Parliament of a project of tariff retaliation against France because of the proposed increase in the French rates on imports. The plan involves particularly higher duties on importations of wines and perfumery.

Emperor William opened the Prussian Diet on January 11. The proposed legislation outlined in the speech from the Throne includes a bill for the reform of the election law and another to counteract the tendency of the laboring classes to desert the farming districts.

A terrible traffic in white slaves is being fought by the Italian Government. Official inquiry has revealed the existence of a system under which young children are bought from poor people in the Italian country districts and drafted into Southern France to work in glass factories.

Twenty thousand miners went on strike on January 3 in the Northumberland (Eng.) coal districts as a consequence of the dispute over the Eight-Hour Act which became effective on the 1st. The men at the few colliers which are still active have given notice that they will quit.

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Richard Guenther, from Hamburg, Germany, is inquired for by the German Consul at San Francisco, Cal.

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Andersen, A. B.
Akesson, C. A.
Andersen, Lars
Andersen, Carl P.
Aposholokos, P. G.
Apps, P.
Atkinsen, S.
Baek, M.
Berentsen, Rolf.
Berentsen, Alex.
Blomquist, B. W.
Bohman, Eric
Boad, ———
Brown, Jim
Brakke, Hans
Buck, F.
Buth, Sigfried
Carmell, Geo. B.
Carlson, Thure
Christiansen, Andrew
Chapman, F. G.
Christoffersen, Emil
Christie, W.
Chotard, Emil
Conee, A.
Draw, J.
Eichel, Chas.
Elliot, W. V.
Elsted, John
Eliasen, C.
Elboldt, Alfred
Elwood, Alfred
Engstrom, Chas.
Ernst, Geo.
Ericksson, A. R.
Fasig, Don
Fredriksen, B. D.
Glasheen, John
Gonyette, Joseph
Grohn, John
Grise, J. H.
Gustafson, K. O.
Hansen, K. Johan
Hansen, Harold O.
Hansen, T. S.
Harris, E.
Hansen, John
Hansen, Ernest
Helbwood, ———
Hedlund, Arvid
Hermansen, L.
Herbert, Chas.
Holden, W.
Ingalls, Lewis
Jacklin, C.
Jacobson, T.
Jacobson, Carl
Jersch, W.
J. W.
Johanson, C. J. -1566
Johanson, K. -1592
Johanson, Chas.
Johanson, Hans
Johnson, Alf. -1700
Johnson, Eric
Jorgensen, Julius A.
Kalning, Jacob
Kahlhetser, F.
Kaald, Johan
Kisher, K.
Klingenberg, J.
Knutson, E. A.
Kohler, Albert
Krentz, Karl
Kristofferson, Alfred
Kristiansen, Louis
Kristiansen, Nils
Kristofferson, Emil
Kuhl, Hans
Larsen, Chr.
Larsen, Hans
Latz, K.
Lauritsen, Hans
Lind, H. E.
Lof, Oscar
Malmberg, A. C.
Mayers, P. M.
Masterson, D.
Mattson, E. -1856
Mathison, Nils
McDonald, James
McFadden, W.
McGuire, O. S.
Mitchell, S.
Mietman, John
Mikkelson, Kr.
Morrison, J.
Molver, Olof
Monsson, S.
Mortimer, Ernest
Ness, Carl
Nelson, Peter
Nicholsen, O. T.
Optiger, Geo.
Olsen, E. K.
Olason, Axel
Olsen, B. -597
Olsen, Hans P.
Olsen, Anton
Olsen, Ragwold
Overland, T. -912
Pedersen, Olaf
Pedersen, Chr.
Pel, J. Van
Penny, W.
Petterson, Meyer
Peterson, Peter
Petersen, E. P. -668
Penningrud, L.
Price, Bruce
Rasmussen, And.
Rasmussen, Harold
Rasmussen, Ackton
Ruman, Karl
Riehbrack, Paul
Rides, Arthur
Robertson, D. A.
Rugland, Ole
Sandstrom, Th.
Saaleness, T. J.
Sandstrom, O. S.
Scherlan, R.
Seidel, G.
Skarin, R.
Sorensen, Hans
Sally, Ed.
Steen, Ivar -1999
Sundley, E.
Swanson, Emil
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Thomas, W.
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INFORMATION WANTED.

Nicholas R. West, supposed to be sailing on the Pacific Coast, is inquired for by his mother. Any one knowing his present whereabouts please notify the Russian Consulate at San Francisco.

David Stove, age about 28, who is supposed to have shipped on some vessel from Puget Sound in January, 1901, is inquired for. Any one knowing his present whereabouts please notify Coast Seamen's Journal.

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INFORMATION WANTED.

Wilhelm Drews, born at Breitenfelde, Germany, who was first mate on the American schooner "Philippine" in 1906 at Aberdeen, is inquired

John Ernest Meyna (Meiner), supposed to be sailing on the Pacific Coast, last heard of 9 years ago, is inquired for by relatives. Address, Coast Seamen's Journal.

Henry Laurent, who has been sailing between San Francisco and Honolulu, is inquired for by his mother. Anyone knowing his present whereabouts will please communicate with the Coast Seamen's Journal.

William McLean, a native of Arbroath, Scotland, supposed to be sailing on the Pacific Coast, and a member of the Sailors' Union of the Pacific, is inquired for by his brother, Murdo, ship Loudenhill, Tacoma, Wash.

Ellis Owen Pritchard, last heard from on the Pacific Coast four years ago, is inquired for by his sister. Anyone knowing his whereabouts please communicate with the Coast Seamen's Journal.

John M. Murphy, dark hair, blue eyes, height 5 feet 8, smooth face. Last heard of at Oakland. Any information, communicate Seamen's Institute, 242 Steuart street, San Francisco.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

Morrow, Samuel A. J., who used to be on the Lake boats between Buffalo, Ashtabula, Erie, Cleveland, Chicago, Milwaukee, etc., and who was born at or near Markdale, or Martinsdale Canada, will hear of something to his interest, financially, by communicating with H. S. Griffin, P. O. Box 332, Chicago, Ills.

Alfred Douglas Brakel, a native of Russia, also known as Fred Hansen, left the Russian cruiser Lena; last heard of about three years ago, is inquired for by his mother. Address, "Coast Seamen's Journal."

Oswald Schnaubelt, a native of Schneidemuehl, Germany, born 1883, last heard of 1903, is inquired for by his mother. Address Mrs. M. Schnaubelt, Neu Beelitz, near Bromberg, Germany.

World's Workers.

Some of the lately arrived male immigrants in New South Wales are doing domestic servants' work in Sydney.

A defensive alliance is being arranged between the coal miners of New South Wales and the Waterside Workers of Sydney.

Tasmania's first Labor Government had scarcely been sworn in when it was defeated by a sixteen to ten want-of-confidence motion.

A fine of £10 has been imposed on the holders of the Venture gold mining lease, Mount Wright, Australia, for non-fulfillment of the prescribed labor conditions.

Seven New South Wales colliery companies were recently fined a total sum of £105, with £118 costs, by Judge Heydon for violating a wages board award.

Forty members of the New Zealand Parliament have sent a cable to Mr. Lloyd-George, wishing him godspeed in his efforts on behalf of the people of Great Britain.

Under the provisions of a Transvaal law for the prevention of labor disputes, at least one month's notice must be given before an employer may make, or any of his employes may demand, any alteration in wages or hours of labor.

At a recent meeting of about fifty men and women journalists in Adelaide, Australia, it was decided to form a Journalists' Institute of South Australia. All the leading journalists of the State are members, and the roll at present numbers 23.

In 1902 only 32.07 per cent of the production of sugar in Queensland and New South Wales was the result of white labor. In the present year it is expected that over 90 per cent of the production will be by whites. In 1902, 62.7 per cent of producers were earning the Federal bounty. Last year over 90 per cent qualified.

New South Wales coal miners never cease spreading the gospel of close unity. The other day the miners of the Stanford Merthyr colliery refused to continue work because five non-unionists were employed in the mine. A meeting of the men was held, and a deputation waited on the manager, with the result that the non-unionists were immediately converted to the faith.

At a recent meeting of the Canterbury (New Zealand) Trades Council the following resolutions were carried: "That the Government be urged to abolish all private labor bureaus, and extend the functions of the State in that direction." "That when the Conference report is circulated, a deputation be appointed to wait on the unions urging them to support the formation of a federation of labor, an independent labor party, and a labor newspaper."

The members of the Printing Trade Wages Board for Southern Queensland waited on the Minister for Public Works recently and asked that first-class railway passes instead of second-class be granted to members of the Board, also that a greater amount of expenses should be allowed. It was pointed out to the Minister, as regards the expenses, that 5s. per half-day and 10s. per day was not sufficient for employers, also that the Mayor of Toowoomba, as one of the Board, refused to travel second-class, and was therefore not present.

News from Abroad.

The Portuguese Government has denied that a conspiracy against the life of King Manuel had been discovered.

Notice of the intention of the Japanese Government to open Port Arthur to the commerce of the world is indicated in Tokio dispatches.

The continuation of the increase in shocking crimes has spread alarm not only in Paris, but throughout France. A wave of tragedy seems to be sweeping over the country.

It is rumored at Tokio that Japan and Russia have reached a complete agreement on the subject of the neutralization of the Manchurian railways proposed by the United States.

Don Francisco y Madero, a millionaire citizen of the State of Coahuila, Mexico, is making campaign speeches against the re-election of President Diaz and Vice-President Corral at his own expense.

As a result of the Philippine friar land decision, rendered some time ago, the Hawaiian Sugar Planters' Association is considering the proposition of engaging in the sugar industry in the Philippines.

The United States Government on January 11 informed the German Foreign Office that it would regard the adoption by the Reichstag of the proposed potash law as a discrimination against American interests.

The Peruvian Congress has approved the treaty recently negotiated with Brazil defining the boundary line between these countries in the Amazon. Each country retains its actual possessions in the disputed territory.

The Earl of Crewe, Secretary of State for the Colonies, has notified the British Cotton Growing Association officially that the Government has decided to grant $50,000 annually for three years in aid of experimental work in the industry.

Negotiations extending over five months between China and Portugal on the question of the Macao boundary have failed, and the Chinese Government has sent a formal message to the Portuguese Government that under no circumstances will it consent to arbitrate.

The Belgian Government is considering the submission to Parliament of a project of tariff retaliation against France because of the proposed increase in the French rates on imports. The plan involves particularly higher duties on importations of wines and perfumery.

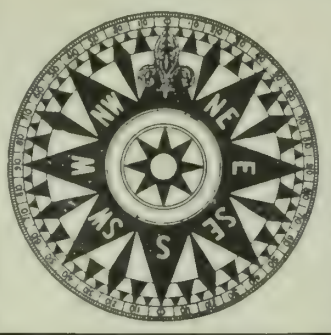
Emperor William opened the Prussian Diet on January 11. The proposed legislation outlined in the speech from the Throne includes a bill for the reform of the election law and another to counteract the tendency of the laboring classes to desert the farming districts.

A terrible traffic in white slaves is being fought by the Italian Government. Official inquiry has revealed the existence of a system under which young children are bought from poor people in the Italian country districts and drafted into Southern France to work in glass factories.

Twenty thousand miners went on strike on January 3 in the Northumberland (Eng.) coal districts as a consequence of the dispute over the Eight-Hour Act which became effective on the 1st. The men at the few colliers which are still active have given notice that they will quit.

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INFORMATION WANTED.

Richard Guenther, from Hamburg, Germany, is inquired for by the German Consul at San Francisco, Cal.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, A. B.
Akesson, C. A.
Andersen, Lars
Andersen, Carl P.
Aposholokos, P. G.
Apps, P.
Atkinsen, S.
Baek, M.
Berentsen, Rolf.
Berentsen, Alex.
Blomquist, B. W.
Bohman, Eric
Boad, ———
Brown, Jim
Brakke, Hans
Buck, F.
Buth, Sigfried
Carmell, Geo. B.
Carlson, Thure
Christiansen, Andrew
Chapman, F. G.
Christoffersen, Emil
Christie, W.
Chotard, Emil
Conee, A.
Draw, J.
Eichel, Chas.
Elliot, W. V.
Elsted, John
Eliasen, C.
Elboidt, Alfred
Elwood, Alfred
Engstrom, Chas.
Ernst, Geo.
Erickssen, A. R.
Fasig, Don
Fredriksen, B. D.
Glasheen, John
Gonyette, Joseph
Grohn, John
Grise, J. H.
Gustafson, K. O.
Hansen, K. Johan
Hansen, Harold O.
Hansen, T. S.
Harris, E.
Hansen, John
Hansen, Ernest
Helbwood, ———
Hedlund, Arvid
Hermansen, L.
Herbert, Chas.
Holden, W.
Ingalls, Lewis
Jacklin, C.
Jacobson, T.
Jacobson, Carl
Jersch, W.
J. W.
Johanson, C. J. -1566
Johanson, K. -1592
Johanson, Chas.
Johanson, Hans
Johnson, Alf. -1700
Johnson, Eric
Jorgensen, Julius A.
Kalning, Jacob
Kahlhetser, F.
Kaaid, Johan
Kisher, K.
Klingenberg, J.
Knutson, E. A.
Kohler, Albert
Krentz, Karl
Kristofferson, Alfred
Kristiansen, Louis
Kristiansen, Nils
Kristofferson, Emil
Kuhl, Hans
Larsen, Chr.
Larsen, Hans
Latz, K.
Lauritsen, Hans
Lind, H. E.
Lof, Oscar
Malmberg, A. C.
Mayers, P. M.
Masterson, D.
Mattson, E. -1856
Mathison, Nils
McDonald, James
McFadden, W.
McGuire, O. S.
Mitchell, S.
Mietman, John
Mikkelson, Kr.
Morrison, J.
Molver, Olof
Monsson, S.
Mortimer, Ernest
Ness, Carl
Nelson, Peter
Nicholsen, O. T.
Optiger, Geo.
Olsen, E. K.
Olason, Axel
Olsen, B. -597
Olsen, Hans P.
Olsen, Anton
Olsen, Ragwold
Overland, T. -912
Pederssen, Olaf
Pedersen, Chr.
Pel, J. Van
Penny, W.
Petterson, Meyer
Peterson, Peter
Petersen, E. P. -661
Penningrud, L.
Price, Bruce
Rasmussen, And.
Rasmussen, Harold
Rasmussen, Ackton
Ruman, Karl
Riehbrack, Paul
Rides, Arthur
Robertson, D. A.
Rugland, Ole
Sandstrom, Th.
Saaleness, T. J.
Sandstrom, O. S.
Scherlan, R.
Seidel, G.
Skarin, R.
Sorensen, Hans
Sally, Ed.
Steen, Ivar -1999
Sundley, E.
Swanson, Emil
Swanson, B.
Thomas, W.
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When making purchases from our advertisers, always mention the Coast Seamen's Journal.

INFORMATION WANTED.

Wilhelm Drews, born at Breitenfelde, Germany, who was first mate on the American schooner "Philippine" in 1906 at Aberdeen, is inquired

John Ernest Meyna (Meiner), supposed to be sailing on the Pacific Coast, last heard of 9 years ago, is inquired for by relatives. Address, Coast Seamen's Journal.

Henry Laurent, who has been sailing between San Francisco and Honolulu, is inquired for by his mother. Anyone knowing his present whereabouts will please communicate with the Coast Seamen's Journal.

William McLean, a native of Arbroath, Scotland, supposed to be sailing on the Pacific Coast, and a member of the Sailors' Union of the Pacific, is inquired for by his brother, Murdo, ship Loudenhill, Tacoma, Wash.

Ellis Owen Pritchard, last heard from on the Pacific Coast four years ago, is inquired for by his sister. Anyone knowing his whereabouts please communicate with the Coast Seamen's Journal.

John M. Murphy, dark hair, blue eyes, height 5 feet 8, smooth face. Last heard of at Oakland. Any information, communicate Seamen's Institute, 242 Steuart street, San Francisco.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

Morrow, Samuel A. J., who used to be on the Lake boats between Buffalo, Ashtabula, Erie, Cleveland, Chicago, Milwaukee, etc., and who was born at or near Markdale, or Martinsdale Canada, will hear of something to his interest, financially, by communicating with H. S. Griffin, P. O. Box 332, Chicago, Ills.

Alfred Douglas Brakel, a native of Russia, also known as Fred Hansen, left the Russian cruiser Lena; last heard of about three years ago, is inquired for by his mother. Address, "Coast Seamen's Journal."

Oswald Schnaubelt, a native of Schneidemuehl, Germany, born 1883, last heard of 1903, is inquired for by his mother. Address Mrs. M. Schnaubelt, Neu Beelitz, near Bromberg, Germany.

World's Workers.

Some of the lately arrived male immigrants in New South Wales are doing domestic servants' work in Sydney.

A defensive alliance is being arranged between the coal miners of New South Wales and the Waterside Workers of Sydney.

Tasmania's first Labor Government had scarcely been sworn in when it was defeated by a sixteen to ten want-of-confidence motion.

A fine of £10 has been imposed on the holders of the Venture gold mining lease, Mount Wright, Australia, for non-fulfillment of the prescribed labor conditions.

Seven New South Wales colliery companies were recently fined a total sum of £105, with £118 costs, by Judge Heydon for violating a wages board award.

Forty members of the New Zealand Parliament have sent a cable to Mr. Lloyd-George, wishing him godspeed in his efforts on behalf of the people of Great Britain.

Under the provisions of a Transvaal law for the prevention of labor disputes, at least one month's notice must be given before an employer may make, or any of his employes may demand, any alteration in wages or hours of labor.

At a recent meeting of about fifty men and women journalists in Adelaide, Australia, it was decided to form a Journalists' Institute of South Australia. All the leading journalists of the State are members, and the roll at present numbers 23.

In 1902 only 32.07 per cent of the production of sugar in Queensland and New South Wales was the result of white labor. In the present year it is expected that over 90 per cent of the production will be by whites. In 1902, 62.7 per cent of producers were earning the Federal bounty. Last year over 90 per cent qualified.

New South Wales coal miners never cease spreading the gospel of close unity. The other day the miners of the Stanford Merthyr colliery refused to continue work because five non-unionists were employed in the mine. A meeting of the men was held, and a deputation waited on the manager, with the result that the non-unionists were immediately converted to the faith.

At a recent meeting of the Canterbury (New Zealand) Trades Council the following resolutions were carried: "That the Government be urged to abolish all private labor bureaus, and extend the functions of the State in that direction." "That when the Conference report is circulated, a deputation be appointed to wait on the unions urging them to support the formation of a federation of labor, an independent labor party, and a labor newspaper."

The members of the Printing Trade Wages Board for Southern Queensland waited on the Minister for Public Works recently and asked that first-class railway passes instead of second-class be granted to members of the Board, also that a greater amount of expenses should be allowed. It was pointed out to the Minister, as regards the expenses, that 5s. per half-day and 10s. per day was not sufficient for employers, also that the Mayor of Toowoomba, as one of the Board, refused to travel second-class, and was therefore not present.

Domestic and Naval.

The schooner Henry W. Cramp, from Boston, put in at San Juan recently with loss of foresail, mizzen sail and spanker.

The Norwegian bark Alfheim, before reported ashore on Ship Island, was floated on January 6 by the tug Gulfport. The vessel was towed to Gulfport for repairs.

The schooner Jacksonville, from Jacksonville for Philadelphia, laden with lumber, put in at Cape Lookout, N. C., on January 6 with loss of sails and otherwise damaged.

New motor-boats being supplied to the Federal coast guard crews to enable them to reach distressed vessels where the use of rowing craft is impracticable are unsinkable.

The steamship Cabot reached Whitehead, N. S., recently, with twelve of the missing fishermen of the schooners Lea Flea and Lottie. The latter foundered in the storm on January 4.

The hull of the British schooner Mizpah, which went ashore on Peaked Hill, near Massachusetts Bay, recently, floated at high tide the same day she was wrecked and drifted past Race Point, bottom up.

The late Sir Alfred Lewis Jones, head of the shipowning firm of Elder, Dempster & Co., left the bulk of his fortune of nearly $2,500,000 in trust for charitable objects and for original research into the cause of disease on the west coast of Africa.

An aggregate of $6,344,500 for repairs to naval vessels is provided in estimates the Secretary of the Navy has submitted to the House of Representatives. Recent legislation requires recommendations for authorization where repairs are to exceed $200,000.

The schooner Samuel Hart, from Port Reading for Thomaston, arrived at Boston recently in a badly damaged condition. Besides other damages, her foregaff was broken, foresail was split and a part of her rigging was carried away. Her entire crew were frostbitten.

The schooner Nettie Champion, from Norfolk for New York, was passed on December 27 in latitude 36.45 north, longitude 74.15 west. She was abandoned, decks awash, main and mizzen masts gone, jibboom carried away and generally battered and dismantled. She had a deckload of lumber, which was still intact.

There was much relief in shipping circles at Boston when word was received of the sighting of the new six-masted schooner Wyoming, which left Bath, Me., on December 21, for Newport News, a run usually requiring five days. The Wyoming was reported by wireless off Winter Quarter Shoal Lightship by the steamship City of Memphis, after having been driven many miles off shore by the heavy weather at Christmas time.

Captain Angus McLeod, well known as master of the five-masted schooner Governor Brooks, has been appointed to take command of the new six-masted schooner Wyoming, which is nearing completion in the shipyards in Bath, Me. Despite statements that the Wyoming which will be placed in the New England coal trade, will be the largest fore and aft rigged craft afloat, her tonnage is less than that of the William B. Douglass, the only steel six-master afloat.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aaslin, Oscar
Abrahamsen, Aslak
Abrahamson, Johan
Adamsen, Oscar
Aga, Johan K.
Akesson, C. A.
Andersen, Adler
Andersen, Johan O.
Andersen, Christian
Andersen, -1549
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Bjork, Algot J.
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Fagerberg, Albin
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Fenstad, Torger
Fidott—Monday
Fogland, Arthur
Gabrielson, C. W.
Gasman, Geo. A.
Georgensen, Arthur
Gordell, Chr.
Gors, F.
Gram, Eric
Grant, Stephen
Gronman, H. R.
Habedank, Frank
Hallsten, Milton
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Halvorsen, Anton
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Jacobsen, Jacob
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Janson, Edward
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Jensen, Peter A.
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Santos, Joe
Sauer, Emil
Saul, Th. A.
Sausin, R.
Schlachte, Alf.
Schevig, A. B.
Schellenberg, H.
Schmidt, Fritz
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Scholl, Karl
Schorer, L. F.
Schultz, Albert
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Schwencke, Karl
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Selin, W.
Senger, Geo.
Siem, Cornelius
Simanofsky, P. von
Simpson, L. C.
Simonsen, Sigv.
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Tergesen, Tom
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Till, Chas.
Tilden, Walter
Uetland, John
Valentinsen, G.
Vega, F. A.
Vejvoda, Franz
Verdick, C.
Vetland, John
Viereck, Henry
Vik, Jakob
Wacogne, Victor
Wahl, John
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Wahl, Robert P.
Walberg, Rudolf
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Wallrath, K.
Ward, Harry
Welle, Hans
Ziffer, Chas.
Zimmerlink, Fritz
Mengert, Fred
Mersman, A.
Miller, Jas.
Moller, L.
Morken, Kristian
Muir, F. W. D.
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Mullen, J.
Munze, Dick
Murray, E.
Nielsen, Daniel
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Niemi, Fr.
Nilsen, Theo.
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Noel, Rene
Norris, N. A.
Nylund, Karl
Olsen, -995
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Olsson, Johan
Olsson, John W.
Onderson, Ed.
Ora, Johan
Osol, Theo.
Osolin, O.
Overland, Theo.
Peterson, Lars
Peterson, Bertel
Pettersen, Isak
Pettersen, O. T.
Petterson, Anton
Petrow, Ferd.
Phillips, August
Pitkanen, J. W.
Pohlman, Hans
Pommer, Alex.
Pratt, Mr.
Purnhagen, L.
Quistgaard, Carl
Roalsen, Fred
Robinet, G.
Rogenes, A.
Rost, Karl
Rosenvald, Isak
Ruckle, Erwin
Rundavist, O.
Rydholm, C. H.
Simonsen, Barney
Simpson, Joe
Sjoros, John
Skold, C. A.
Soderlund, Anton
Sorensen, -1664
Sothin, S.
Stein, Hilmar
Stephens, W. J.
Stolt, A. J.
Strandquist, Louis
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Suhr, Carl
Sutlerez, Arthur
Svanson, Fred. M.
Svendsen, A. F. S.
Svendsen, Ole
Svendsen, Thorwald
Svensen, Anker
Svendsen, -1050
Swanson, Hugo
Swansson, Emil
Swensson, Martin
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Tiller, E.
Tillman, Chas.
Tollefsen, Hans
Torjussen, -41
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Tornquist, M.
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Turner, Ted
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Ursin, Casper
Villman, Gust.
Virtanen, Carl
Visser, L.
Vold, S.
Von der Made, L. W.
Vongehr, Ewald
Werner, Paul
Westhofer, H.
Wiberg, Eric A.
Wideberg, Oscar
Wihtol, Ernst
Wiklund, Carl
Wilman, Gust
Wirken, F.
Wisto, Julius
Wulff, Martin
Zum, Felde Robt.

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Andersson, Vicktor
Andreasen, Hans
Christensen, M. H.
Christiansen, W.
Dahl, Olaf.
De Beare, Harry
Grunberg, Tom
Gunnarsen, John
Jansen, Edward (3)
Johannessen, -1863
Josephson, E. W.
Lackey, C. H.
Lane, Leland
Larsen, K. Louis
Lewis, H.
Michelsen, Otto
Morken, Kristian
Muller, Werner
Oiestedt, S. A.
Osol, Theo. K.
Petersen, Bertel
Petersen, C. G.
Polson, Carl
Rasmussen, Hans P.
Reese, W.
Reuter, Ernest
Rundavist, O.
Wahlberg, R.
Werner, Paul

INFORMATION WANTED.

Carl Wilhelm Swensson, a native of Kalmar, Sweden, born September 15, 1881, supposed to be sailing on the Pacific Coast, is inquired for by his sisters and parents. Address, Klaes Swensson, Sodra Lauggatan No. 26, Kalmar, Sweden.

Donald Corsie, sailor, aged about 55, left the Great Lakes in 1885 for the West Coast and probably Australia, is inquired for by his brother. Address Coast Seamen's Journal.

Portland, Or., Letter List.

Adams, Steve
Anderson, Ole
Christensen, Emil
Carlsson, A. M.
Cooley, Howard
Ellingsen, Edward
Engberg, Oscar
Farm, J. B.
Geiger, Jos.
Grimes, Donald
Gardner, J. B.
Hansson, Chas. S.
Hogen, Lars
Ilwes, J.
Johanson, J.
Johanson, Axel
Jones, Eddie
Johanson, Hjalmar
Karlsson, A. M.
Larson, L.
Lang, Chas.
Lagerman, John
Leonard
Lamberg, Albert
McMahon, Jack
Mastak, Mihkel
Newman, Joseph
Nilsen, B. P.
Nelson, Haakon
Norman, S. L.
Olson, John
Olsson, John H.
Olson, Olaf
Peterson, Paul
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Petersen, F. G.
Ryden, Oskar A.
Eweedris, Albert
Silvan, Emil
Sorensen, A. -2118
Sandberg, Alfrid
Wychel, H.

Tacoma, Wash., Letter List.

Bornlorst, Henry
Buhmeister, John
Carson, James
Elnep, R. H.
Fenstad, Torger
Harris, J.
Johansson, Karl
Johnson, Ed.
Karlsen, K. G. -270
Klintberg, Chas.
Krastin, John
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Mandnick, Max
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Pt. Townsend Letter List.

Anderson, Sven
Bianea, F.
Boyle, John
Chapman, F. S.
Duval, Benot
Gram, Erik
Holtberg, John C.
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Karlsen, K. G. -270
Knuelsen, T.
McCallum, Charles
Peterson, Paul
Rosenfeldt, J.
Selberg, G. -2336
Walzer, Ernest

ALASKA FISHERMEN'S LETTER LIST.

San Francisco, Cal.

Letters at the Alaska Fishermen's office will be advertised for six months only and will be returned to the Post Office at the expiration of seven months from date of delivery.

Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

Arntson, Albert
Albertsen, Paul H.
Balzani, Pietro
Bakke, Ed.
Benson, John
Christiansen, Alfred
Di Mauro, Guiseppi
Evald, Fritz
Green, John
Heckkenlen, Peter
Hagen, G. L.
Johnson, Harry
Johnson, Nels
Johnson, George P.
Lagerwall, Gust.
McCarron, E. S.
Monroe, Wm.
Olsen, Oscar
Peterson, Gust.
Romero, R.
Rouzll, H. S.
Swanson, Chas.
Sorensen, Thomas
Sivertsen, A.
Thompson, A.
Tonnessen, Jorgen

Eureka, Cal., Letter List.

Anderson, H. A.
Anderson, John
Anderson, S.
Anderson, Olof
Armmi, Walter
Beary, Charles
Blunt, H.
Bostrom, C.
Brander, Frank
Christensen, Ole M.
Clemensen, Carl M.
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Penny, Matthew
Salminen, K. W.
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Aberdeen, Wash., Letter List.

Ahrens, W.
Anderson, E.
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Arnold, E. B.
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Benson, Jon.
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Quistgard, C.
Swales, A. E.
Swansen, Carl
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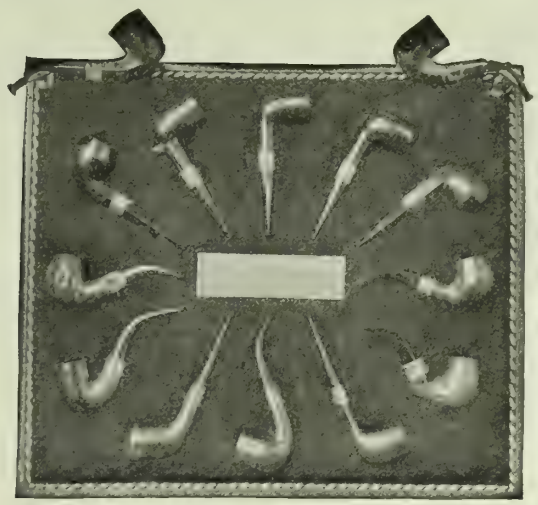
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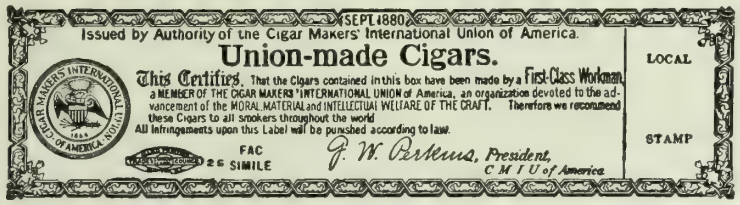
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INFORMATION WANTED.

Andreas L. Jansson is requested to call upon, or communicate with, Attorney F. R. Wall with reference to his suit for damage.

Robert Fordyce Bowers, age 33 years, height over 5 feet, stout build; correspondence awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

Olaf Johanneson, a native of Seidesfjord, Iceland, last heard of on the Pacific Coast, is inquired for by his brother. Address S. J. Westdal, 51 South street, New York City.

Edward Monsen, a native of Skudesnes, Norway, about 38 years of age, last seen in New York in 1907, supposed to be on the Pacific Coast, is inquired for by his brother-in-law, K. Moklef, 150 Noe street, San Francisco, Cal.

The following members have salvage due from the Globe Navigation Co., account of S. S. Eureka, when they picked up a Russian vessel in 1907: H. Anderson, H. Ellman, M. Gunderson, Carl Swanson, N. Nilsen and Manuel Par. Apply to P. B. Gill, Agent, Sailors' Union of the Pacific, Seattle, Wash.

INFORMATION WANTED.

The salvage claim originating through the SS. Curacao and SS. Australian has been adjusted. All money due the crew who were aboard the vessel at the time the Australian was assisted will be found in the manager's office, 112 Market street. Parties applying for such money will first apply to the head of their respective department for identification. The names of the men are as follows: F. Mason, A. Mondini, R. Nelson, J. Jonasen, J. Lorenz, C. Swenson, H. Nelson, F. Rebases, C. Chidley.

Labor News.

Coal miners of the United States are preparing to re-open the question of wages and a demand for increased pay is expected.

The Brooklyn Rapid Transit Company on January 8 announced a voluntary increase in the pay of the 8000 trainmen employed on its lines.

Ex-Governor Carter of Hawaii, who formerly favored Japanese immigration to the Islands, has now declared against that species of labor.

The Executive Council of the American Federation of Labor has issued an appeal for 10 cents from each member of the affiliated unions in aid of the iron, steel and tin workers.

The Enterprise coal mine, at Pardoe, Pa., has been closed indefinitely. Officials assert that it is cheaper to buy coal to fill present contracts than to operate the mine at the rate of wages demanded by the men.

The H. C. Frick Coke Company on January 16 restored the wages that were cut as a result of the business depression of 1907. This step is in line with the promise to restore the cut when business would warrant.

Amicable settlement of the wage differences between the Eastern railroads and their employes is presaged in the announcement that the railroad officials have agreed to meet representatives of their trainmen for a discussion of the demands.

An agreement between the railroads operating out of Chicago and their switchmen is not yet in sight. Conferences between the parties representative of the interests involved and the mediators under the Erdman Act have been in progress for some time.

A strike vote has been taken by the railway machinists of the Northwest and 97 per cent of the members have voted in favor of obeying instructions from the railway department of the American Federation of Labor should that department decide to extend the Switchmen's strike.

A report that Miss Anne Morgan, daughter of J. Pierpont Morgan, was contemplating heading a movement for the formation of a $1,000,000 corporation to manufacture shirtwaists and employ only union labor was circulated among the striking shirtwaistmakers at New York on January 11.

Thirty-two boys were recently sent home from the Cranberry breakers of A. Pardee & Co. at Hazleton, Pa., because they did not have certificates that are required under the new Child Labor law. Because of the enforcement of the new law many poverty-stricken families are said to be in bad straits.

After a conference on January 13, a committee representing the telegraphers of the Baltimore and Ohio Southwestern Railroad and General Superintendent Brimson, representing the road, announced that they could reach no decision regarding the demand of the men for a new wage schedule, and negotiations have ceased.

With the declaration that they intend to establish permanently in the Black Hills (S. D.) non-union labor conditions, thirteen large mining properties in that locality have issued a notice to their employes that they would be given an opportunity to sign up under the new conditions before any outsiders are imported. All the mines at once closed down. Over 800 men are affected, exclusively of the Homestake mine now closed.

With the Wits.

English As She Is Spoken.—"It's unpossible."

"You mean impossible, don't you?"

"I mean that it can't be did."—Judge's Library.

Unfortunate.—"Yes, Mr. Miggs, I've been collecting stamps since I was a girl."

"My word! Your collection ought to be valuable."—Tatler.

What Decided Her.—Arthur—They say, dear, that people who live together get to look alike.

Kate—Then you must consider my refusal as final.—Christian Register.

No Chance.—"Can't you people make up your differences?"

"Well, Judge, my wife believes in Cook and I believe in Peary."

"The divorce is granted."—Kansas City Journal.

Not a Flyer.—The Fare—But, my good man, it's barely a minute as the crow flies.

Cabby—That ain't nothin' ter go by. This 'ere's a cab, not a bloomin' airyplane.—Sketch.

Only Way.—Knicker—Can a couple live on bread and cheese and kisses?

Bocker—They can, provided the kisses are home made and the bread isn't.—New York Sun.

Bloodthirsty.—"Eat 'em up! Eat 'em alive!" yelled the football coach.

"Raw! Raw! Raw!" shouted the student body.

"Gracious!" exclaimed the nervous old lady witnessing her first game. "Are they cannibals?"—Philadelphia Record.

The Point of View.—Hoax—Don't you think it's outrageous the prices these milliners charge for hats?

Joax—Oh, I don't know.

Hoax—You don't know, eh? It's very evident you are not a married man.

Joax—Wrong. I married a milliner.—Philadelphia Record.

Joint Accounts

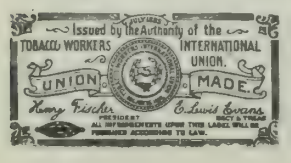
This bank will open accounts in the name of two individuals, for instance, man and wife, either of whom may deposit money for or draw against the account.

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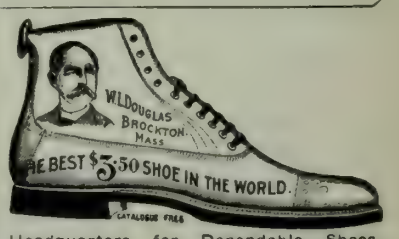
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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXIII, No. 19. SAN FRANCISCO, WEDNESDAY, JANUARY 26, 1910. Whole No. 2053.

SHIPS AND SEAMEN.

PUBLIC discussion of the shipping legislation now pending in Congress deals mainly with the proposals to increase the number of American ships. The equally, if not more important question of increasing the number and character of American seamen receives comparatively little attention. This condition is due not so much to lack of interest on the part of the public, but rather to the fact that the shipping bills in Congress have been backed chiefly by special interests such as shipowners and shipbuilders, who are naturally disposed to deprecate the extension of the proposed benefits to other classes. This short-sighted and selfish policy is largely responsible for the failure that has so far attended the attempts to enact legislation of benefit to the American merchant marine. Any shipping bill, to be successful in practice, must take cognizance of the interests not only of the shipowners and shipbuilders, but also of the seamen, the latter being the vital element that gives character to the ships as a factor of national strength both in the mercantile and naval services.

This feature of the subject has been persistently urged upon the attention of Congress and the public by the seamen themselves. For ten years past a bill has been before Congress, the object of which is to relieve the seamen in the American merchant marine of those burdens and discriminations which repel the American, man and boy, from the sea service, thus making it impossible to secure a body of seamen fitted by character and experience to render good service either as merchant seamen or as a reserve force for the Navy. The Seamen's bill was introduced in the present Congress by Representative Spight, and is known as "H. R. 11,193." In support of this measure the International Seamen's Union of America has issued a pamphlet setting forth the historical and economic aspects of the subject, from which the following "introductory" and summary of the Spight bill is reproduced:

The following pages contain a summary of the conditions of the American merchant seamen, as affecting not only their own lives but also their efficiency as a factor in the maritime strength of the nation.

The matter is presented in connection with the bill now before Congress, having for its purpose an improvement of the maritime law so as to relieve the seafaring calling of those burdens which deter American men and boys from engaging in the sea service.

The bill in question is known as "H. R. 11193, a Bill to amend the laws relative to American seamen, to prevent undermanning and unskilled manning of American vessels, and to encourage the training of boys in the American merchant marine." The features of the bill are, briefly stated, as follows:

1. Establishing "watch and watch" at sea, and prohibiting unnecessary work on Sundays and holidays in port, thus insuring the amount of rest necessary to the highest state of efficiency.

2. Providing that seamen kept waiting for their wages at the completion of a voyage beyond the period now specified by law, i. e., two days in the coastwise, and four days in the foreign-going trade, shall receive two days' extra pay for each day's delay, instead of one day's extra pay as now provided, thus affording the seaman additional protection against the necessity of going into debt while waiting to receive his wages.

3. Abolishing the existing law providing that the seaman may sign away his right to receive one-half of the wages due at every port of lading or discharge during a voyage, thus reducing the tendency to desertion.

4. Providing that vessels may be inspected in foreign ports upon demand of a majority of the crew, instead of requiring that such demand shall be joined in by one of the ship's officers.

5. Enlarging forecastles of all vessels so as to provide that after June 30, 1910, each seaman shall have not less than 100 cubic feet and not less than sixteen square feet of space, thus bringing all vessels up to the standard already set for vessels built subsequent to June 30, 1898.

6. Abolishing imprisonment for desertion in foreign ports, thus extending to the seamen in the foreign-going trade the right to quit their vessels in any safe port, a right already extended to the seamen in the domestic or coastwise trade.

7. Abolition in all trades of allotment to "original creditor" (i. e., boarding-master or crimp), thus protecting the seamen against robbery by the crimps. Such allotment is now prohibited in the domestic or coastwise trade.

8. Providing that in cases of cruelty to seamen or illegal punishment by a ship's officer, and the escape of such officer through failure on the part of the master to surrender such officer to the proper authorities, the vessel as well as the master shall be liable in damages to the seaman illegally punished.

9. Improving the food scale so as to increase the allowance of water from four quarts to five quarts per day, and the allowance of butter from one ounce to two ounces per day.

10. Providing a manning scale for vessels so as to insure that they shall carry the number of seamen of proper age, ability and experience necessary for their safe navigation. The principal features of this provision are that an able-seaman must be nineteen or more years of age and must have had at least three years' experience on deck at sea or on the Great Lakes; an ordinary-seaman must be eighteen or more years of age and must have had at least two years' experience on deck at sea or on the Great Lakes. Every seaman must have a sufficient knowledge of the English language to understand any order given in English. It is further provided that all vessels shall carry in their crews a certain number of boys in proportion to their tonnage.

Nothing in the bill is intended to, nor will affect the absolute authority of the ship's officers to command and control the conduct of the crews at sea, nor to handicap or discriminate against American vessels in competition with the ships of other nations. On the contrary, these provisions, in many instances, are no more, and in some instances are less than the requirements of other nations. The entire measure is designed with the purpose of so improving the American maritime law as to afford those guarantees of fair treatment which are absolutely necessary to induce American men and boys to go to sea, and to enable them to continue in the sea service when once they have entered it.

Respectfully,

INTERNATIONAL SEAMEN'S UNION OF AMERICA,

Per ANDREW FURUSETH,
WM. H. FRAZIER,
WALTER MACARTHUR,
Legislative Committee.

Headquarters, 1½ Lewis St., Boston, Mass.

In any effective plan for the improvement of the merchant marine two distinct or co-relative elements must be recognized, the materiel and the personnel. The plan must provide a means of securing ships, and also a means of securing men to handle them.

Recognition of this duality in the nature of the problem is the more important in the case of a plan based upon the payment of public moneys. In such case the public must be assured by the terms of the proposed measure that the service thereby established will be effective not only for commercial purposes, important as that feature is, but also, and indeed primarily, for the larger purpose of public defense. "Millions for defense, but not one cent for tribute" expresses the attitude of the public toward any proposal that promises nothing more than the establishment of shipping for commercial purposes only.

It is to be noted that the various bills recently introduced in Congress for the purpose of aiding the merchant marine have contained, in the title at least, a nominal recognition of the principle here stated. These bills have been designed, among other purposes, "to promote the national defense." In the earlier of these measures much emphasis was laid upon the factor of personnel, and their sponsors openly declared for a merchant marine "owned by American citizens and manned by American seamen." In keeping with this conception of the subject, these bills usually contained certain provisions concerning the crews of ships deriving aid under the proposed legislation.

Unfortunately these provisions proved to be mere "make-weights"—that is, they offered the form rather than the substance of an effective manning provision. Every attempt to improve upon these provisions, so as to afford assurance that the ships aided by public moneys would be manned by American seamen in at least reasonable proportion, has been opposed and defeated. The subsequent defeat of the bills themselves has resulted partly from the failure to give practical expression to the truth that the ship and the men composing her crew are co-ordinate elements of a single entity.

In order that the merchant marine may become an "auxiliary of the national defense," in fact as well as in name, the legislation designed to that end must require that ships operated thereunder shall carry in their deck crews a certain proportion—say three-fourths—of men able to speak English and having at least three years' experience on deck in sea-going vessels. Thus assurance would be given that the vessels in question shall be manned by men qualified by knowledge and experience to take their place in the line of whatever duty the vessels themselves may be

(Continued on Page 7.)

STRIKE IN SWEDEN.

Due to the deplorable lack of an international labor press bureau there has been practically no news about the Swedish labor situation since it lost some of its most sensational features.

In a way, it may be said that the struggle has been won. The issue about which this magnificent battle of Labor is being fought is, as is now well known, the life or death of organized labor in Sweden; in fact, in all northern Europe. So far the struggle has been a signal victory for Labor. On the one side the employers' association has become so weakened that its officers are in some cases repudiating the obligations entered into with the members and have sent out circulars to the membership asking for leniency in fulfilling these obligations. On the other hand the Swedish national organization has come out of the battle with 40,000 new members. True, they nominally lost about 30,000 in the battle, but these men have for a large part surrendered their membership upon the advice of the national organization, and against their own will. It was a tactical move on the part of the national organization to ease its burdens and to insure victory along the main lines of battle. Still, even so, there is an increase of 10,000 men.

It is nothing but natural that in a contest of this magnitude Labor should have to sacrifice some of its troops on certain weak points. Taking it as a whole the Swedish workers have won a glorious victory.

Still the struggle is by no means over. According to the latest news received by mail from Stockholm there are still 2,000 men in the fight of the original 350,000. But besides there are now between 13,000 and 14,000 men who are "discharged," which is only another word for "blacklisted." These men have actually no chance of ever securing employment in Sweden or any other country where their language is spoken, as the employers are quite solidly organized throughout Scandinavia. With or against will they have practically no choice but to emigrate. At present they are with their families, being supported by the national organization, but realizing what a burden they are on their brothers and realizing the bleak prospects before them, they are now scattering all over the world, facing an unknown destiny.

The president of the Swedish national organization of workers writes that support is still urgently needed and that any and all help would be exceedingly welcome.

Those that hoped that this gigantic struggle would crush the spirit of the Swedish workers and be "the beginning of the end" of Labor's efforts in Northern Europe are sorely disappointed.

The national organization met in convention the 22d of November. The convention lasted nine days, was visited by 580 delegates, and a large number of representatives of Labor from foreign countries, who paid a glowing tribute of admiration to their Swedish brothers. The spirit prevailing in the convention, in the midst of the great battle, was one of exemplary self-control and moderation, and the convention stands as one of the most creditable pages in Labor's history.

Among the innumerable important subjects up for discussion there are two that are especially worthy of international attention, namely, the question of a complete reorganization, and the question of the relations between the economic organization and the Social-Democratic party of Sweden.

The debate on the question of reorganization lasted for two days and 180 delegates spoke on the question, showing the seriousness of the matter.

As a result of this discussion a committee was elected to draft a plan of reorganization to be submitted to all subordinate organizations six months before the convention of 1911, and, significantly enough, upon the motion of the president, Herman Lindquist, the committee was instructed by the convention to bring in a report based upon a gradual transformation from craft unions to Industrial Unionism.

In regard to the question of the relations between the economic organization and the Social-Democratic party of Sweden there was a clause in the preamble prescribing that the economic organization exert its efforts to have the unions join the local organizations of the Social-Democratic party of Sweden. On motion of the iron and metal workers, supported by other organizations, these words were stricken from the preamble a vote of 232 to 224.

This action of the convention is very interesting in view of the fact that the Social-Democratic party in the next election is very likely to become the dominant political party, due to the "universal suffrage" that has recently been forced on the Swedish workers.

At the same time the convention, to avoid misinterpretation, adopted a resolution by a considerable majority, "that by this decision it was not intended to break up the unity and solidarity of labor's forces, but that the convention considers the Social-Democratic party as the natural expression of the political ambitions of the Swedish workers."

Put together, these measures mean that the anti-parliamentary tendencies in the Swedish labor movement were strong enough to force a complete cutting loose from the political party which previously had been one of its constituent parts, in order to avoid a rupture in the ranks of the economic movement.

Large bodies of the Swedish workers place a good deal of faith in the brilliant political prospects lying at their feet, and in view of this fact the solution must be considered a happy one.

Another of the interesting features of the convention was the motion to instruct the executive board to make a full report of the methods and efforts of the syndicalist movement. The motion was lost, but the large minority vouches for that hereafter French methods of fighting the capitalist class will play quite an important part in the struggles of the Swedish workers.

They are evidently preparing for the next grand fight. JOHN LUNDGREN.

The tin mines of Bolivia produced 65,863,891 pounds of the metal last year, of which nearly one-half came from the great Potosi mines.

A new rose, brought from Japan, seems to have the nature of the chameleon. White in the shade, it turns red when exposed to sunlight

GIANT WORLD MAP.

The return the other day of Bailey Willis, who together with Mr. Kubel represented the United States at the recent International Geographical Congress held in London, calls attention to an undertaking of unique interest and importance—that of making the first great international map of the world.

It was at the International Congress in Berne in 1891 that Dr. Penck, a German geographer, suggested the idea of such a map and succeeded in having a committee appointed to promote the undertaking. That committee reported to succeeding congresses of the same body held in London in 1895, in Berlin in 1899, in Washington in 1904 and in Geneva in 1908. At the latter meeting the committee submitted a plan for making the map, and its suggestion, with a few modifications, was adopted at the recent congress in London.

As determined by the London conference the proposed international map of the world will be 150 feet by 100 feet in size and will be drawn on a scale of about sixteen statute miles to the inch. As to the projection adopted for the construction of this greatest of all maps, it was important to select one permitting every sheet to be fitted exactly with each of the other four sheets adjoining its four sides, and this condition is best met by what is known as the polyconic projection—a method, by the way, devised by a former Superintendent of the United States Coast and Geodetic Survey, Hassler.

On the forthcoming great map the seas and lakes will be in a blue tint, growing darker according to depth. All other waters will also be blue in tint, special symbols indicating, for instance, rivers perennial and non-perennial and unsurveyed, their navigability and obstructions to navigation also being shown. Contour lines will be drawn in brown, with spaces between tinted green for lower altitudes and different shades of brown for heights, increasing in darkness up to a certain altitude. Heights over 7000 meters will be left white. Roads of all kinds, main and secondary, and railroads, built, in construction or projected, will also be clearly indicated, together with telegraph lines, postoffices, boundaries and towns.

There are many other details that are of interest at present only to those charged with the work of preparing the map. An international agreement has already been arrived at by which the heavens will be mapped on a uniform system, and considerable progress in this work has already been made. That eventually the complementary task of mapping the earth scientifically, and thus give a definiteness impossible with our present maps to our geographical knowledge, will be accomplished by the joint work of the scientific cartographers of the world is now assured.—New York World.

A new Chicago office building, designed with a view to admitting as much light as possible, is built in the form of a letter E, with 800 windows on its five floors.

The Geological Survey has estimated that the coal-bearing formations of Oregon are limited to an area of about 230 square miles.

ERICKSON'S DISCOVERY.

That Leif Erickson and his Norsemen discovered the American mainland and effected a lodgment on our northeast coast in the tenth century is a fact which geographers have long accepted, but to which they have not accorded any great value, because, it seemed, nothing much worth the while came of it. The very news of it appears not to have got abroad in Europe and no movement in commerce or colonization flowed out of it. This point of view, however, may be modified by the authentication of a runic stone found near Kensington, in central Minnesota, some years ago, but only lately deciphered. Something of great value, it is conjectured, did issue from the Norse discovery of this continent—of value, first of all, to the Indian himself.

The story of this Minnesota stone is printed in the last Harper's Weekly. It is thirty inches long, sixteen inches wide and weighs 230 pounds. Dug up by workmen, its strange characters attracted the attention of scientists, to whom it occurred that they might be of the Leif-Erickson period. When it was learned that they were not, the potential value of the find was discounted, and for several years the stone did humble duty as a doorstep. The writer of the article mentioned, H. R. Haland, personally examined the stone, discovered the date of 1362, found that the runic characters were correct illustrations of Norse writing of that period, and ascertained that the inscription told of an Indian attack upon eight Swedes and twenty-one Norsemen, who, starting at Nova Scotia, had penetrated thus far into our West, ten of the party meeting death in the affray.

Now, the interesting point in this matter is the confirmatory color given to a theory, first advanced, we believe, by Charles Godfrey Leland, as to the origin of the "Hiawatha" stories, which, it will be recollected, were in circulation among the Ojibways of the Great Lakes and in the territory of which Minnesota is a part. Hiawatha and the Finnish epic of Kalevala have more in common than some similarity in name. The meter in which both have become known by translation to the English-speaking world is identical—though this is due to the initiative of Longfellow, who avowedly borrowed his eight-syllabled trochees from the Finnish national poem. Of more importance is the fact that the spirit of the two legends is simlar, and that the stories are very much the same—the descent of a heaven-born son to earth to teach an ignorant people the arts of living.

It was Leland's suggestion that the resemblance was more than accidental, more than the result of Longfellow's "poetic li- is similar, and that the stories are very much cense"; that Hiawatha was not an indigeneous legend, and that it is simply the Finnish epic carried among the Indians by the Swedish contingent among the Norsemen, who, then as now, were neighbors of the Finns and knew their stock of folk tales. This theory involved a Norse penetration of the American continent of which no proofs had been found when Leland wrote. The authentication of the Minnesota stone is such a proof, and its date, three centuries after Leif's day, argues a longer period of casual intercourse between Norsemen and red men than anybody had conjectured.

Demand the union label on all purchases.

DEATHS FROM TUBERCULOSIS.

The great fight against tuberculosis is being won, according to Chief Statistician Cressey L. Wilbur of the division of statistics, United States Census Bureau. In a bulletin issued recently, based upon the annual returns of deaths from the death registration area of the United States, he says:

"It is probable that the great attention that has been given to this disease through the international congress on tuberculosis held at Washington in 1908, and the organization of many State and local societies, has already begun to have its effect upon the mortality from that disease, and a continued decline in the death rate from it from year to year may be expected.

"A disease of increasing importance, according to the returns, is pellagra, from which twenty-three deaths were returned in 1908; but as most of the deaths from this occur in the South, from which no records are received, this figure does not represent the mortality from this cause.

"Among the rarer diseases smallpox caused ninety-two deaths, plague five, yellow fever two, leprosy eleven and rabies or hydrophobia eighty-two."

The total number of deaths from all forms of tuberculosis returned in 1908 was 72,189, exceeding those of any previous year of registration, but the death rate per 100,000 for 1908 is considerably less than that for 1907. In all registration States the deaths from tuberculosis showed a decline except in Colorado, Rhode Island and Vermont.

Each of the following causes was responsible for at least 5000 deaths of male breadwinners during the year:

Typhoid fever, tuberculosis of lungs, cancer and apoplexy and paralysis, heart disease, pneumonia, Bright's disease, suicide, accident. The total number of deaths of occupied persons from those causes was, for males, 138,259, and for females, 17,434.

Of the deaths of occupied males, 29,443, or 15 per cent, were due to tuberculosis of the lungs and of the occupied females, 5511, or 21 per cent, were due to the same cause.

In the registration area during the year 1908, 30.9 deaths out of every 100 deaths of occupied males who died between the ages of 20 and 34 years, were caused by tuberculosis of the lungs, or nearly one death out of every three. During the same age period 41.9 per cent of the bookkeepers, clerks and copyists, 40.1 per cent of the barbers and hairdressers, 40.9 per cent of the servants, 44.1 per cent of the boot and shoe workers, 49.2 per cent of the compositors, printers and pressmen; 41.2 per cent of the tailors and 25.6 per cent of the farmers who died in the registration area during 1908 were victims of tuberculosis.

In a recent egg-laying contest conducted by a South Australian agricultural college, six Leghorn hens established a world's record by laying 1447 eggs in a year.

A patent has been granted on a dinner table ornament, which combines electric lights supplied by a storage battery contained in its base and a vase for flowers.

An English clergyman, Rev. Patrick Bell, is said to have invented the first reaping machine in 1827, seven years before McCormick took out his American patent.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Unions, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 85 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques y puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

Home News.

A statue of General Lew Wallace, soldier, author and diplomat, was placed in Statuary Hall at the National Capitol on January 11.

Charges against a Japanese emigration company of assisting Japanese emigrants in Mexico to cross the border into the United States are made by the Chuo Shimbun of Tokio.

President Taft is still looking forward to a trip to Alaska late in the coming spring. He plans to go to the Far Northwestern Territory immediately after the adjournment of Congress.

Representative Hamilton of Michigan, chairman of the House Committee on Territories, has reported to the House of Representatives a bill granting Statehood to the Territories of Arizona and New Mexico.

Secretary of State Knox has addressed a circular note to the Powers, proposing that the jurisdiction of the international prize court, authorized in 1907 by The Hague Peace Conference, be extended so as to make it a court of arbitral justice.

A pension of $5000 a year is due Mrs. Grover Cleveland, according to precedent, and Senator Root has presented to the Senate a bill making the grant. The amount is the same as was allowed to the widowed wives of former Presidents.

President Taft is heartily in favor of the plan to raise the cruiser Maine from the bottom of Havana harbor, and has informed Representative Loud of Michigan that he desires to see the latter's bill appropriating money for the purpose enacted into law.

Superintendent Dr. Fred P. Clark of the Stockton (Cal.) State Hospital was recently notified by the Japanese Consul of San Francisco that his Government has arranged to have the insane Japanese throughout the United States returned to their native land immediately.

Henry Muth, chief of county detectives, of Pittsburg, has made information charging County Delinquent Tax Collector Leslie, former Vice-President Griffin of the Columbia National Bank and President Jennings of the same bank with conspiracy by bribery to cause the selection of the Columbia National Bank as a city depositary.

At a special election in San Francisco on January 14 a proposition to issue bonds for the construction of a water system in the Sierras was carried by a vote of 32,876 to 1,607. A proposition to purchase the property of the existing water company was defeated by a vote of 22,059 to 11,724, or 1,234 less than the necessary two-thirds majority.

The House of Representatives on January 12 passed the Bennett-Sabath "white slave'" bill. The bill is the result of an investigation of traffic in alien women made by the National Immigration Commission. Provision is made for the deportation and exclusion of immoral aliens and for the exclusion and punishment of their procurers.

Increased cost of handling express packages, as a result of higher wages and enlargement of facilities, were pleaded by officials of the companies at the hearing before the Illinois Railroad and Warehouse Commission at Chicago as a justification for an advance of nearly 70 per cent in the rates out of that city.

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Union Goods for Union Men

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All goods sold at lowest San Francisco prices. We buy direct from Kentucky Distilleries and our California Wineries. Seafaring men invited to inspect our stock.

Beacon Street, near Fourth, SAN PEDRO, CAL.

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THE SAN FRANCISCO STORE
Now Located at San Pedro,
427 FRONT STREET.

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When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

CHAS. A. LUCAS

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Between Front and Beacon Sts.,
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DRUGGISTS,
Headquarters for Pure Drugs, Patent Medicines, Soaps and Toilet Articles.
FRONT ST., OPP. S. P. DEPOT,
SAN PEDRO, CAL.

INFORMATION WANTED.

Louis Carlson, native of Finland, last heard of in Aberdeen, Wash., in 1908, is inquired for by his sister-in-law, Rika Nyman, 930 Harrison street, San Francisco.

Named shoes are frequently made in Non-Union factories.

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INFORMATION WANTED.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

CAN'T BUST 'EM

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San Pedro Letter List.

Andersen, G. G.	Lange, Friedrich
Abbors, Arne	Lehtonen, John
Andersen, A.	Lane, Emil
Anderssen, Frank	Lerch, Paul
Axelssen, C. B.	Lawsen, Jack
Angland, C. J.	Larsen, M.
Andree, E. A. -1410	Lueman, A.
Berdjeim, Alex.	Lundquist, F.
Berndt, Hugo	Le Joffie, Wm.
Brose, R.	Lassen, L.
Behrends, Gerh.	Mander, O. J.
Bade, Alexander	McKenzie, J. Th.
Barrach, Herman	Martin, Geo.
Brobach, Ch. E.	Mellin, Edwin
Belander, J. E.	Mygind, W. F.
Bjorseth, Knut	Melin, Einer
Berggren, John	Mahoney, F. E.
Bitila, -1338	Martin.
Bensen, Ray	Mickelsen, J.
Backman, Ernest	Mardisan, Andrew
Boisen, -1500	Mookala, John
Block, Magnus	McCarthy, J. J.
Berntsen, Julius	Mueller, Hugo
Bruhbard, Ewald	Nord, G. E.
Bloom, Charles	Nielen, Sievert
Celley, Edward	Nelsen, Eddie
Carlssen, A.	Norris, E.
Carlssen, C.	Nordstrom, Gust
Christiansen, E.	Nielsen, W. -1000
Carlson, C. G.	Nyberg, Erick
Campbell, Geo.	Nestor, Wilson
Carlsen, Marcus A.	Naumann, Alfred
Carlsen, Ch.	Nielsen, Jens A.
Christensen, Anton	Newman, Ino
Christiansen, Chr.	Osterholm, J. W.
Castro, Manuel	Olsen, Soren
Capello, Henrik	Olsen, Geo.
Christiansen, Hjal.	Olsen, Adolf
Christensen, Harold	Orten, Sigurd
Colombay, Louis	Ohm, Gunwall
Carlsson, N.	Olsen, Theodor
Cainan, George	Odman, Gus
Dorles, J. H.	Ott, John
Donaldsen, G. C.	Olssen, L.
Engbretsen, D. B.	Olsen, G. A.
Emanuelsen, Anton	Ohlsen, Ch.
Edlund, Agaton	Ohman, Pete W.
Erickson, Erick.	Pagel, Erwin
Ebepanen, W.	Petersen, Gert
Edolf, Charles	Pedersen, Julius
Englebright, H.	Pritschman, Geo.
Ekman, Gus.	Pettersen, Ed.
Ek, Thure	Pedersen, Alfred
Ellingsen, F.	Petersen, Ch. W.
Edland, Gus	Petersen, Sophus R.
Fleming, John J.	Pedersen, P. -1093
Fredricksen, H. G.	Petersen, H. -1067
Fasig, Don	Petersen, Th. -563
Glass, W.	Petersen, J. G.
Gray, Gustav	Petersen, Oscar
Guenther Chr.	Paulssen, Adolf
Geiger, J.	Raymond, J.
Gundersen, A.	Rasmussen, R. -1525
Gulbrandsen, A.	Robsham, J. W.
Glausen, Harry	Reuten, Axel.
Gorgesen, Emil	Rasmussen, Emil
Garner, Louie	Reed, L. C.
Haupt, Emil	Rudland, Jake
Hansberg, J. P.	Rueter, Herman
Haarkula, John	Remme, F.
Heckman, Fred	Rodriguez, M.
Hellesto, Emil	Reimon, L.
Hansen, Rasmus	Sander, A. J.
Haldersen, H.	Snarberg, Ch.
Harris, Tom	Sundstrom, F.
Hanson, Haakon	Semberg, J.
Henrikson, A. E.	Svenssen, N.
Hanson, Jacob	Staelsten, Karl
Hansen, Theodor	Smith, John
Hansen, Peter K.	Southerland, A.
Heggenmuller, H.	Silverberg, Harry
Hilke, Carl	Scott, E. G.
Harmening, Fr.	Schlobis, Ch.
Hage, Arne	Seidel, P. J.
Hansen, Peat	Smide, Albert
Hass, Jens	Swansen, Hugo
Jhensen, Charley	Swensen, J. E.
Johanssen, -1821	Strand, Emil
Johnsen, Gust	Steen, J. C.
Johnsen, Thomas	Shilman, H. H.
Ingbrethsen, Daniel	Samuelsen, W. L.
Jeffersen, V.	Swansen, Ch.
Jebsen, Ch.	Spearing, Gustav
Johansen, Johan -880	Schloesser, Ludwig
Jaejer, Adolf	Thompson, W. J.
Jensen, -1311	Thompson, T.
Jorgensen, Emil	Tammi, E. -801
Johanessen, Bob	Torres, V. L.
Kari, M.	Torgussen, G. T.
Kalberg, S.	Tuominen, Alfred
Kristiansen, Eigil	Touanne, Walter
Kuhme, Wilh.	Younggren, Edm.
Kammerman, W.	Vick, Jacob
Lister, Wm.	Widin, Andrew
Larssen, Chr.	Warren, Louis
Lund, Harry	Wahlstedt, R. -778
Lofman, K.	Wilemsen, Hans
Ludlow, J. J.	Werner, A.
Loeman, Ch.	Westgard, L.
Lewis, J.	Wahrenburg, Otto
Louis, Michel	Westad, Johan
Lundberg, F.	Wearner, Reuben

INFORMATION WANTED.

Anyone knowing the whereabouts of Henry D. Steele, or any news by which he might be located, kindly communicate with M. S. McLean, 1426½ South Los Angeles street, Los Angeles, California.

Pacific Coast Marine.

L. T. Ward was recorded at the San Francisco Custom-house on January 17 as master of the steamer J. C. Elliott, vice R. Litton.

The British ship Poltalloch of 2139 tons, has been purchased by Eschen & Minor of San Francisco for $17,500. The sale took place at Portland on January 12.

The following vessels were enrolled at the San Francisco Custom-house on January 21: Barkentine John C. Meyer, P. S. Murchinson, master; schooner Young America, Hans Hansen, master.

Frank Wilson was recorded at the San Francisco Custom-house on January 19 as master of the steamer Buckman, vice E. B. Wood. The ship Star of Greenland, P. H. Peterson, master, was registered.

The Chamber of Commerce of Marshfield, Or., will make a demand for an investigation into the charge of inefficiency of the Life-Saving service as manifested in the recent wreck of the steamer Czarina.

The following changes of masters were recorded at the San Francisco Custom-house on January 15: Steamer Mary C., W. J. Emrick, vice Walter Scott; steamer Sea Fox, R. W. R. J. Dabel, vice George Pavesich.

The following changes of masters were recorded at the San Francisco Custom-house on January 11: Steamer Hiawatha, Edward McCabe vice P. H. McCue; schooner Anastasia, Henry Lyman vice John Clang.

Four seamen of the French bark Marechal de Noailles, who mutined and attacked their officers at Tacoma on January 16, have been sentenced to thirty days in jail. They are to be released and taken aboard the vessel if she leaves port in the meantime.

The former owners of the steamer Victorian, sold by the United States Marshal at Seattle on January 12 for $11,300, have filed a protest against the confirmation of the sale of the vessel, alleging collusion among the bidders. The vessel is nineteen years old and cost $150,000.

The following changes of masters were recorded at the San Francisco Custom-house on January 18: Steamer Aetna, G. W. Beers, vice Charles Jarvis; schooner Alameda, J. C. Jochims, vice Andrew Anderson. The barkentine Amaranth, M. Rourke, master, was enrolled.

A dispatch from Guayaquil, Ecuador, dated January 14, says that the crew of the Kosmos liner Ramses, which sailed from San Francisco on December 2 for Hamburg, mutinied at Guayaquil. Order was re-established only after one seaman had been killed and two wounded.

The following changes of masters were recorded at the San Francisco Custom-house on January 13: Steamer Alvira, A. A. Paul, vice Charles N. King; steamer City of Puebla, George H. Zeh, vice Charles Gielow. The schooner Regina S., John Erickson, master, was enrolled.

Captain James B. Patterson, one of the best and most widely known mariners sailing on the Pacific Coast, died at San Francisco on January 10. He was a native of Scotland, 53 years of age. For some years he was port captain for the Pacific Coast Steamship Company at Seattle.

The United States Government has chartered four more foreign steamers to carry coal from the Atlantic Coast to the Pacific, two for San Francisco and two for Honolulu. The steamers chartered for San Francisco are Norwegians, and will probably later enter the fleet of W. R. Grace & Co.

C. W. Wiley of Seattle, Pacific Coast agent of the Boston Towboat Company, is in San Francisco negotiating for the sale of the steamer Hyades to the Matson Navigation Company. The Hyades was operated by the Matson line between Seattle and the Hawaiian Islands under charter last year.

The American ship William H. Smith, which for nearly a week had been at the mercy of the elements off the coast of Washington, passed Port Townsend on January 21 on her way to Seattle. The Smith was in tow of the tugs Cudahy and Daring, with the United States life saving steamer Snohomish acting as convoy.

The British steamer Princess Ena at San Pedro on January 21 reports having sighted on the 15th the derelict schooner Susie M. Plummer in latitude 48 degrees 22 minutes north, longitude 127 degrees 19 minutes west. The schooner's deck was two feet above water and she apparently is not hopelessly waterlogged.

The publicity of the contract, which the Government was forced to make with the Pacific Mail Company, has stirred Congress. The Interoceanic Canals Committee, of which Senator Flint is chairman, will hold an inquiry into the advisability of establishing a Government steamship line between San Francisco and Panama.

Local Inspectors Bolles and Bulger handed down a decision at San Francisco on January 18 exonerating the master, officers and crew of the steamer St. Croix from blame for the death of Chief Engineer Otis F. Doe, who was scalded to death by steam, when he was repairing the whistle the trip before the steamer was lost.

Three new high-power wireless stations will be erected in the South Sea Islands in the near future to facilitate the handling of messages from steamers in the Oriental and Australian trade. The United Wireless Company has announced its intention of constructing a station in the Hawaiian Islands and two in the Phosphate Islands.

Advices have been received by the San Francisco and Portland Steamship Company that the new steamship Bear, just completed for service between Portland and San Francisco, left Newport News for New York January 15. She will take on a full cargo of general merchandise at the latter port for San Francisco.

Rates for the transportation of lumber from Portland to San Francisco have been advanced from $3.75 to $4 a thousand feet, while $4.50 is the quotation for taking the product to San Pedro. The tariff has been steadily increasing during the past three months and before spring it is predicted the rate will be up to $5 a thousand to San Francisco.

The schooner San Buenaventura was abandoned at sea on January 14, after becoming waterlogged in the prevailing heavy weather. The crew, including the wife and child of Captain Rappmoudt, were taken off the vessel by the steamer Fairhaven and landed at San Francisco on January 16. The San Buenaventura was bound from Eureka to Altata, Mex., with lumber.

Equipped with a complete outfit of wrecking gear, the schooner Dora Bluhm, captain Johnson, sailed from San Francisco on January 15, her destination being the wreck of the Pacific Mail liner Indiana, at Point Tosco, near Magdalena Bay. Although the Indiana has been exposed to all sorts of weather since last April, many of her parts are still of value and worth salving.

Local Inspectors Bolles and Bulger of San Francisco handed down a decision on January 18 revoking the license of Second-Mate Frank Christensen of the steam-schooner Del Norte for colliding with the Blunt's Reef lightship at 4:30 a. m. January 2. According to his own testimony, he was not on the bridge at the time of the collision, though he should have known that their course was directly for the lightship.

The Masters, Mates and Pilots' Association of Seattle has recommended improvements to aids to navigation to Cape Flattery as follows: A flash light on Bahada Island, as an ordinary white light is easily mistaken for the light of a ship at anchor; a lens light on Wyaddah Island, instead of the present post light, as the latter is not visible far enough to be of much use; a set of range lights on the south shore of Neah Bay as a guide to anchorage from seaward.

United States Commissioner Brown made his report to District Judge De Haven at San Francisco on January 17 of his findings in the admiralty suit of the Eureka Construction Company against the ship Fulward for the loss of cement damaged during the spring of 1906 by being left on an exposed wharf. While suit was brought for $3355, growing out of an alleged loss of 1100 barrels of cement out of a cargo of 3922 barrels, Commissioner Brown awarded $1685 damages.

The British steamer Moana, at Victoria, B. C., on January 14 from Australia, reports that no less than sixty-two steamers, including twenty-seven ocean-going liners of 69,092 tons, fourteen coasters of 5753 tons and twenty-one coast colliers of 13,886 tons, were tied up at Newcastle, N. S. W., on account of the miners' strike, and forty-seven steamers had paid off their crews. The New South Wales Government has cabled to Colombo and Kobe for 100,000 tons of coal, and private corporations are making big importations of Japanese coal.

The well-known six-masted barkentine, Everett G. Griggs, the only vessel of that rig in the world, has been purchased on Puget Sound by Captain Sterling and others for $27,500. The craft was formerly the British ship Lord Wolseley and later the German ship Columbia. She was sold at auction at Victoria in 1905 for $16,000 to a Seattle syndicate, which spent $71,000 rigging the vessel into a six-masted barkentine. The Griggs has a capacity for carrying 3,225,000 feet of lumber and carries a crew of only seventeen hands, her fore and aft sails being hoisted by steam.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

Affiliated with
AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer,
1½A Lewis St., Boston, Mass.

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SANDUSKY, O., 510 Meigs St.

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BUFFALO, N. Y., 71 Main St.

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DETROIT, Mich., 7 Woodbridge St.
MILWAUKEE, Wis., 157 Reed St.
ASHTABULA, Ohio, 85 Bridge St.
CONNEAUT, Ohio, 995 Day St.
TOLEDO, Ohio, Cherry and Summit Sts.
WEST SUPERIOR, Wis., 401 Tower Ave.
SOUTH CHICAGO, Ill., 83 Ninety-second St.
OGDENSBURG, N. Y., 8 Judson St.
BAY CITY, Mich., 208 Fraser St.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St. Tel. Seneca 823 R.

Branches:
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TOLEDO, Ohio, 1702 Summit St.
NORTH TONAWANDA, N. Y., 154 Main St.
OGDENSBURG, N. Y., 94 Hamilton St.
BAY CITY, Mich., 919 Water St.
ASHTABULA HARBOR, Ohio, 74 Bridge St.
CLEVELAND, Ohio, 929 Superior Ave.
CHICAGO, Ill., 242 South Water St.
MILWAUKEE, Wis., 317 Virginia St.

Sub-Agency:
CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

Coast Seamen's Journal

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PAUL SCHARRENBERG.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JANUARY 26, 1910.

NO MORE SEA SENTENCES.

Department of Commerce and Labor,
BUREAU OF NAVIGATION,
Washington, D. C., December 30, 1909.

Mr. W. H. Frazier,
Secretary-Treasurer International Seamen's Union of America, 1½ Lewis St., Boston, Mass.:

Sir—I have received your letter of the 23d inst., inclosing a copy of Resolution No. 14 adopted at the last convention of the International Seamen's Union of America, held in New York, and I inclose you a copy of instructions of even date sent to Shipping-Commissioners.

I have heard of cases such as those covered in the resolution at Hawaii, where I believe the Shipping-Commissioner stopped the practice. I am reluctant to believe that the police courts to any extent are using American merchant vessels as substitutes for American jails, but if such be the fact anywhere, I trust the instructions issued will lead to a discontinuance of the practice.

Respectfully,
E. T. CHAMBERLAIN,
Commissioner.

The instructions issued to Shipping-Commissioners by Commissioner of Navigation Chamberlain are as follows:

Department of Commerce and Labor,
BUREAU OF NAVIGATION,
Washington, D. C., December 30, 1909.

United States Shipping-Commissioner:

Sir—I transmit herewith a copy of resolutions passed at the convention of the International Seamen's Union at New York, December 1, 1909.

Should any case within the scope of these resolutions come to your notice you may file a respectful protest with the magistrate and DECLINE TO SHIP MEN CONVICTED IN A CRIMINAL COURT FOR WHOM AN ENGAGEMENT ON AN AMERICAN VESSEL MAY BE SOUGHT AS AN ALTERNATIVE FOR THE PENALTY PRESCRIBED BY LAW.

Respectfully,
E. T. CHAMBERLAIN,
Commissioner.

These instructions, when carried out by the shipping authorities of the respective seaports, will put an end to the practice of many courts in sending criminals to sea instead of to jail. The result will be a good thing for the seafaring class by relieving it of the stigma implied by the practice in question. As to the effect upon the objects of this mistaken form of mercy, they, too, will benefit by the change. Courts may sentence them to a term of service in some other industry, assuming that said industry will stand for it. If the worst comes to the worst, and the convicted criminal finds that he must go to jail, he may console himself with the reflection that he will have "all night in" and no danger of being drowned. Verily it hath been said "there is no evil without its compensation"!

Readers of the JOURNAL are familiar with the condition dealt with in the instructions of Commissioner of Navigation Chamberlain. The matter was brought to the attention of the authorities in the form of a resolution adopted by the recent convention of the International Seamen's Union of America. The resolution is as follows:

Whereas, It is a frequent practice in the lower courts of seaport cities to dispose of persons convicted of crime by ordering them to "go to sea" instead of imposing sentence of imprisonment or other penalty provided by law; therefore be it

Resolved, By the International Seamen's Union of America, in convention assembled at New York, December 1, 1909, that we protest against such disposition of convicted criminals as contrary to law, as a mistaken form of mercy, and as an injury to the good name of the seafaring craft, tending to bring that craft into disrepute among the people, to lower the self-esteem of the seaemn themselves and to depreciate the moral and material standards of the craft; further

Resolved, That the seafaring calling being an honorable one, in which the highest qualities of manhood should be enlisted, it is the duty of public officials to discourage and so far as possible prevent any practice or tendency the result of which must be to place the merchant marine of the country in the light of a refuge for the criminal elements, and ultimately to make that service dependent upon these elements for the labor needed to conduct it; further

Resolved, That a copy of these resolutions be forwarded to the Commissioner of Navigation, with the urgent request that an instruction be issued to all shipping commissioners to prohibit the engagement in any merchant vessel of the United States of any person convicted or otherwise disposed of in the criminal courts, whenever it shall be shown that such engagement is sought as an alternative of the penalty prescribed by law in the given case.

The Commissioner of Navigation is to be commended for his prompt action, and it is to be hoped that the Shipping-Commissioners throughout the country will be equally prompt in carrying out the instructions issued from Washington, D. C. A fair assurance in this respect is afforded by the action of Shipping-Commissioner Almy, of Honolulu, T. H. That official upon a recent occasion put his foot down firmly upon the practice of sending criminals to sea, accompanying his action by a very forcible statement of the grounds upon which he stood. The end of this practice will reflect credit upon the authorities and do much to re-establish the seafaring class in its rightful position before the world, as an honorable calling followed by honorable men. In these days of agitation over the question of "rehabilitating the American merchant marine" nothing could be better calculated to produce material results than this step toward assuring those who are disposed to follow the sea for a livelihood that in doing so they do not sacrifice either their own respect or that of their fellows on land.

The best test of unionism is regard for the welfare of "the other fellow." Demonstrate your loyalty to the principle of unionism by helping the members of other unions through a demand for the union label!

Demand the union label of the Garment Workers when purchasing overalls, shirts, suits, etc.

THE SEAMEN'S BILL.

The article "Ships and Seamen," published on page 1 of this issue, sets forth in brief form the position assumed by the seamen of the United States in the matter of the shipping bills now pending in Congress. Summed up, the position is that no shipping legislation will accomplish the object sought unless it shall contain at least a measure of reform in the conditions of the seaman's life. It is some satisfaction to note that this position is confirmed by certain advocates of the proposed legislation. A writer in "Our Flag," the publication of the "Merchant Marine League of California," commenting upon a statement submitted to that publication by the editor of the JOURNAL, says:

Mr. Macarthur and those whom he represents are undoubtedly right in their opinion that the interests of the American sailor must be considered just as carefully as those which surround the American shipowner. This is a position which practically all here who are working for the passage of any and every sort of legislation which will aid American shipping will readily concede.

One great thing this country requires in connection with the regeneration of its merchant marine is that those who represent the cause of the sailor shall help in the struggle by inserting provisions for the protection of the seaman in every piece of legislation which it is attempted to pass through Congress.

The example of the Commonwealth of Australia shows that it can be done. Whenever a bill providing for subventions or compensation for ocean mail service has come up for consideration in the Australian legislature those representing the interests of the seamen have caused protective provisions to be inserted. This action has invariably resulted in legislation satisfactory to the sailor. One evidence of its effectiveness can be seen in the provisions which forbid the employment of colored labor even on British vessels carrying mails to Australia.

American genius for self-government can surely guarantee for the American seaman at least as much as has been accomplished by Australian shipping legislation.

The suggestion that the seamen "shall help in the struggle by inserting provisions for the protection of the seaman in every piece of legislation which it is attempted to pass through Congress," is a good one. In fact, this is precisely what the seamen are now doing and have done for many years past. These efforts have failed in many instances, chiefly through the opposition of those who claimed to be most solicitous for the welfare of the merchant marine, and with failure in this respect has vanished the only chance of success for legislation in favor of the American ship. The seamen are interested, both upon personal and public grounds, in every measure intended to advance the interests of the merchant marine. At the same time, they are bound to oppose any shipping bill which fails to extend relief to the seafaring class, not upon selfish grounds, but upon the indisputable proposition that such relief is a necessity in the circumstances and that failure in this respect is indicative of bad faith or ignorance on the part of those who are responsible for the proposed legislation. To legislate for the ship and ignore the seaman is to recognize the substance and ignore the soul of the whole question.

The Sailors' Union of the Pacific will celebrate its 25th anniversary on March 6. The quarter-century mark in the life of the Union will be honored by appropriate ceremonies in San Francisco and along the Coast.

The position of President Taft on the subject of injunctions in labor disputes simply amounts to a proposal to confirm and legalize the abuse of the equity power. It is a clear case of "insult added to injury."

FURUSETH ON "WELFARE PLAN."

Through the operation of the "Welfare Plan," which the Lake Carriers' Association is seeking to impose upon seafaring men of the Lakes, it is sought to gain absolute control over seamen of all grades, not only while they are at work and in the immediate employ of the Lake Carriers, but also while they are idle or at play.

The shipowners of the Lakes have organized a union into which they propose to compel all seamen in their employ to enter. They propose to issue certificates of membership and to compel all of their employes to accept those certificates by refusing employment to any one who shall refuse to "stand in." This certificate of membership is accompanied by a record discharge book, in which the master of the vessel is to write his opinion of the employe. If he can conscientiously write "good" or "fair," he is to return the book to the seaman, fireman, or junior engineer, as the case may be. If he can not conscientiously give a character of "good" or "fair" the book is to be retained by him and forwarded to the Lake Carriers' office. This Employers' Union binds itself to pay in case of death from accident incident to employment—that is to say, on board or in line of duty to any ship included in its membership—a given sum as a death benefit. It further proposes to pay a shipwreck benefit. All such benefits, of course, being contingent upon the seaman being in good standing in the Shipowners' Union at the time of his death or wreck of the vessel on which he is serving.

On joining this union the applicant must tell all about himself; where he was born, where he went to school; where his people are living; what he has been doing. Then his personal description is taken, birthmarks or other peculiarities not to be forgotten, so that as complete a system of identification as may be determined upon, either now or in the future, may be obtained. When the seaman is out of work, either temporarily in the summer, or for longer periods in the winter, the Lake Carriers will furnish assembly rooms in the principal ports, with attendants chosen by themselves, and those who frequent those assembly rooms are to have the preference of employment, if their record is otherwise good and satisfactory. Thus the seaman is to be under their espionage while out of work or at play, and under constant supervision while in employment, whether at work or at rest.

One of the most brilliant of English writers characterized a vessel as "a prison, with the additional chances of being drowned." Here is a "Welfare Plan" that does not give to the ship all the characteristics of a prison, but which carries this system to the seaman's shore life. On joining this union the seaman must pledge himself to go in any vessel where he is sent, to work with any men chosen by the shipowners as his shipmates, and to work under any officer which the Lake Carriers' shipping agent may choose to select for him. How much more could the Lake Carriers claim from the seaman if they had bought him on the auction block? Here is a system of supervision, espionage, control, obedience and humility unparalleled outside of a well regulated prison.

The Lake Carriers claim that this system is necessary in order to maintain discipline.

Discipline is obedience to the rules of the service. It consists of,

First: A sound mind in a healthy body.

Second: Sufficient training and experience to be able to promptly obey orders of superiors, in the work to be done.

It is for this purpose that the Army puts the green hand through the recruit drill and carries him onward until he is a thoroughly trained unit in the army corps; trained to do that which is needed under all conditions; trained to prompt obedience to orders. This of necessity carries with it a knowledge of the language of the different officers in charge. It is to obtain this same condition of body and mind that the enlisted man in the Navy is put through the drill at the Naval Training Station, and later on in all kinds of work that he may have to perform in peace or war, in danger or in play, on the man-of-war. When he has learned to so control his muscles that he can obey orders given, and to so control his mind that he is willing to obey, then he is considered a disciplined man and a body of men being of this development is called a disciplined force.

That the Lake Carriers' Association did not have such intention in the past was proven in the 58th and 59th Congresses. Then they so skilfully and persistently opposed the standard of individual efficiency in men to be employed by them on their vessels, that they did not only set at naught the recommendation of the Slocum Commission, but the recommendations of President Roosevelt himself. That the kind of discipline that includes skill and experience was not wanted then, that it is not wanted now, except upon terms absolutely agreeable to the Lake Carriers' Association, is proven by the fact that in 1908 and 1909 they locked out all their skilled seamen and imported to the Lakes, especially during 1909, men from everywhere, men who had never served on the seas, lakes or rivers before, men who were unable to understand the orders given, and who therefore lacked all the essential elements of discipline. Some of them might have had the willingness to obey orders, nearly all of them lacked the ability and training.

No wonder, therefore, that the last season was unparalleled in disasters to machinery, boilers, vessels and locks at the canals.

It is not disciplined men that they want, it is chattels. The law-making power of the United States changed the status of the Lake seaman from serfdom to comparative freedom. The Lake Carriers' Association is endeavoring to restore the serfdom. The seamen are struggling against the shipowners' purpose, and, having the persistency and the intelligence, the seamen are bound to win.

ANDREW FURUSETH,
President International Seamen's Union of America.

SHIPS AND SEAMEN.

(Continued from Page 1.)

called upon to perform. In the absence of such requirement, the crews of the vessels deriving aid under the proposed legislation would be composed of men employed without reference to their qualifications as seamen, or to any other consideration higher than that of "economy in cost of operation."

It may be that even the inclusion of a provision for efficient manning would not suffice to overcome the objection, so widely prevalent, to any form of public aid to the merchant marine, but the existence of such provision would obviate objection upon the ground of inconsistency in failing to recognize the manning question in a measure designed to improve the efficiency of the merchant marine as a factor of national defense.

The seamen of the United States, speaking through their organizations, have opposed the so-called ship subsidy bills partly upon grounds of public policy and partly upon the ground that such bills either ignored the manning question or dealt with that question in a manner which, while seeming to promise practical results, really evaded the issue and was, in some instances, positively prejudicial to the seamen's interests.

The general interests of shipping are inseparably associated with the interests of the seamen. Legislation in favor of shipping, to be of lasting benefit must embrace the element of personnel. While the laws affecting seamen have been materially improved in recent years, the progress in this respect has not kept pace with other conditions of the maritime industry, and least of all with the conditions of the workman's life on shore. As compared with his fellows on land, the seaman of to-day is relatively much worse off than at any time in the past. To this fact, probably more than to any other within the province of legislation, may be traced the admitted decline of the maritime spirit among the American people. Any plan designed to revive that spirit must be sufficiently broad in its scope to establish an intimate personal connection between the people and the ships which carry their flag.

To effect this result the American ship must be American in her vital part. The American flag must fly over American seamen. It is not to be expected that the people will warm up to any proposal which contemplates the appropriation of public moneys for the payment of crews who may or may not be competent seamen and who may or may not possess any share in the national interests and impulses. As well might it be expected to enlist the people's support in a plan to establish the Navy upon a like basis of disregard for the determining factor of maritime efficiency.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Jan. 20, 1910.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slack. The report of the Quarterly Finance Committee, finding books, cash on hand and in banks correct, was read and adopted.

EUGENE STEIDLE, Secretary
Phone Kearny 5955.

Seattle Agency, Jan. 12, 1910.
No meeting. Shipping slow.
LEONARD NORKGAUER, Agent.
Phone Sun Main 2233. P. O. Box 1334.

San Pedro Agency, Jan. 19, 1910.
No meeting. Shipping very poor; plenty of men ashore; prospects uncertain.
ED. BARRY, Agent.
P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Jan. 17, 1910.
Situation quiet.
ALEX. McKECHNIE, Acting Secretary.
674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Jan. 18, 1910.
Shipping dull; prospects uncertain.
WM. H. FRAZIER, Secretary.
1½A Lewis St.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Jan. 24, 1910.
Regular weekly meeting was called to order at 7:30 p. m., Chas. Taucer presiding. Secretary reported shipping dull. The Shipwreck Benefit was ordered paid to three members wrecked in the schooner San Buenaventura.

E. ELLISON, Secretary pro tem.
44-46 East St., Pacific Phone Kearny 2228. Home Phone J 2228.

Vancouver, B. C., Jan. 17, 1910.
No meeting; no quorum. Shipping dull.
JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, Jan. 17, 1910.
Shipping medium; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Jan. 17, 1910.
Shipping and prospects poor.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Jan. 17, 1910.
Shipping medium; prospects uncertain.
J. K. HARLOW, Agent pro tem.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Jan. 17, 1910.
Shipping good during week.
WM. GOHL, Agent.
P. O. Box 62. Tel. 225.

Portland, Or., Agency, Jan. 17, 1910.
Situation unchanged.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Jan. 16, 1910.
No meeting; no quorum. Shipping good; prospects uncertain.
JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Jan. 17, 1910.
Shipping medium; prospects uncertain.
HARRY OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, Jan. 11, 1910.
No meeting; no quorum. Shipping good; prospects poor.
CHAS. SORENSEN, Agent.
Cor. Queen and Nuuanu Sts. P. O. Box 314.

DIED.

Fred. Anton Amundsen, No. 1093, a native of Norway, aged 28, died at Elcentro, Cal., on Jan. 21, 1910.

William Bailey, No. 1623, a native of England, aged 26, died at Aberdeen, Wash., on January 16, 1910.

George Martin, No. 1450, a native of England, aged 27, died at Los Angeles, Cal., on January 5, 1910.

Carl Oscar Nilsson, No. 530, a native of Sweden, aged 37, died at San Francisco, Cal., on Jan. 11, 1910.

Erick Peterson, No. 1063, a native of Sweden, aged 31, died at Fort Stanton, N. M., on Jan. 19, 1910.

The following members were drowned in the wreck of the steamer Czarina, at the Coos Bay (Or.) bar, on January 13, 1910:

Anders Ahlstedt, No. 1294, a native of Sweden, aged 30.

Carl Bostrom, No. 643, a native of Sweden, aged 40.

Charles Curran, No. 633, a native of Ireland, aged 40.

Andreas Sven Ellefsen, No. 530, a native of Norway, aged 27.

Reinhold Hegener, No. 1804, a native of Germany, aged 32.

James Hughes, No. 564, a native of Ireland, aged 47.

Mindor Odin Olsen, No. 1117, a native of Norway, aged 27.

Adam Rocker, No. 582, a native of Finland, aged 36.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

FINDINGS IN RICHARDSON CASE.

For the benefit of those who have not seen the report of Inspectors Nolan and Pope, of Buffalo, on the Richardson case, I append hereto a verbatim copy of the report, as published in the Buffalo Republic. I do not believe, however, that the real criminals were punished in this case, except so far as the loss of their vessel and probable loss of insurance may punish them. Captain Burke and Mate Robinson disobeyed the law, of course. The master, however, had a choice of two evils, to refuse to go to sea with a crew of boys and farmers and stay ashore for the rest of his life, or to take the vessel out and trust to luck to get her to her port of destination. If the luck had held and he got his vessel to port, he would have been a good fellow, failing he is the "goat."

The report follows in full:

After a careful review of the testimony taken in the investigation, we find that the steamer W. C. Richardson was en route from Duluth to Buffalo with a cargo of 200,000 bushels of flaxseed. There was nothing out of the ordinary took place on the trip, until the steamer reached Lake Erie. Passing South East Shoal on Lake Erie, Tuesday, December 7, shortly after 5 a. m., weather conditions favorable, the steamer shaped course for Buffalo, E. N. E. wind light from the eastward.

At 8 a. m. course was changed to S. E., the wind hauled to S. E. made the South Shore a little west of Fairport then straightened down along the shore, E. N. E., about three miles off. In the meantime the wind hauled to south, and commenced to freshen up. Before getting abreast of Ashtabula wind hauled W. S. W. and increased to a gale. When abreast of Conneaut, changed course to N. E. one-quarter N., passed Erie at 7:13 p. m., wind, west-southwest, a heavy gale with occasional snow squalls.

At 10:22 p. m. checked to slow speed, the lead being used now and then.

Wednesday, December 8, at 4 a. m. headed into wind and sea W. S. W. While rounding to, cargo shifted giving the steamer a list to starboard of about seven inches. The anchor was then let go but the steamer fell off into the trough of the sea. Shortly after, anchor was hove up.

The master then gave orders to put water into the water bottom on port side in tanks 2 and 3 for about thirty minutes to straighten steamer up. No soundings were taken from the water bottom and at 6 a. m. steamer took a heavy list to port. Then four ballast tanks on starboard side were ordered opened and pumps started on port ballast tanks. Soon after this steamer took a list to starboard of about 15 feet, submerging decks and houses, water going through fire-hold door flooding the fire-hold and engine room putting out the fires and rendering steamer helpless.

Anchor was again let go, but would not hold. The cable was then slipped and steamer drifted toward Buffalo. During all this time, there was nothing to prevent communication between the foreward and after-end of the steamer by telephone.

About noon the watchman came aft with orders from the first-mate to stand by the lifeboats. The second-mate, in accordance with these instructions, went up on the boat deck with ten others of the crew. In an attempt to launch the starboard lifeboat four of the crew were drowned. The remainder of the crew went forward about six o'clock in the evening except the woman cook, who was washed overboard and drowned.

Steamer continued to drift toward Buffalo, finally settling aft and foundering in 36 feet of water, about one and one-half miles from the north entrance of Buffalo Harbor. Signals were displayed almost constantly during the time the steamer was in distress. No assistance was rendered until the steamer William A. Paine came to the rescue at 9 o'clock on the morning of December 9. The crew were taken off by Captain Emil Detloff and brought to Buffalo.

The evidence further shows the cargo being a treacherous one, there is some doubt as to its being properly secured, that the season of the year was dangerous to navigation, requiring extra precaution; that the steamer was undermanned and the crew inexperienced, it being the first season for many of them on a steamboat; that they never before handled a lifeboat in a seaway; that the master failed to report such shortage of crew; that on the contrary he stated indirectly that he had a full crew; that his handling of the ballast tanks submerged the steamer, which resulted in her foundering; that the chief mate gave orders to stand by the lifeboats without authority from the master; that such orders were entirely unnecessary.

Therefore, under the authority conferred upon us by Section 4450, Revised Statutes of the United States, we hereby revoke the license of master and pilot of Captain Enos J. Burke for negligence, unskilfulness and misconduct and suspend the master and pilot's license of Chief Mate Leander Robinson for one year to take effect January 4, 1910.

WILLIAM P. NOLAN,
FREDERICK L. R. POPE,
Local Inspectors.

The evidence at the inquiry showed that of all the crew only the master and two mates and two engineers, all licensed officers, were seamen. The firemen, the coal-passers and the deck hands were land-lubbers. At least three of the crew were boys in their teens. When it came to launching the lifeboat, these imitation sailors did not know what to do and five lives were lost.

The Court of Appeals has decided in favor of the city of Buffalo against the Delaware, Lackawanna & Western Railroad Company, restraining the company from building a fixed bridge across the Buffalo River. The decision sustains the city's rights to improve the river.

The steamer Ontario, the first of the three freighters building for the Northern Lakes Steamship Company will be launched at the Ecorse yard of the Great Lakes Engineering Works this month.

MEETINGS ON THE LAKES.

Between January 3 and 14 (inclusive) seamen's meetings were held at Milwaukee, Chicago, Toledo, Detroit, Port Huron, Marine City, Cleveland, Erie, Buffalo and Tonawanda. Milwaukee, in the face of a fierce blizzard, turned out over 350 men to hear Comrades Furuseth, Olander and Stack. Chicago packed the Sailors' Union Hall on the following night. Toledo, in her turn, mustered over 150; Detroit, over 200; Port Huron, 200; Marine City, 200; Cleveland, over 400, and turned men away from the doors. The Musicians' Hall at the latter port was packed full, with not even standing room in the hallway outside.

Comrade Furuseth spoke even better than usual, and pulled the Lake Carriers' "Hellfare" plan all to pieces, so the boys could "see the wheels go round." The idea that some of our enemies have that our boys would soon tire of this fight must have received a rude shock, for the cheering could be heard even to the Rockefeller Building, the stronghold of the "Steal" Trust. Comrade Stack gave a brief history of the war of 1908-1909, and was heartily received. Comrade Olander went right to the heart of the proposition and showed up the Lake Carriers in a way that they did not like. The meeting ended with three rousing cheers for the International Seamen's Union of America, and every man left that hall with new courage in his heart and a new determination never to quit the fight as long as he has power to move, and never to go back to the Lakes through the doors of the scab shipping office, carrying a "Hellfare" book.

Those who in a weak moment lined themselves up with the enemy, against their own shipmates, were told that no amount of fines or money would ever get them back in the union. No change in the pocket will help. The change must be in the heart, he must line up with his old comrades and help in the fight, talk and act unionism at all times; work hard on the picket lines and show the world that he is determined to be a man; to such shall come peace, but it must come before the strike is over, or never.

The good news has just reached us of the result of the ballot taken on the Pacific Coast, where the Sailors' Union of the Pacific has voted $20,000 for the Lake strike fund. God bless the men of the Pacific, I promise them for you that you will never lie down on this fight. How could a man, having such stanch friends, be a quitter?

Here is the real seaman, generous, true; a friend in need to his comrades; a good fighter to his enemies; the man who has no standing in society and little in law; who is the butt of the alleged wit of some writers; who is more often than not referred to as a "drunken sailor"; the only white bond slave on civilized earth, who is looked down upon by landsmen the world over, yet who, in manly qualities, stanch-hearted loyalty to his friends, is far and away the superior of many a landsman, be he prince or pauper! Again, I say, all honor to the men of the

Pacific. When our time comes, we will show that we know how to thank our friends and to pay off our enemies.

W. H. JENKINS.

Conneaut, O.

BUFFALO DAM NOT FAVORED.

According to a dispatch from Washington the War Department will transmit to Congress in a few days the report of the International Waterways Commission on the proposed regulation of Lake Erie which it is understood opposes the construction of a dam and sluice gates at or near Buffalo for the regulation of the Lake level and advocates a submerged dam somewhere in the Niagara River. No site for such dam is recommended at present pending the surveys now in progress.

The commission says that the mutual interdependence of the Great Lakes and their connecting channels is so close that a study of the one is not complete without a study of all. To ascertain the effect of an attempt to regulate Lake Erie, a hydraulic analysis of the general regulation of all the Lakes was made. This was a long and laborious undertaking, but it was practically completed early in 1909, and study of it led the commission to the conclusion that it was not practicable to regulate the monthly mean flow of Lake Erie within a range of one foot, as proposed by one of the boards of engineers that preceded the commission, although the commission does believe that it is practicable to regulate it within a range of about twenty inches.

From further study the conclusion was reached that while it would benefit the navigation of Lake Erie, Lake St. Clair and Lakes Michigan and Huron, it would injure Lake Ontario and the St. Lawrence River, and the low lying shores of Lake Erie, especially at Buffalo. The commission holds that if the advantages and disadvantages could be equally distributed among all persons affected, the former might outweigh the latter, but as a matter of fact, those who navigate the St. Lawrence canals are not specially concerned with the deepening of the harbors of Lake Erie, nor would those who occupy the low lying portions of Buffalo and other places be sufficiently compensated for the injury to their property by the presumed benefits to navigation.

Because of these facts it is pointed out that questions of a peculiarly intricate character would arise concerning damages to vested rights, and the commission does not believe the prospective advantages to navigation are of such overwhelming character as to justify the two governments in raising such vexatious questions.

The famous ice-breaking tug James Whalen, of Port Arthur, is to be equipped with wireless. This addition to her equipment will be made early in the spring before the opening of navigation on the Lakes. The James Whalen is often called to assist Lake vessels in distress, and the wireless apparatus will enable the big tug to keep in communication with the shore at all times.

The light at Detour will be kept burning for the wreckers working on the wrecked steamer Wissahickon.

STEAMER CAMBRIA SOLD.

The Pittsburg Steamship Company has sold the steamer Cambria to the Port Huron & Duluth Steamship Company, of which C. O. Duncan of Port Huron is manager. The price was not given out. The steamer has been delivered to her new owners at the port of Milwaukee. She will be converted into a package freighter and will be operated in that trade between Port Huron and Duluth.

The Cambria is the second boat that the Pittsburg Steamship Company has sold to the Port Huron firm during the past year. The other steamer was the A. B. Wolvin.

The Cambria was the oldest boat of the Pittsburg Steamship Company's fleet. She was built at the old Globe yard in Cleveland in 1887 for the Mutual Transit Company. M. A. Hanna & Company operated that line and Captain George P. McKay, treasurer of the Lake Carriers' Association, was manager of the boats. The late Captain William Cumming brought the Cambria out and later he sailed the steamers Corsica and Coralia of the same line.

The boats were taken over by the Pittsburg Steamship Company when the different steamboat and iron companies were consolidated. The Cambria is 280 feet keel and forty feet beam. Her carrying capacity is 2,900 gross tons.

LAKE MARINE ITEMS.

A dispatch from Milwaukee says that the wooden steamer, Frank L. Vance, has been sold. Local parties were figuring on buying the boat.

The latest rumor current in marine circles is that before the season of 1910 expires there will be a 650-foot freighter afloat on the Lakes.

The steamer G. R. Crowe will be lengthened seventy-two feet at the yard of the Collingwood Shipbuilding Company at a cost of about $60,000.

The package freight steamer building at the St. Clair yard of the Great Lakes Engineering Works for the Mutual Transit Company will be named North Star.

The steamer Athabasca, which was placed in drydock at Collingwood recently, will be cut in two and lengthened thirty-six feet, which will make her 298 feet long. The Athabasca is owned by the Canadian Pacific Railway Company and runs between Sarnia and Fort William.

LAKE LETTER LIST.

North Tonawanda.

Anderson, Oskar
Anderson, Adrian
Anderson, Adolph
Beaudry, Joseph
Burgess, James
Belanger, Wm.
Benson, Thos.
Berkeland, Axel
Bearce, Frank L.
Christoffersen, Oskar
Caskaden, Lewis
Carroll, Mike
Clark, Willis
Clark, Frank
Coburn, John
Englegean, Orin
Evensen, Ole
Foster, A. F.
Foster, Thos.
Graham, David
Hickey, Wm. F.
Hansen, Amund
Hansen, Oscar
Jordan, Harry
Justesen, Oscar
Johannesen, Johannus
Jorgensen, Peter
Johansen, Halvard
McLead, T.
Murray, Chas.
Murray, Ed.
Nilssen, Joel
Nilsen, Valansius
Nelson, August
Nikalaysen, Anders
Nielsen, Niel
Olsen, John, -18661
Oles, Walter
Olsen, Ole, -22802
Pedersen, Lawrence
Sullivan, Joseph

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Donald McIvers, No. 19,060, Lake Seamen's Union, last heard of in Buffalo last spring, is inquired for by I. H. McDonald, Walkers, Ontario.

Wm. A. Nicholson, No. 13,156, Lake Seamen's Union, is inquired for by his sister, Miss Alice Nicholson, 356 Lake street, Oak Park, Ill.

Comrade William Burke, of the Marine Firemen, Oilers and Water Tenders of the Great Lakes, is inquired for by his sister, Miss Ella Burke, Little Falls, New York.

John McNulty, No. 4900, Lake Seamen's Union, is inquired for by his mother, Mrs. A. E. McNulty, 328 Arch street, Marquette, Mich.

Frank Schmitz, formerly a member of the Lake Seamen's Union, but now a fireman, probably in Chicago, is inquired for by his sister, Mrs. Margaret Simon, Helena, Mont., General Delivery.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

Mrs. D. Ingraham, N. Mentor, Ohio, inquires for her son, Daniel Ingraham, No. 7373, Lake Seamen's Union. Any one knowing his whereabouts please communicate with the above address.

Fred G. Loftus, of Dorchester, Mass., is inquired for by his mother, No. 2 W. Vernon st., Dorchester. Please address above or W. H. Jenkins, 1244 Main ave., 21 W., Cleveland, O.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

674 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.

TOLEDO, O.....54 Main Street
Phone Bell 1890.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.

SUPERIOR, Wis.....213 Banks Avenue
Telephone, Old Phone, 4428 L.

BAY CITY, Mich.....108 Fifth Avenue

OGDENSBURG, N. Y.....70 Isabella Street

KINGSTON, Ont., Canada.....(Box 96) King Street

ERIE, Pa.....305 French Street
Telephone Bell 682.

CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.

SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.

SANDUSKY, O.....510 Meigs Street

HOSPITAL AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

FEATURES OF PANAMA CANAL.

By far the most interesting thing in the report of the Isthmian Canal Commission for the last fiscal year is the definite notification that the great waterway is going to cost a much larger amount of money than the original estimates led the public to believe. The rising scale of expenditure is forcibly illustrated by the fact that the yearly estimate for engineering and construction work has advanced from $139,000,000 for 1906 to $297,766,000 for 1910. Two reasons are assigned for this increase. The first is that the amount of work actually required in building the canal proves to be fully 50 per cent more than the early estimators calculated, and the second is that "the unit prices" on labor and materials have risen about 20 per cent since construction began.

The changed conditions on which these figures are based mean that the canal is a much bigger enterprise than anybody thought it would be. It is not going to be completed at a cost of $140,000,000, which sanguine estimators fixed as the maximum; nor will the $200,000,000 limit reckoned by more conservative calculators cover the ultimate outlay. As a matter of hard fact, if the amount paid to the French company, together with the cost of sanitation and civil administration, be included in the bill, the Panama canal, when ready for use, will, according to official estimates, represent a total expenditure of $375,000,000.

Yet even this vast increase of cost, as compared with early estimates, will not halt the enterprise. We have undertaken to build the canal as a distinct project of our own, and the work will be carried to completion. National pride would tolerate no repetition of the breakdown which humiliated French enterprise on the Isthmus. Having taken up the work, we must complete it, and shall, regardless of the increasing financial burden which it entails.

Nevertheless, our broad-gauge national altruism never appeared so fantastic as in this colossal project on the Isthmus. We are building a canal chiefly for the promotion of the world's commerce, and its beneficiaries will be those nations having merchant fleets engaged in international trade. Our own merchant marine engaged in foreign commerce is insignificant, and the idea of building a canal for its benefit without also providing measures to increase its fleet is positively ludicrous. With our fiscal and commercial policy as it is, we have undertaken to build a canal, police it and guarantee its neutrality, all for the benefit of foreign shipowners who will profit through our stupidity by shorter and safer communication between the two great oceans in which they already dominate the traffic of the world.

Of course, the interest of national defense also enters into the canal problem. But if national defense requires the canal it also requires a navy to use the canal, and if we are to have an efficient navy it must be able in time of war to obtain a large fleet of auxiliary vessels on short notice. Such vessels must be sought in the merchant marine, and that is our most grievous need, whether considered from the standpoint of defense or of commerce.—New York Mail.

The new "wireless" electric fan, which is driven by a battery inclosed in its base, making it independent of the usual sources of current, was invented by a Philadelphia physician.

ANCIENT WALLS OF CHINA.

Dr. M. A. Stein, the Oriental scholar and explorer, dealt with the results of his work in Central Asia from 1906 to 1908 in a paper read before the Royal Geographical Society, says The London Telegraph. He had undergone many hardships, all the toes of his right foot having to be amputated owing to frost bite. Among the gravest difficulties encountered was lack of water.

While five long marches from the edge of the Tunhuang oasis, Dr. Stein first sighted remains of ruined watch towers, and soon came upon traces of an ancient wall connecting them. This was accurately surveyed from An-shi over a distance of 140 miles. The ruins proved to belong to an early system of frontier defense, corresponding in character to the extant "great wall" on the Kansus border, massive watch towers usually rising at intervals of two or three miles along the wall. From Chinese records, mostly on wood or bamboo, which the excavation of almost every ruin yielded in plenty, the explorer made certain that this frontier line dated back to the end of the second century, B. C., when Chinese expansion into Central Asia first began under the Emperor Wu-tu. Exactly dated documents commencing with the year 99 B. C., showed that the regular garrisoning of the border wall continued throughout that century, and probably for the greatest part of its length down to the middle of the second century A. D. It was equally certain that the enemy whose irruptions from the north had to be warded off were the Hsiong-nu, the ancestors of those Huns who some centuries later overran Europe. Sometimes mere scraping on the surface of the slope adjoining a ruined watch tower sufficed to disclose rubbish heaps, in which files of wooden records, thrown out from the office of some military commander before the time of Christ, lay among the most perishable materials, straw, bits of clothing and so on, all looking perfectly fresh and preserved by the desert. These miscellaneous records were far older than any which had as yet in the original come to light in Central Asia or China, and with them were the actual remains of quarters, furniture and arms, which sufficed to restore an accurate picture of the life led along this most desolate of borders. This wall showed everywhere a uniform thickness of eight feet, is still in places over ten feet in height, and watch towers, ordinarily built of sun dried bricks, rose in one solid square mass to heights of thirty feet or more. A solid block of halls, nearly 500 feet long, and with walls of six feet in thickness and still twenty-five feet or so in height, at first puzzled him greatly by its palace-like look and dimensions. Finds of dated records of the first century B. C. near by told him that it had been constructed as a great magazine for the troops garrisoning the line or passing along it.

There were 1250 men killed and 2189 injured in the coal mines of Pennsylvania last year, as compared with 1514 killed and 2576 injured the previous year.

A Swiss chemist has succeeded in transforming crude oil into a liquid gas, easily transportable and easily evaporable for lighting, heating and mechanical uses.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

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ABERDEEN, Wash., P. O. Box 34.
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GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.

ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.
ALASKA FISHERMEN'S UNION.
SAN FRANCISCO, Cal., 93 Steuart St.
Agencies:
SEATTLE, Wash., Colman Dock, Room 10, P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal
Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the
FEDERATED SEAMEN'S UNION OF AUSTRALASIA
29 ERSKINE STREET, SYDNEY, N. S. W.

"AT HOME" AT THE VATICAN.

There is a stir in the ante-room, followed by a momentary hush, and a venerable figure in white stands in the doorway. For a moment everybody kneels. The startling thought at first is that Pius IX has risen from the dead, for Pius X is of the same height, or thereabouts, the same sturdy build and wears on his expressive face the same faint pink complexion. If Pio Nono's face was a shade the more benignant, this is certainly the more reflective. The upper lip is Teutonic in its firmness and expanse; the mouth almost sad in its depth at the corners. The eyes are keen in faculty, but mild of purpose; gray-blue, so far as the half-light showed, and arched by heavy brows which might easily be stern. He never is, they say; it is his only fault. He credits everybody else with his own simplicity of spirit. He is robed in plain white cape and cassock, with the gold Papal cross and chain round his neck; his whitening hair is crowned by the whiter zucchetto, or tiny skullcap of silk. On the third finger of the right hand—and beautiful hands they are—is the great Pontifical ring, consisting of a giant sapphire in a frame of diamonds. It is the cynosure of the devout souls present, for as he passes round the room it is the ring that they are permitted to kiss.

Leo XIII would have had an escort and everything handsome about him, but Pio Decimo is content with a chaplain, a youthful figure in purple, and the ceremony is of the simplest. As he approaches, the faithful kneel, and each in turn kisses the ring, the emblem of his office. In nearly every hand that touches it there is a bunch of medals and rosary beads, entrusted by friends desirous of even this vicarious blessing. Sometimes one of the crowd is recognized or quietly declares himself. In one case an English visitor is introduced by a distinguished citizen and public man, and the Pope's comment is a gentle "Bene, bene!" His voice is deep but soft; his tone completely paternal and benevolent. As his figure dwindles in the long perspective of the room, the white that invests it gains by contrast with the crimson shadows. Having done the circuit and greeted all in turn, he repairs to the head of the room, with his back to the throne, and raises his hand while he bestows a last collective benediction, wheeling slowly as he utters it. His movements are slow and full of ease and dignity for a man so broad in the shoulder and so firm in his step. He strikes you as an ascetic by reason and conviction, and not as one intended by nature for the part. He was born, you imagine, to be a man of action, and not of contemplation. He glances at one or two familiars as he passes out—the Roman citizen among the rest—and the reception is over. A moment more and we are back in the rain, and rattling over the cobbled streets.

They say that when he received, Leo XIII did it en grand seigneur, with a retinue and timed deliberation. Every time you saw him, the tiara seemed to hover about his head, and the lean, inscrutable visage wore the ex-cathedral air, even when it smiled. Trained in courts and palaces, he was preordained, you might say, for the purple. Pio Decimo is the Cincinnatus of the church, and may have been, for all we know, the most surprised man in Europe when he learned of his election. It has not changed the plainness of his ways, and, whether you own his jurisdiction or not, you cannot help feeling that he appeals pre-eminently to an English mind. And you came away with the conviction that however his orders may miscarry or his actions be misconstrued, they proceed from the profoundest humanity and honesty of motive.—Pall Mall Gazette.

RACE QUESTION IN CUBA.

In Cuba the race question is complicated by the fact that the negroes played an active and important part in the war with Spain, supplying in its later years not only a majority of the men fighting in the ranks of the rebel army, but not a few of its ablest officers. It is not unnatural or without reason, therefore, that the black Cubans and those of mixed blood should be particularly sensitive to any denial of complete equality, social as well as political, with their white neighbors, and that they should bitterly resent any attempt to establish in the island racial distinctions of the kind which exist in this country. As a Government organ in Havana puts it, "the Americans must be taught by the strong arm of the law that they will not be permitted to introduce into Cuba the anti-negro sentiments prevailing in the United States," and the same paper insists that black and white stand on the same plane in Cuba.

That is very noble, from some points of view, but the Cubans might as well realize that there will be certain disadvantages connected with the acceptance of this announcement as true by the outside world. Such acceptance would be more apt to lower the white Cubans in general esteem than to raise the black ones, and it would also tend to confirm the unkind but rather widespread notion that the white Cubans lack some of the qualities for successful self-government.

The dilemma in which the Cubans find themselves is therefore a peculiarly difficult one, and there is a very serious side to the riot caused this week in Havana by the refusal at a hotel kept by and for Americans to sell drinks to two negro Congressmen. The incident ended for the moment in the infliction of a $10 fine on the barkeeper who had thus affronted the black statesmen, but as their friends are going in droves now to order—and get—drinks at the same place, that hotel is not likely long to serve the purpose of its existence. The Havana shopkeepers would not be happy if the city were to become one in which the free-spending American tourists can not be comfortable, and it looks as if the island would have to decide some day whether it is to be a black or a white republic. Unfortunately for its convenience, a mixture is not half way between the two, but out-and-out black, as strangers will view it.—New York Times.

An improved wall scraper for paperhangers, patented recently by a Philadelphian, consists of a square piece of metal fastened in a handle. Each edge is sharpened, so that it can be turned, a new edge being ready as soon as the old one becomes dull.

MINING IN ALASKA.

The value of the mineral product of Alaska in 1909 is estimated at $20,200,000, practically the same as that of 1908, which was $20,139,272. The estimated value of the gold output of 1909 was $19,460,000; that of 1908 was $19,219,818. The copper production of 1909 was approximately 4,000,000 pounds, valued at about $520,000; that of 1908 was 4,585,362 pounds, valued at $602,267. Probably the output of none of the other mineral products, including silver, coal, marble and gypsum, differed greatly from that of 1908, when the total value was $244,189.

From 1880, when mining first began in Alaska, to the close of 1909, the total value of the mineral production has been, in round numbers, $168,000,000. Of this amount the gold mines have contributed about $161,000,000; the commercial value of the silver output has been about $1,200,000, and the copper production has been about $4,700,000. The remainder is represented by the value of the output of coal, gypsum, tin and marble.

The placer camps of the Yukon basin were the scene of much mining activity in 1909. Two new dredges were put in operation near Nome, material progress was made in constructing a railway up the Copper River Valley, and some work was done on the railway to the Matanuska district. The most significant feature of the year's mining operations was the amount of prospecting and development work done on auriferous lodes in some of the placer districts.

The coal fields form an important factor in the present situation. If opportunity is given to mine the coal, railway construction over a part of these routes at least will be pushed with the utmost vigor. The exploitation of this high-grade coal is of great importance to Alaska, but is probably of still greater importance to the commercial interests of the Pacific States. It will give a new impetus to manufacturing and transportation interests. By furnishing coke for smelting, it will probably make available for local use the iron deposits of the west coast of the United States, and thus lead to the conservation of those of the East, more valuable because nearer the centers of population.—United States Geological Survey.

WRECK DISCOVERY DEVICE.

Ernest H. W. Crossley of Melbourne has invented a device concerning ocean navigation, which he describes in a paper of that city. It is claimed that the invention will indicate the location of a wrecked vessel, the date when it met with the disaster, the depth at which the wreck lies, and also the course that the vessel was taking and the port that it was making for when it met with disaster. The apparatus, which is in the form of a buoy, is released automatically from the bridge deck when the vessel meets with disaster, and a wire attachment holds it over the spot where the vessel disappears. The apparatus would prove useful, the inventor claims, should a vessel become helpless in midocean through an accident to her machinery, as specially floating "messengers" could be set adrift in prevailing currents.

News from Abroad.

Russia and Japan have declined the proposals of the United States for the neutralization of the Manchurian railroad.

The returns from the British elections indicate that the Liberals will be returned to power, but with a greatly reduced majority.

The Palace of Charagan, where the Turkish Parliament meets at Constantinople, was entirely destroyed by fire on January 19. The building alone cost $16,000,000.

A dispatch to the London Daily Telegraph from The Hague says that Holland will strongly support the American proposal for a permanently sitting court of arbitration.

The floods in the east and in the central part of France following an exceptional fall of rain, are the most destructive experienced since 1882. Many villages are submerged.

The French war sloop Martial was wrecked on January 17 on the coast of Minorca Island, in the Mediterrancan. Three of the crew were drowned and four others were injured.

The Belgian Government is considering the submission to Parliament of a project of tariff retaliation gainst France because of the proposed increase in the French rates on imports.

President Madriz of Nicaragua has sent a message to the Supreme Court demanding the trial of all implicated in the miscarriage of justice which resulted in the shooting of the Americans, Groce and Cannon.

A dispatch to the Cologne Gazette from Constantinople says the Turkish Government is holding 12,000 troops in readiness to be sent to Crete to prevent the violation of Turkish sovereignty by the Cretan executive committee.

Social Democratic demonstrations were held in Berlin on January 16 in favor of the reform of the Prussian franchise. Resolutions were adopted demanding universal, direct and secret suffrage. Similar demonstrations were held throughout Prussia.

The amount deposited in the National Savings Bank of France up to the close of the year 1909 was $319,000,000. The Postoffice Savings Bank has become so popular that in the Department of the Seine alone the depositors number 1,000,000.

According to official statistics just published, money sent to Rome by emigrants throughout the world during the fiscal year ending with September last amounted to $180,000,000. It is estimated that about one-third of the total comes from the United States.

The Argentina Naval Commission has advised the Government to authorize the construction of two Dreadnought battleships of 28,000 tons. The vessels are to be identical, and the contracts for their construction probably will be given to the Fore River Shipbuilding Company of Quincy, Mass.

During the last fortnight there have been thirty-four cases of bubonic plague and seventeen deaths and fifteen cases of yellow fever, three fatal, in Guayaquil, Ecuador. At Milagro there have been four cases of the plague, with one death, and in Babahoyo four victims of the plague and three of yellow fever are reported. In the latter place two deaths, both from the plague, occurred.

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INFORMATION WANTED.

Richard Guenther, from Hamburg, Germany, is inquired for by the German Consul at San Francisco, Cal.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, A. B.
Akesson, C. A.
Andersen, Lars
Andersen, Carl P.
Aposholokos, P. G.
Apps, P.
Atkinsen, S.
Baek, M.
Berentsen, Rolf.
Berentsen, Alex.
Blomquist, B. W.
Bohman, Eric
Boad, ———
Brown, Jim
Brakke, Hans
Buck, F.
Buth, Sigfried
Carmell, Geo. B.
Carlson, Thure
Christiansen, Andrew
Chapman, F. G.
Christoffersen, Emil
Christie, W.
Chotard, Emil
Conee, A.
Draw, J.
Eichel, Chas.
Elliot, W. V.
Elsted, John
Eliasen, C.
Elboidt, Alfred
Elwood, Alfred
Engstrom, Chas.
Ernst, Geo.
Erickssen, A. R.
Fasig, Don
Fredriksen, B. D.
Glasheen, John
Gonyette, Joseph
Grohn, John
Grise, J. H.
Gustafson, K. O.
Hansen, K. Johan
Hansen, Harold O.
Hansen, T. S.
Harris, E.
Hansen, John
Hansen, Ernest
Helbwood, ———
Hedlund, Arvid
Hermansen, L.
Herbert, Chas.
Holden, W.
Ingalls, Lewis
Jacklin, C.
Jacobson, T.
Jacobson, Carl
Jersch, W.
J. W.
Johanson, C. J. -1566
Johanson, K. -1592
Johanson, Chas.
Johanson, Hans
Johnson, Alf. -1700
Johnson, Eric
Jorgensen, Julius A.
Kalning, Jacob
Kahlhetser, F.
Kaald, Johan
Kisher, K.
Klingenberg, J.
Knutson, E. A.
Kohler, Albert
Krentz, Karl
Kristofferson, Alfred
Kristiansen, Louis
Kristiansen, Nils
Kristofferson, Emil
Kuhl, Hans
Larsen, Chr.
Larsen, Hans
Latz, K.
Lauritsen, Hans
Lind, H. E.
Lof, Oscar
Malmberg, A. C.
Mayers, P. M.
Masterson, D.
Mattson, E. -1856
Mathison, Nils
McDonald, James
McFadden, W.
McGuire, O. S.
Mitchell, S.
Mietman, John
Mikkelson, Kr.
Morrison, J.
Molver, Olof
Monsson, S.
Mortimer, Ernest
Ness, Carl
Nelson, Peter
Nicholsen, O. T.
Optiger, Geo.
Olsen, E. K.
Olason, Axel
Olsen, B. -597
Olsen, Hans P.
Olsen, Anton
Olsen, Ragwold
Overland, T. -912
Pederssen, Olaf
Pedersen, Chr.
Pel, J. Van
Penny, W.
Petterson, Meyer
Peterson, Peter
Petersen, E. P. -668
Penningrud, L.
Price, Bruce
Rasmussen, And.
Rasmussen, Harold
Rasmussen, Ackton
Ruman, Karl
Riehbrack, Paul
Rides, Arthur
Robertson, D. A.
Rugland, Ole
Sandstrom, Th.
Saaleness, T. J.
Sandstrom, O. S.
Scherlan, R.
Seidel, G.
Skarin, R.
Sorensen, Hans
Sally, Ed.
Steen, Ivar -1999
Sundley, E.
Swanson, Emil
Swanson, B.
Thomas, W.
Thonesen, Tonger
Thompson, T. G.
Zebr, G.
Winnie, Clifton
Worm, Albert
Woolridge, C. C.

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INFORMATION WANTED.

Nicholas R. West, supposed to be sailing on the Pacific Coast, is inquired for by his mother. Any one knowing his present whereabouts please notify the Russian Consulate at San Francisco.

David Stove, age about 28, who is supposed to have shipped on some vessel from Puget Sound in January, 1901, is inquired for. Any one knowing his present whereabouts please notify Coast Seamen's Journal.

The five sailors who left the schooner A. J. West at Honolulu, on March 30, 1908, are requested to communicate with the Secretary of the Sailors' Union of the Pacific. The libel against the A. J. West has been adversely decided by the Federal Court at Honolulu.

Erwin Bausback, born at Weilheim, Germany, is inquired for by the German Consul, San Francisco. Royal Insurance Building, 201 Sansome street.

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INFORMATION WANTED.

Wilhelm Drews, born at Breiten felde, Germany, who was first mate on the American schooner "Philip pine" in 1906 at Aberdeen, is inquired

John Ernest Meyna (Meiner), supposed to be sailing on the Pacific Coast, last heard of 9 years ago, is inquired for by relatives. Address, Coast Seamen's Journal.

Henry Laurent, who has been sail ing between San Francisco and Hono lulu, is inquired for by his mother. Anyone knowing his present whereabouts will please communicate with the Coast Seamen's Journal.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

Ellis Owen Pritchard, last heard from on the Pacific Coast four years ago, is inquired for by his sister. Anyone knowing his whereabouts please communicate with the Coast Seamen's Journal.

John M. Murphy, dark hair, blue eyes, height 5 feet 8, smooth face. Last heard of at Oakland. Any information, communicate Seamen's Institute, 242 Steuart street, San Francisco.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

Morrow, Samuel A. J., who used to be on the Lake boats between Buffalo, Ashtabula, Erie, Cleveland, Chicago, Milwaukee, etc., and who was born at or near Markdale, or Martinsdale Canada, will hear of something to his interest, financially, by communicating with H. S. Griffin, P. O. Box 332, Chicago, Ills.

Alfred Douglas Brakel, a native of Russia, also known as Fred Hansen, left the Russian cruiser Lena; last heard of about three years ago, is inquired for by his mother. Address, "Coast Seamen's Journal."

Oswald Schnaubelt, a native of Schneidemuehl, Germany, born 1883, last heard of 1903, is inquired for by his mother. Address Mrs. M. Schnaubelt, Neu Beelitz, near Bromberg, Germany.

World's Workers.

There were 4820 persons employed on co-operative works in New Zealand during November.

The members of the Queensland Colliery Employes' Federation are paying a levy of 5 per cent on their earnings toward the support of their Southern brethren on strike.

Four thousand members of the crews of 140 schooners at St. Malo, France, which fish annually on the Newfoundland banks, are at loggerheads with the masters, and are preparing to strike.

The New Zealand branches of the Australian Seamen's Union are taking steps to help the Newcastle miners financially, and with that object in view "levy sheets" have been issued on the ships.

The recently formed Clerks' Union at Auckland, New Zealand, has decided to admit lady clerks. If they apply for an award they will not be content with anything but equal pay for all members.

At Napier, New Zealand, a draper named Ricketts was fined £5 and costs for supplying a chart suit, which was made in Wellington, and not bringing under the customer's notice the fact that it was factory made.

The South Australian Commission for Works estimates that if Parliament passes the bill for the purchase of a coal mine in New South Wales the people of South Australia will save £30,000 a year which now goes into the pockets of private enterprise.

The total membership of all trade-unions in Europe is about 6,400,000. Denmark heads the list with 58 per cent of her workers organized; Sweden has 43 per cent; England has 22 per cent, and Italy has only 8 per cent. In Germany there are 2,446,489 trade-unionists—nearly half a million more than the number in England.

The executive of the Canterbury (New Zealand) Trades and Labor Council have been interesting themselves in the matter of the formation of a clerks' union in Christchurch, and have received information bearing on the working of such an organization from Sydney, where there is a union with a membership of about 600.

The last available report of United Kingdom Amalgamated Society of Engineers showed that there are 18,385 of the present membership (187,591) in receipt either of unemployed, sick, or superannuation allowances. The Society's funds have shrunk in the past quarter £38,188; since a year ago by £87,343, and by £228,736 in two years.

The Operative Bakers' Union at Clifton, New South Wales, is supplying 200 loaves of bread daily, a butcher in Sydney is supplying a quantity of meat each week while the miners' strike lasts, and the employes of Weeks White, of Enmore, by private subscription have purchased about 200 tins of jam to be delivered to the miners.

Brisbane, Australia, has a Trade-Union Secretaries' Association. The objects are to devise means whereby weak unions can be strengthened, to form new unions where necessary, to discuss matters bearing upon the trade-union movement, and generally to assist one another in their efforts to improve the conditions of the working masses.

Domestic and Naval.

The British schooner Montrose, from Pernambuco, went ashore at St. Peter's River, near St. John's, N. F., on January 8. Her crew were rescued.

The German ship Mabel Rickmers, which sailed from Philadelphia on July 1, and was feared to have been lost at sea, arrived at her destination, Yokkaichi, Japan, on January 9.

The schooner S. M. Bird, from Norfolk for Boston, laden with coal, was wrecked at Pollock Rip Slue on January 12. The crew and captain's wife were rescued by the revenue cutter Gresham.

The steamship Northland, which is being built at Portland, Me., for the Maine Steamship line, and which will replace the Horatio Hall, wrecked off Chatham last March, is expected to be ready for delivery about April 1.

The Merchants and Miners' liner Chatham, from Baltimore, via Savannah, for Jacksonville, went ashore on the north jetty, at the entrance of the St. John's River, on January 14, and was abandoned as a total wreck.

The former Hamburg-American liner Altenburg has been sold to junk dealers and will be broken up at Philadelphia. The Altenburg, which originally bore the name of the Gulf of Genoa, was built in 1891, at Greenock, Scotland. She is a screw steamship and registers 2106 tons net.

The Bureau of Navigation reports that 562 sail and steam vessels of 82,425 gross tons were built in the United States during the six months ended December 31, 1909. During the corresponding six months ended December 31, 1908, 528 sail and steam vessels of 47,250 gross tons were built.

The Bureau of Navigation reports that 61 sail and steam vessels, of 19,883 gross tons, were built in the United States during December. The largest steel steam vessel included in these figures is the Bear, of 4507 gross tons, built at Newport News, Va., for the Union Pacific Railroad Company.

The Betts Wrecking Company has recovered from the wreck of the schooner Nantasket, at Scituate, main and mizzen masts and topmasts, boiler, steam pump, booms and gaff, all sails and practically everything it was possible to remove, with exception of foremast, jibboom and bowsprit; also recovered 75,000 feet of lumber.

Captain I. H. Morehouse, master of the wrecked schooner Abel C. Buckley, which vessel sank in mid-ocean on January 1, has issued a card of thanks to the captain, officers and crew of the British steamship Brookby for the rescue of himself and crew and the courteous treatment he received on board the Brookby.

An addition to the steamship service to and from Bermuda will be made by the twin-screw steamship Oceana. She will sail between New York and Bermuda, and is the largest vessel ever employed on that route. The Oceana is 8000 tons register, has a speed of 17 knots and is expected to make the passage in forty hours.

The Secretary of Commerce and Labor announces that hereafter medicines and medical and surgical attendance or services will be furnished to, and the necessary expenses for a decent burial will be defrayed for, employes of the Coast and Geodetic Survey, in cases of sickness occurring or injuries received in the line of duty.

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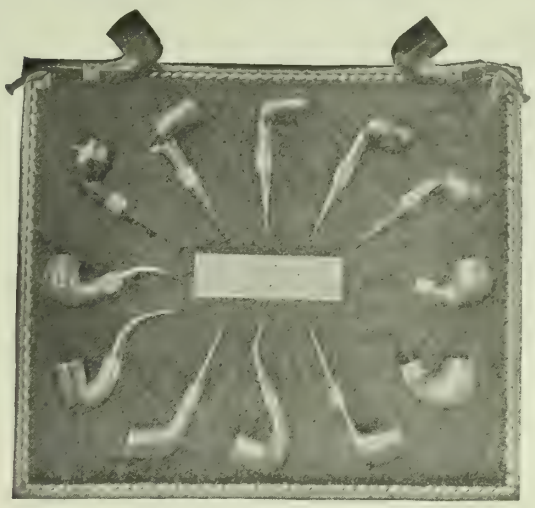
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INFORMATION WANTED.

Andreas L. Jansson is requested to call upon, or communicate with, Attorney F. R. Wall with reference to his suit for damage.

Robert Fördyce Bowers, age 33 years, height over 5 feet, stout build; correspondence awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

Olaf Johanneson, a native of Seidesfjord, Iceland, last heard of on the Pacific Coast, is inquired for by his brother. Address S. J. Westdal, 51 South street, New York City.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England.

The following members have salvage due from the Globe Navigation Co., account of S. S. Eureka, when they picked up a Russian vessel in 1907: H. Anderson, H. Ellman, M. Gunderson, Carl Swanson, N. Nilsen and Manuel Par. Apply to P. B. Gill, Agent, Sailors' Union of the Pacific, Seattle, Wash.

INFORMATION WANTED.

The salvage claim originating through the SS. Curacao and SS Australian has been adjusted. All money due the crew who were aboard the vessel at the time the Australian was assisted will be found in the manager's office, 112 Market street. Parties applying for such money will first apply to the head of their respective department for identification. The names of the men are as follows: F. Mason, A. Mondini, R. Nelson, J. Jonasen, J. Lorenz, C. Swenson, H. Nelson, F. Rebases, C. Chidley.

Labor News.

Thomas L. Lewis was re-elected president of the United Mine Workers of America over William Green of Ohio, his only opponent, by a majority of 23,597.

The 1200 miners employed at No. 5 colliery of the Lehigh and Wilkesbarre Coal Company at Wilkesbarre, Pa., went on strike on January 18 to enforce their demands for a checking boss.

Wellesley College girls have raised $1000 to help the cause of the striking shirt-waistmakers and have also given an order for 1000 shirtwaists to be made at the proposed co-operative factory.

Two employes of the Manchaug Cotton Mills, of Manchaug, Mass., were fined $5000 each at Boston on January 14 for bringing five aliens from Canada to work in the mills two years ago.

To strengthen the Employers' Liability law so as to afford greater protection for employes is the object of a bill now being prepared at the Department of Justice as an amendment to the existing statute.

Secretary Nagel, of the Department of Commerce and Labor, has promised to consider the creation of a bureau for the investigation of the conditions of workmen and workingwomen in the United States.

Several hundred non-union miners went to work in the Homestake mine at Deadwood, S. D., on January 18. They were well guarded by detectives. The company says it has all the men it can use for the present.

Twelve hundred quarrymen are on strike at Amherst, O. The company announced a cut of from 10 to 60 cents a day. The men ask that the reduction be abolished this year because of the increased cost of living.

Employes of the American Sheet and Tin Plate Company at New Castle, Pa., were put to work recently on the tonnage basis. Since the inception of the tinworkers' strike several months ago workmen in the tin mills have been paid day's wages regardless of the output.

The White Oak colliery of the Delaware and Hudson Company at Archibald, Pa., had to shut down recently because only eight of the forty breaker boys had complied with the Child Labor law. Later the breaker was gotten into operation by employing adults to pick slate in place of the boys.

The strike of pressmen at Denver, which had tied up four newspapers for two days, was ended on January 16 by an agreement which provides for a flat increase of 20 per cent in the wages of pressmen and helpers, an eight-hour day on afternoon papers, and a seven hour day on morning papers, except on Saturday night, when they must work eight hours, and no back pay beyond January 1, 1910.

Further legislation to restrict immigration of Asiatics into Canada will be enacted through the passage of a general Immigration bill providing that immigrants must have $300 with them upon arrival in the country, instead of nothing, as hitherto. This will probably render it impossible for Hindoos in British Columbia, who were reported to have planned to bring their families to Canada, to do so.

With the Wits.

Means Business.—He—Is this a permanent engagement?

She—I hope not. I should like to get married some time.—Boston Transcript.

A Forecast.—"What's the matter, daughter?"

"Ferdy and I have parted forever."

"Um. In that case, I s'pose he won't be around for a couple of nights."—Louisville Courier-Journal.

Serious Subjects.—Britisher—You Americans joke about subjects in which there is very little humor.

Hubbite—The subjects of King Edward, eh, old boy?—Boston Transcript.

Genealogical.—She—How far can your ancestry be traced?

He—Well, when my grandfather resigned his position as cashier of a county bank they traced him as far as China, but he got away.—Pittsburg Observer.

Like the Bee.—Blobbs—Why do you liken Harduppe to the busy bee? He's not particularly industrious, is he?

Slobbs—Oh, no; it isn't that; but nearly every one he touches gets stung.—Philadelphia Record.

Plenty of Poor Stuff.—"But do you think," asked the visitor in the local option town, "that prohibition really prevents?"

"Well," replied the native, "it prevents a fellow from getting the best of whisky, but it doesn't prevent whisky from getting the best of him."—Catholic Standard and Times.

The Indiana Cook.—"Your cook has been with you six months, you say?"

"Six months and two weeks," answered the Indianapolis man.

"Quite a long time for a cook to remain."

"Well, she's got to stay until she finishes her novel. She's using us for types."—Louisville Courier Journal.

An Invitation

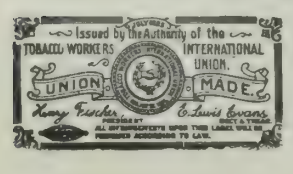
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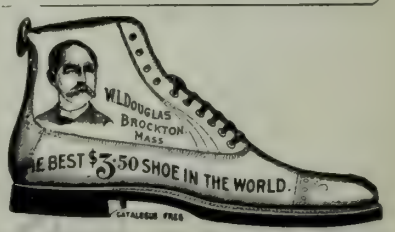
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WILSON ON INJUNCTIONS.

THE SUBJECT of Government by Injunction was taken up in the House of Representatives on January 5, in the course of a discussion in Committee of the Whole. Among the more important addresses delivered was that of Representative William B. Wilson, of Pennsylvania. Representative Wilson is a member of the United Mine Workers of America and prominent in the labor movement of the country; consequently he speaks with authority upon any subject directly affecting the interests of labor. Mr. Wilson's remarks are reprinted from the Congressional Record, as follows:

Mr. Chairman: Differing with the gentleman from Illinois (Mr. Mann), I hope that the amendment of the gentleman from New Jersey (Mr. Hughes) will prevail. While I do not believe that the amendment goes as far as it should go, while I do not believe that it reaches the meat of the subject, I do believe that it is a great improvement over the proposition contained in the bill. It provides at least the protection of a trial by jury. The great difficulty with our injunction cases and the contempt cases growing out of them has been a growing tendency on the part of our courts to assume extended jurisdictions. Originally the purpose of an injunction was to protect a property right where irreparable injury was threatened and there was no other remedy at law. Then it was proposed where there was no other adequate remedy at law. From that it has grown from the protection of a property right into an interference with the personal rights of citizens and an invasion of the criminal jurisprudence of the country. Injunctions are frequently issued in labor disputes, restraining men from using force, restraining men from using violence in this, that, or the other case. When a court issues an order of that kind it invades the province of the criminal courts. Yet almost every injunction that is issued in a labor dispute restrains the parties enjoined from using threats, force, show of force, or offers of violence. When an order of that kind is issued it becomes a law within the bailiwick of the court issuing it. It remains the law until the court itself repeals it, and the result of it is that when men are charged with violence, threats, show of force, or threats of violence, instead of the facts being submitted to a jury of their peers, the court itself—the aggrieved party, the party supposed to be held in contempt—sits in judgment upon the case and determines the facts as well as the law.

Where I believe the amendment of the gentleman does not go far enough is that it does not declare the dividing line between personal rights and property rights. If as a fundamental proposition an injunction is to protect property where there is no other remedy at law, then the courts have no right to issue restraining orders saying that men shall not use force, unless upon the assumption that one of the parties to the dispute is the property of the other party. In other words, if the court says to A that he must not interfere with B because his interference affects C's property rights, then it is an assumption that C has a property right in B. There is where the courts have overstepped their rights in the premises. Men have a right to work or not to work as they see fit, and if B is an employe of C, or has been or is seeking to be an employe of C, it does not follow that C has a property right in B.

Where a man is an employe at will—that is, employed without any time contract—he has no property right in his job. He can be dismissed without a moment's notice, with or without cause, and he can not recover damages for the loss of his job. Under similar circumstances an employer has no property right in an employe or in his labor power. Even where a time contract to labor exists between employer and employe it can be violated by either party at will. The employe can not be compelled to continue his labor, nor can the employer be compelled to furnish a job. That arrangement is based upon correct economic principles. Any other method would force irreparable injury to employers of labor and abject slavery to the employe.

In such cases the law provides an adequate remedy through which the injured parties may be indemnified by a judgment for damages in equity proceedings, which can be collected unless the parties against whom it is rendered are insolvent. It is a very popular thing for a judge to issue a restraining order, or injunction, during the exciting period of a strike, restraining strikers from assaulting, coercing, or otherwise intimidating so-called "scabs" and "strike-breakers." No man who believes in government, who acknowledges that the welfare of mankind can best be promoted and secured through organized society, can for a moment countenance the use of violence during a strike, whether perpetrated by strikers or the hired thugs of corporations. Those who have been students of industrial affairs know that, aside from its moral aspect, the use of physical force by those engaged in a strike is one of the greatest weapons that can be placed in the hands of their employers to defeat them. It arouses public sentiment against the strikers, and no strike of any magnitude can be carried to a successful conclusion when public sentiment is thoroughly aroused against it. Many employers of labor understand that fact thoroughly, and when industrial conflicts occur thugs are engaged by them, either to tantalize the hot-headed and impulsive ones among the strikers until they commit some breach of the peace or to circulate among the strikers and incite them to deeds of violence, to the end that public sentiment may be aroused against them and their own conservative members turned against the conduct of the strike.

For all acts of violence, coercion, intimidation the legislative branches of our Government, which are the proper branches to determine what constitutes a crime against the community and the proper punishment for such crimes, have provided what in their judgment is an adequate remedy, and no court has a right to step in and provide another remedy. When it does so it usurps the power that belongs exclusively to the legislative branch of the Government and abolishes the right of trial by jury in criminal cases under the guise of enforcing orders of the court in equity proceedings. Having established the custom of issuing injunctions restraining men from using force, the next step was to restrain them from using persuasion, and numbers of injunctions have been issued forbidding those on strike inducing others to join them, and even where no strike existed or was contemplated injunctions have been issued restraining men from inducing an employe of a corporation, or those who might desire to become such employes, to join a union.

Some courts have even gone so far as to restrain the trades unions from furnishing relief to their starving members who were on strike, and all this under the pretense of protecting the property rights of the employer. Having gone thus far in the usurpation of power not delegated to them by the Constitution of the laws of the land, the next step was the issuance of injunctions forbidding the parties enjoined from exercising the constitutionally guaranteed right of free speech and of free press.

The injunction is one of the most beneficent writs issued by our courts when used, as originally intended, to protect property rights against irreparable injury where there is no other remedy provided by the common or statutory laws. When it goes beyond that and seeks to restrain people from exercising their inherent personal rights, which are specifically guaranteed by the letter and spirit of the Constitution, it becomes an instrument of oppression, dangerous to the liberty, safety and property rights of the community. The legislative branch of the Government can not with justice to itself permit the courts to usurp its functions by enactment of laws under the pretext of enforcing its edicts. This power assumed by the courts must be taken from them, and the right to issue injunctions must be restricted to the protection of disputed property rights, where it properly belongs.

For centuries there has been an irrepressible conflict between two distinct forms of government—a conflict between government by law and government by discretion. The tendency of the Anglo-Saxon races has been toward government by law, and many a sanguinary conflict has been engaged in for the purpose of securing and maintaining government by law and the protection of a trial by jury against false accusations or the whims, caprices, and limited judgment of any one man, whether he be a judge or prosecutor, or both.

Experience has shown that the happiness and general welfare of the people can be better promoted and protected through government by law enacted by one branch of the government and adjudication made by another branch than they can be where the power to make and enforce laws is placed in the hands of one man, whether you call him a judge or a czar.

The tendency of our modern American courts has been to get away from government by law with the protection of a trial by jury and back to the old Latin system of government by discretion, with that discretion placed exclusively in the hands of our judges. Such an amount of power exercised by any man of liberal views and a broad conception of the rights of the people might be perfectly safe, but, unfortunately, we have no means of changing the nature of men when we elevate them to the bench. Judges are

(Continued on Page 7.)

"SAILOR" BURKE.

A hard citizen was "Sailor" Burke; a composite of traits and characteristics which have from time immemorial distinguished two of the most virile races on earth, the Celtic and the Teutonic, being a New Yorker of Irish-German parentage. Having stated which fact it may become necessary to add that he was, withal, as good a first-crop Yankee as the last generation of that bustling, hustling, get-there-or-bust nation ever turned out.

It is true that in the matter of size he wasn't much to look at—just a wiry, well-knit middleweight—"a 'leven-stone man," as the British say—but what he lacked in bigness of body he more than made up for in bigness of voice. That voice was the envy of all the buckoes and would-be buckoes who had ever been hushed and overawed by its deep, booming fierceness, for a bucko without a powerful voice is about as illy equipped for his job as is a sailor aloft on a stormy night without a knife. In a wordy battle, everything else being equal, the man with the biggest voice will always come out ahead, for the hoary maxim that might makes right holds good even in the realm of acoustics. And Stentor surely had nothing on "Sailor" Burke when it came to making a noise like a steam calliope attempting a crescendo in A-major. Above the discordant din and commotion of the busy waterfront, above the howling blasts of Winter's tempests, above the roar of giant seas, the bellowing notes of "Sailor" Burke's thunderous voice could be heard with a distinctness truly startling. In short, it was one of those rare masculine voices which compel instant attention by the sheer volume of their torrential overwhelm and the booming clang of their timbre.

And if anyone, despairing of out-bellowing "Sailor" Burke, thought he could get the best of that nifty little, doughty little man by having recourse to a judicious use of Nature's weapons, he had to be some fighter indeed, for Burke was generally credited with being able to whip his weight in wildcats. Had he lived in this day of big purses and la-de-dah pugilists he might have made a mint of money as a prizefighter. And, again, he mightn't; for, unlike the present crop of fighters, he never bothered his head about the height, weight or reach of a prospective opponent. "The bigger they come, the harder they fall," was his comforting philosophy, supplemented by "first come, first served," and no man hunting trouble ever looked to "Sailor" Burke in vain. Having drawn which portrait of our hero I shall now proceed with the story proper of a few of his exploits, unembarrassed by the disillusioning prosaicalness of the cynicism that no man is a hero to his valet, seeing that poor Burke never had a valet—unless a yellow, heathen "lob-lolly boy" may be so designated.

In the winter of '76-77 "Sailor" Burke was in Liverpool, outward bound, and running his face at Widow Maguire's for his board and bed. Times were hard and prospects anything but encouraging; particularly so to Burke, who had but a day or two previously finished serving a six-month sentence in jail, having expiated on the treadmill the rash act of "trimming" a Bluenose skipper to the Marquis of Queensberry's taste. In imposing sentence on him, stipendiary Magistrate Raffles, the terror of all the sailors on the seven seas in those days, had solemnly lectured him on the enormity of the crime of skipper-beating, and had warned him that if he ever came before him (Raffles) again on a similar charge he would be given the limit of the law for such cases made and provided, namely, two years at hard labor. The injunction connoted by the warning was especially galling to Burke now that he was at liberty once more, as there happened to be a couple of skippers in port who were "in bad" with him, and whose "exaggerated egos" he would no doubt have liked very much to reduce to normal proportions. But as Raffles had the reputation of being a man of his word, Burke discreetly concluded that peace hath her allurements no less than war.

Turning the corner of Lord and Paradise streets one morning, Burke nearly collided with John Da Costa, the American shipping-master.

"By hookey," John burst out, "you're the very man I wanted to see. Say, Burke, will you go secon' mate of the barque Nathaniel Tyler? You couldn't pick a better voyage if you had the chart spread out before you—from here to Calcutta, an' from there to Hong-Kong to load for 'Frisco. Come, what d'you say?"

"What's the wages?" asked Burke, after thinking the proposition over for a few minutes.

"Thirty dollars a month, and two months' advance," replied Da Costa.

"All right, I'll go," said Burke.

"Good!" exclaimed Da Costa, pulling out a notebook, in which he began to scribble something. "Here, take this note down to Captain Potter. He's one o' them there skippers what always wants to have a look at their officers before they ship 'em. An' here's a bob for you. Go an' get yourself a shave, an' spruce up a bit before you go onboard. She's lying in the Salthouse dock."

Burke took the note and the bob, and promised to go and see Captain Potter right away. On his way down to the ship he had a shave and a shoe-shine, investing the balance of the bob in a hot Scotch. Thus beautified without and fortified within, he stepped onboard of the Nathaniel Tyler with the mien of a man who doesn't care a rap whether school keeps or not. Boldly he gave the cabin door a resounding thump that brought the skipper out on deck in a hurry. With a curt "Good morning," Burke handed him Da Costa's note.

Captain Potter was not a handsome man. Tall, dark, rawboned, "double-jointed," powerful-looking, he had one of those hard, tough, leathery faces on which nothing short of a spiked club can hope to make an impression. Black, bushy eyebrows, projecting fully an inch from the forehead, overhung a pair of deep-set, gray eyes which sent a shiver of apprehension through the average man every time their piercing glances darted out at him. The hooked nose, thin, cruel lips and square jaws completed a face at once forceful and repellant, the face of a natural-born tyrant. To the cognoscente in tallwater lore the word "Bucko" was writ large over every feature of that forbidding countenance.

After leisurely reading the note Captain Potter looked Burke over critically. Then, seemingly to satisfy some doubt in his mind, he asked, abruptly, "Can you fight?"

Could he fight? The question was a downright insult to Burke, a gauntlet thrown into the arena, as it were, which, had his hands been tied behind him, he would have picked up with his teeth. With a snort like that of a bull before whose eyes a red rag has just been planted, he roared:

"I'll show you, you pork an' molasses eatin', Down East —— —— whether I can fight or not."

And before the astonished skipper had time to wink, Burke nailed him a haymaker between the eyes that shook him up from keel to truck. But we all know what happens when Greek meets Greek. Captain Potter, besides being a hard nut, was some scrapper himself—you bet. Like a flash he was Johnny-on-the-Spot with the wallops, his fists instinctively hunting the vulnerable places on Burke's anatomy. Up and down the deck the two men fought with the fierceness of catamounts, jabbing, hooking, swinging, upper-cutting, clinching, butting, ducking, feinting, side-stepping, now slugging away toe to toe, and now, as one or the other gained a slight advantage, making a running fight of it. Neither man uttered a word, the pace being too hot to permit of any unnecessary expenditure of wind. Despite the disparity in size they were pretty evenly matched, the skipper's greater strength and weight being more than offset by Burke's superior hitting ability and better breathing apparatus. The probabilities were, indeed, that he would have gotten away with the skipper had the fight been allowed to go on, for in an otherwise fairly equal fight the man with the better wind holds a trump which will score sooner or later.

But you may have noticed, perhaps, that whenever there is a good, square fight in progress somewhere there is also generally some officious Buttinsky on hand to spoil the fun. At the commencement of hostilities the colored steward had come on deck to take in the show. However, he had seen his master in too many scraps to feel much concern about the outcome. But when he saw Burke more than holding his own, and apparently wearing the skipper down, the whites of his eyes grew bigger and bigger, until they finally seemed ready to burst from their sockets.

"Lordy ha' mussy on us, but dat dar little white man he shuah am a fighter," he muttered as he ran up the dock and began yelling "Police! Police!" at the top of his voice. In about half a minute he came running back with a big bobby at his heels. They were just in time to drag Burke off the skipper, whom he had knocked down and was industriously trying to kick the stuffing out of. As soon as the skipper was free to do so he jumped to his feet, seemingly little the worse for the severe manhandling he had just undergone. Shoving half a crown into the hand of the bobby, who was holding Burke by the collar, he said:

"It's all right, officer. Just a friendly set-to we were having. No occasion at all for arresting anybody."

With a grin on his face and a "'Thank'ee, sir," the policeman departed, visions of shining pewter pots filled with foaming "'arf an' 'arf" rising before his mind's eye as he felt

of the half a crown in his pocket. When he had left the skipper turned to Burke, saying:

"Mr. Burke, you be up at the consul's office at 1 o'clock an' I'll ship you. You're just the kind o' man I want for secon' mate. Here, shake," holding out his hand.

Well, what could Burke do but take the proffered hand and agree to let bygones be bygones? The memory of his recent grind on the treadmill was still fresh with him, and Raffles' warning took on a peculiar significance just then, seeing that he had once more committed the unpardonable crime of assaulting the master of a ship. And so he was on hand at 1 o'clock in the consul's office.

When the Nathaniel Tyler arrived in Calcutta Captain Potter found it advisable to hand Burke his money and set him ashore quietly at dead of night. The crew, an unruly, truculent lot of West India negroes, had raised a rumpus coming up the Bay of Bengal because their leader was put in irons. In the resultant mixup Burke had handled three or four of them so roughly that they were now ripe for the hospital. As they were all British subjects the consequences might have been serious for him had he remained on board.

Not to be too accessible to the authorities Burke went over to Howra and put up with "Chutney" George, an old Parsee, with whom he had boarded before, and who, he knew, would not betray him. There he laid low for a couple of weeks, by which time the authorities had forgotten him, for sailors were ever more or less negligible persons in the eyes of the law until they got sense enough to organize themselves into unions for mutual protection.

Getting restive under the restraint of confinement he crossed the bridge one afternoon and went over to the city. Not caring to be seen around the waterfront yet awhile, he took a roundabout way through Chowringhee, past the government buildings, and into Eden Gardens. Here he sat himself down on a bench, lit his pipe and, between puffs, drank in the beauty of the familiar scene. The winding waters and rich, varied foliage, the amphitheater of handsome edifices in the background, the forest of masts from the shipping in the near distance, the frowning guns of Fort William overlooking the harbor, combined to form a picture whose animated tints and unique settings have charmed thousands of Calcutta sailors both before and after Burke's day.

In a spot so favored by Nature and made beauteous by man, it was small wonder that Burke lingered long and drank his fill of its seductive delights. When he at last arose to go home the shades of evening were falling. Hardly had he gone a hundred yards when he heard ahead, around a clump of bushes, the screams of a woman. Now, Burke's nature, like that of all virile men, was intensely chivalric. Women, to him, were the embodiment of adorable weakness, the protection of which is the sacred duty of every man worthy of the name. Rushing forward he beheld a young native woman struggling in the grasp of a tall, swarthy fellow dressed in the garb of a lascar sailor. At sight of Burke he let go of the girl who, still screaming, took to her heels and vanished in the gathering dusk. With an imprecation the man drew an ugly-looking dirk from his sash and made a lunge at Burke with it. The latter, nimbly sidestepping the thrust, hit the fellow a crushing blow below the ear, dropping him like a log. Without waiting to see if he had been killed or not, Burke hastily strode away, not wishing to fall afoul of the police just then. An hour later he was at home sitting down to a feed of curried chicken and rice such as only a native of India knows how to prepare.

As the weeks went by, and Burke's money ran out, "Chutney" George bestirred himself to get his boarder a ship. Somewhere he got hold of a Canadian second mate's certificate by means of which he managed to get Burke shipped as third mate of the British ship Hamadryad, bound to Demerara with rice and eight hundred contract coolies for the sugar plantations. The next morning Burke went on board just as a tug hooked on to her to tow her down the Hooghly.

About the first thing he noticed was that the crew were all lascars, and that one of the two serangs was the fellow whom he had knocked down in Eden Gardens. Not the least sign of recognition made the serang, however; but this Burke put down to the consummate art of dissembling for which the Orientals are universally noted. Knowing the kind of "varmints" those fellows are when smarting under a real or fancied wrong, he determined to keep his weather eye lifting for possible eventualities.

The towing down the Hooghly was accomplished without any untoward incidents. Most of the crew were busy bending sails and otherwise getting the ship ready for sea. The rest were assisting the carpenter in putting the finishing touches on the coolies' quarters. On the poop the lordly pilot, an obsequious native servant fanning him with an ivory-handled bamboo-silk fan, was reclining in a wicker armchair with the ceremonious pomp and dignity of an Eastern potentate lolling on his throne. The monotonous chant of the leadsman, singing out the depths, mingled with the soft caw-caw-ing of the "brambleykites" and the droning "Rice-an'-curry-all-day" shantying of the lascars pulling on some rope. The coolies were squatting in groups all over the deck, their faces expressive of the mute suffering and listless sorrow which characterize the average emigrant in all climes. Everywhere the scene presented a curious commingling of bustling activity and languid inertness, a combination peculiar to life on shipboard in the tropics. At last the outer heads were passed and the long passage home began.

Nothing happened to break the tedium of the passage until the ship arrived in the South Atlantic and was well into the Southeast Trades. By this time Burke, by virtue of his superior seamanship and greater aggressiveness, practically "ran" things on board, both the skipper and the two mates above him deferring to him in all things relating to the working of the ship. His great voice dominated everything and everybody, the lascars fairly leaping to their posts when he thundered his orders to them. "Big Jack," the serang of the starboard watch, and the fellow whom he had struck down in Eden Gardens, had so far been a model of propriety and obedient alertness; but on one or two occasions Burke fancied that he had seen a gleam of suppressed hatred shoot from those black orbs as they had regarded him with a fleeting, oblique glance, such as men of Eastern blood are

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Unions, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 85 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques v puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) and Suarez 44.

Home News.

John R. Walsh, the convicted Chicago banker, began his term of five years' imprisonment in the Federal prison at Leavenworth, Kas., on January 19.

Senator Beveridge has introduced a bill in Congress to create a Legislative Council in Alaska. The measure is said to have the approval of President Taft and Secretary of War Dickinson.

A decrease of more than one-third in the deficiency of the Postoffice Department is shown for the quarter ended September 30, 1909, as compared with the corresponding quarter of the previous year.

Twenty-nine and one-half inches of snow fell in Chicago during December and the first half of January. A conservative estimate of the cost of cleaning the streets during that period is $301,500.

Representative Lafean of Pennsylvania has introduced in the House of Representatives a bill protecting homing pigeons against molestation when they are making interstate journeys.

New York has joined in fighting the high prices of meats. Scores of laboring men and others are making pledges to abstain from using meat for thirty days, while many others are eating meat only once a day.

At least a score, and perhaps two score, people were killed on January 21, when four cars of a Canadian Pacific train jumped from the track and plunged through the ice into the Spanish River near North Bay, Ont.

Japanese in Placer County (Cal.) have acquired 2000 acres of highly cultivated land and are now paying in yearly rentals on other orchards $24,700 a year. Fifty-five actual leasers among Japanese are enumerated.

President Taft on January 18 issued his proclamation in which it is declared that, under the new Tariff law, Italy, Great Britain, Russia, Spain, Turkey and Switzerland are entitled to the minimum rate imposed by that Act.

Radical legislation for the suppression of the Black Hand, Chinese highbinders, etc., is contained in the new Canadian Immigration bill. The new law is designed particularly to prevent entrance of undesirables from the United States.

The Supreme Court of Ohio has ruled that one may carry whisky from a wet county into a dry one at the request of another for his personal use and as a neighborly act without being held to have violated the county local option law.

More than $8,000,000 was spent in 1909 in fighting tuberculosis in the United States. This money was used, according to a bulletin just issued by the New York Association for the Prevention of Tuberculosis, in treating 12,000 patients.

It cost James J. Storrow $103,230 to make the fight for Mayor, according to his sworn statement filed on January 19. The expenditure is $70,000 greater than ever before embodied in a similar statement. Storrow was defeated by a narrow margin.

The Missouri law imposing a license tax of $100 to $500 on wholesale liquor dealers and manufacturers, which was expected to net the State a revenue of $500,000, was declared unconstitutional on January 18 by Judge W. A. Taylor in the Court of Criminal Correction.

SAN PEDRO, CAL.

Cannon's Clothing Store

SAN PEDRO, CAL.

BELL BRAND COLLARS AND CUFFS—UNION MADE.

We make a specialty of handling only the Best Union-Made Goods manufactured for Seamen.

BEN. B. LIPPMAN

532 BEACON & 531 FRONT, next to Fritz & Ernest

SAN PEDRO CAL.

COMPLETE SEAMEN'S OUTFITTERS

Union Goods for Union Men

SAN PEDRO WHOLESALE CO.

WHOLESALE DEALER IN THE CHOICEST OF OLD WINES AND LIQUORS.

Bottlers of San Francisco and Los Angeles Beers.

All goods sold at lowest San Francisco prices. We buy direct from Kentucky Distilleries and our California Wineries. Seafaring men invited to inspect our stock.

Beacon Street, near Fourth, SAN PEDRO, CAL.

M. BROWN

THE SAN FRANCISCO STORE
Now Located at San Pedro,
427 FRONT STREET.

I carry a full line of San Francisco goods for the seafaring people, having been established since 1886, and continually serving the seafaring. I am in position to know the class of goods you want. The San Francisco Hickory Shirt at 50 cents.

UNION LABEL OF THE

United Hatters of N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

CHAS. A. LUCAS

Undertaker and Embalmer

Fourth Street,
Between Front and Beacon Sts.,
SAN PEDRO.

WALK-OVER SHOES

SOLD EXCLUSIVELY BY

LEVY'S DEPT. STORE

SAN PEDRO, CAL.

515 Front St. 514 Beacon St.

JACOB OLSEN

Keeps the Best Brands of
CIGARS AND TOBACCO.

Also a Large Assortment of
STATIONERY AND NOTIONS.

FRONT STREET, bet. 4th and 5th, Front of Union Saloon, SAN PEDRO, CAL.

H. N. STONE CO.

DRUGGISTS,

Headquarters for Pure Drugs, Patent Medicines, Soaps and Toilet Articles.

FRONT ST., OPP. S. P. DEPOT,
SAN PEDRO, CAL.

SAN PEDRO NEWS CO.

Sixth and Beacon Sts., San Pedro, Cal.
Dealers in

CIGARS, TOBACCO, STATIONERY.

Los Angeles Examiner and All San Francisco Papers on Sale.

Agents Harbor Steam Laundry.

INFORMATION WANTED.

Louis Carlson, native of Finland, last heard of in Aberdeen, Wash., in 1908, is inquired for by his sister-in-law, Rika Nyman, 930 Harrison street, San Francisco.

Named shoes are frequently made in Non-Union factories.

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INFORMATION WANTED.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS

San Pedro Letter List.

Andersson, A. -1447	Le Joffie, Wm. Goffie
Anderson, S. Hugo	Mortensen, K. F.
Anderson, Sven	Maroth, Richard
Anderson, T. -557	Mulley, James
Anderson, Gust	Morin, E. H.
Alander, O. J.	Mortensen, K. F.
Anderson, O. -1286	Mathisen, H. -1831
Andersen, Harry	(package)
Andersen, P. T.	Mygind, W. F.
(package)	Mardisan, Andrew
Anderssen, Frank	Mookala, John
Axelssen, C. B.	Mueller, Hugo
Broden, Julius	Nelson, John C.
Bertilsen, Peder	Nystrom, Ragnar
Bergh, Borge	Nelson, Jack
Blumquist, C.	Nicholson, Joseph
Bostrom, W.	Ness, John
Bordjelm, Alex.	Nordgren, Chas.
Bolander, J. E.	Nelson, C. -663
Bakke, Ed.	Nelson, Harry
Brose, R.	Nord, G. E.
Bjorseth, Knut	Nelsen, Eddie
Bitila, -1338	Nordstrom, Gust
Backman, Ernest	Nyberg, Erick
Berntsen, Julius	Nestor, Wilson
Campbell, Geo.	Ohman, P. W.
Carlson, Markus	Olsen, Hagbart
Charstenson, H.	Olson, W. -753
Celley, Edward	Olsen, Soren
Carlssen, C.	Olsen, Geo.
Christiansen, E.	Olsen, Adolf
Christiansen, Chr.	Orten, Sigurd
Castro, Manuel	Ohm, Gunwall
Christiansen, Hjal.	Odman, Gus
Christensen, Harold	Ott, John
Colombay, Louis	Olssen, L.
Carlsson, N.	Olsen, G. A.
Cainan, George	Ohlsen, Ch.
Dudler, Hans	Permin, Jens
Dorles, J. H.	Pettersen, Peder. O.
Donaldsen, G. C.	Peratis, John
Enoksen, Andrew	Pedersen, J. -1110
Eriksen, Eduin	Peterson, Chas.
Edlund, Agaton	Peterson, Hans
Emanuelsen, Anton	Persson, B. S. -754
Edlund, Agaton	Passou, T.
Englebright, H.	Peters, J.
Ek, Thure	Pihpic, C.
Ellingsen, F.	Pedersen, Julius
Edland, Gus	Pihpic, J.
Fryland, C. J.	Pedersen, A. -1341
Fisher, J. -566	Petersen, Bertel
(photo)	Pedersen, Julius
Fleming, John J.	Petersen, H. -1067
Fredricksen, H. G.	Petersen, Oscar
Gunther, Christian	Paulssen, Adolf
Gunther, Hans	Rokow, Stefan
Graf, Otto	Randle, David
Gray, Gustav	Reuter, Ernest
Glausen, Harry	Rasmussen, R. -1525
Gorgesen, Emil	Reuten, Axel.
Garner, Louie	Rasmussen, Emil
Hagberg, G.	Reed, L. C.
Hesse, Eric	Rudland, Jake
Hentchell, Otto	Rueter, Herman
Hoglund, F. V.	Remme, F.
Hermansen, K.	Rodriguez, M.
Hansen, Charlie	Reimon, L.
Herner, Olof	Schluter, Paul
Holstein, R.	Sauer, Emil
Hilke, Carl	Skold, C. A.
Hassall, G.	Saarinen, H.
Horlin, Ernest	Shephard, W.
Hansen, L. -794	Scholtens, Ben
Hansen, Hans	Strand, Olav
Haarklau, I.	Singleman, E.
Husby, Lars	Steen, Hilmar
Hansberg, J. P.	Schultz, Albert
Hellesto, Emil	Sandstrom, J. -1347
Hansen, Rasmus	Sandstone, Emil
Harris, Tom	Sundquist, W. W.
Hansen, Theodor	Swensen, B. -1932
Heggenmuller, H.	Steen, Ivar -1999
Harmening, Fr.	Sonne, Rudolf
Hage, Arne	Swanson, Chas.
Ingbrethsen, Daniel	Samuelsen, W. L.
Jacobsen, E. -1898	Scott, E. G. -2041
Johansen, J. -1462	Samuelsen, V.
Jeshke, H.	Spearing, G.
Jensen, Wilhelm	Schlitt, James
Johnsen, Charlie	Scarabosio, M.
Jensen, Chas. -169	Stiles, Everet
Jensen, Hans	Stephan, M.
Jeffersen, V.	Staelsten, Karl
Jobsen, Ch.	Smith, John
Johansen, Johan -880	Southerland, A.
Jensen, -1311	Silverberg, Harry
Jorgensen, Emil	Scott, E. G.
Klausen, Chas.	Steen, J. C.
Kristiansen, G. -1054	Spearing, Gustav
Klaesson, K. A.	Tillman, Chas.
Kolostoff, J.	Thingberg, Oscar
Kluver, George	Thompson, W. J.
Kalberg, Wm.	Thomas, Joseph W.
Kuhme, Wilh.	Tommis, Frank
Louis, Michael	Toren, Gustaf
Larsen, Chris. T.	Tufte, A. Paulsen
Larsen, Christian	Thompson, C.
Larsen, Marinius	Thomasen, A.
Larsen, K. Louis	Thompson, T.
Lepp, August	Torres, V. L.
Lindroth, Erik	Tuominen, Alfred
Ludlow, J. J.	Touanne, Walter
Lewis, G.	Wiemer, Paul
Lundberg, F.	Warkkula, John
Lange, Friedrich	Wilhelm, Heinrich
Lehtonen, John	Warren, Louis
Lane, Emil	Werner, A.
Lerch, Paul	Westad, Johan
Lueman, A.	Zuhne, W. (registered letter)
Lundquist, F.	

INFORMATION WANTED.

John M. Murphy, dark hair, blue eyes, height 5 feet 8, smooth face. Last heard of at Oakland. Any information, communicate Seamen's Institute, 242 Steuart street, San Francisco.

Pacific Coast Marine.

Opium valued at $10,000 was found on the Pacific Mail liner Manchuria at Honolulu on January 25, and was seized by Customs inspectors.

Otto Ericksen was recorded at the San Francisco Custom-house on January 26 as master of the schooner Howard, vice Henry Panhorst. The bark Kaihulino, P. Colby master, was enrolled.

The Panama Maru, the fourth of a line of steamers to run between Osaka and Puget Sound ports in connection with the Chicago, Milwaukee and St. Paul railway, was launched at Tokio on January 16.

The following changes of masters were recorded at the San Francisco Custom-house on January 24: Schooner Lillian, Christian Larsen; steamer Frank C., Henry Skinner vice Frank C. Buskey; steamer National City, Charles Linder vice A. D. Higgins.

The Seattle schooner Francis Cutting, seized by the Canadian fishing cruiser Kestrel, was up for auction at Vancouver, B. C., on January 26, and was bought in by the Canadian Government for $1550. There was no bidding on the vessel, said to be worth $15,000.

August Wilson was recorded at the San Francisco Custom-house on January 25 as master of the schooner James Byrnes, vice Christian Jespersen. The ship A. J. Fuller, M. Haskell master, and the steamer J. B. Stetson, Arthur H. Sevis master, were enrolled.

The six-masted barkentine Everett G. Griggs, recently sold by a Tacoma syndicate to Captain E. R. Sterling, has been chartered to load lumber at Chemainus for South Africa. She will carry 2,250,000 feet. The lumber shipments to South Africa are larger than a number of years past.

Completing an eventful passage of 103 days from Newcastle, England, the well-known German auxiliary ship, R. C. Rickmers, Captain Schwetmann, arrived at San Francisco on January 27, bringing the largest cargo of coke ever received at that port. The big vessel's cargo amounted to 5177 tons.

With the report that the Government is about to take steps with Great Britain, Russia and Japan to provide for more adequate protection of the seals of the northern waters, it is rumored that the lease of the North American Commercial Company, allowing a yearly catch of 15,000 seals, which expires on May 1, will not be extended.

C. H. Weber Jr. was recorded at the San Francisco Custom-house on January 27 as master of the steamer Juliette, vice Peter Hansen. The schooner O. M. Kellogg, Frank Linquist master, and the steamer George W. Elder, G. M. Jessen master, were enrolled. The steamer Olson and Mahoney, H. T. Payne master, was registered.

The name of the bark Kaiulani, which has been purchased by the Alaska Packers' Company, will be changed to Star of Finland. The bark, formerly the property of Hackfeld & Co., and for years in the sugar trade between San Francisco and the Hawaiian Islands, will be added to the packers' big fleet of cannery vessels, which is being increased yearly.

The new Matson liner Wilhelmina arrived at San Francisco on January 20, 43 days from Newport News, Va., where she was built. The Wilhelmina registers 6600 tons and cost $1,000,000. She has accommodations for 154 cabin and 108 steerage passengers and will carry 9500 tons of freight. She will sail from San Francisco on February 10 on her maiden voyage to the Islands.

The Grays Harbor Tugboat Company of Hoquiam will gather many thousands of dollars' salvage money as a result of the recent storms off Grays Harbor. The company has filed a salvage claim of $20,000 against the ship William H. Smith, and $1000 was obtained for rescuing the yacht Olympic. Another salvage claim lies against the steam-schooner Fair Oaks, recently caught on Grays Harbor bar.

The Alaska Steamship Company of Seattle has purchased the big freight steamship Leelanaw from R. Dunsmuir Sons' Company of Victoria for use in the Seattle-Nome trade. The price paid was $80,000. The Leelanaw is of American registry and last summer was under charter to the Alaska Steamship Company. Since the close of the Nome season the steamer has been used in the coal carrying trade between Vancouver Island and San Francisco.

The Federal Court at Seattle has ordered set aside the recent sale of the steamer Victorian and the vessel will be auctioned again in the near future. The Victorian was libeled for $26,000 and at the United States Marshal's sale she was purchased for $11,500 by the Hall Brothers Marine Railroad Company of Winslow, who were one of the claimants. William Brown for the Best Steamship Company, owners of the Victorian, guarantees a $15,000 bid. The vessel cost originally $150,000.

The Pacific Coast Steamship Company has been advised from Washington, D. C., that the claim for $1695 tonnage tax improperly collected on the steamer Montara on July 9, 1906, when that vessel entered from Yokohama at Seattle, will be refunded. The Montara took contraband consigned to the Russian Government at Vladivostok during the war with Japan and was captured by the Japanese, being subsequently bought in by the Pacific Coast Company. The tonnage tax was imposed on the vessel's return to Seattle.

The schooner James Makee has returned to Honolulu from Maui, whither she went to see whether there was any hope of salving the British ship Alexander Black that is ashore near Kahului. Captain Miller reports that there is small chance of saving anything of much value. The cargo of nitrates is dissolved, and the vessel herself is hard and fast on the reef, with a great rock of coral piercing her amidships. The weather is heavy, and it appears probable that the bark will go to pieces before long.

Night and day for twenty-three days of her voyage of twenty-four days it was necessary to keep the pumps going on the schooner Eva, in order to keep that vessel afloat. The Eva, which sailed from Mahukona on January 4 for Eureka, put in at San Francisco on January 28 for repairs in a very leaky condition. This is the second time in a few months that the Eva has put in at San Francisco in a leaking condition. On November 6 of last year the schooner limped into port waterlogged.

Australian advices report the sale of the British ship Loch Ryan to the British Government as a training ship for boys. During the last year or so three other Loch ships have been sold in Melbourne. The Loch Lomond was bought by the Union Steamship Company to be used as a training ship for cadets and was lost with all hands while on a voyage from Newcastle to Wellington with a cargo of coal. The other vessels to change hands were the Loch Ness and the Loch Tay, both of which are ending their days as coal hulks in Adelaide.

Federal Judge Hanford at Seattle on January 18 issued a judgment that the steamer Bellingham can not legally be forced to carry two licensed mates. This is the result of charges made by Captain Luther B. Down, general counsel of the Master, Mates and Pilots' Association last summer. Supervising Inspector Bermingham at San Francisco held that no second licensed mate was necessary where he did not stand watch, but Supervising Inspector-General Uhler overruled him. The Bellingham was agreed on as a test case and about a dozen steamers are involved.

Four sailing vessels were spoken by the German ship R. C. Rickmers, which arrived at San Francisco on January 27 from Newcastle-on-Tyne. They were as follows: October 30, latitude 36.04 north, longitude 16.41 west, British ship Wendur from Hamburg for Santa Rosalia; December 12, latitude 55.53 south, longitude 65.43 west, French bark Elizabeth, from Hamburg for Callao; December 18, latitude 56.08 south, longitude 76.35 west, German ship Osterbeck from Liverpool for South America; December 21, latitude 47.38 south, longitude 83.11 west, German bark Waglinde from Pisagua for Liverpool.

News was brought by the steamer Moana, at Victoria, B. C., of a possible solution of the mystery of the disappearance of the British bark Silberhorn when on a voyage from Newcastle to Iquique in 1907. The finding of a life buoy marked "Silberhorn, Liverpool," by the settlers on Pitcairn Island the latter part of November, substantiates the conjectures that the vessel was wrecked in the South Pacific. The life buoy was picked up on the beach at Bounty Bay, Pitcairn Island. No other wreckage was found. The Silberhorn left Newcastle on June 12, 1907, with a cargo of coal from Iquique, and never reached port.

Steamship companies have been notified by the Canadian Government that the new wireless station at the south end of Queen Charlotte Island has been finished and is ready for service. This is the first of two new stations for British Columbia, the other to be located at Prince Rupert. The completion of these stations will make a fairly complete line in British Columbia and Southeastern and Southwestern Alaska. The United States Government plans to place a station at Dutch Harbor to the far westward, and it is rumored that a private company will place one on Cook Inlet to supply the Susitna country. The new Skado Head station on Prevost Island will cover a territory along the inside passage, from which it had heretofore been impossible to receive news by wireless.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

Affiliated with
AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer,
1½A Lewis St., Boston, Mass.

AFFILIATED UNIONS.

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CHICAGO, Ill., 242 South Water St.
MILWAUKEE, Wis., 317 Virginia St.

Sub-Agency:
CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

Coast Seamen's Journal

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BY THE
SAILORS' UNION OF THE PACIFIC
Established in 1887

WALTER MACARTHUR.....Editor
PAUL SCHARRENBERG.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, FEBRUARY 2, 1910.

FERRET OUT THE FACTS.

The discussion following the wreck of the steamer Czarina has developed a great diversity of opinion as to the exact quarter in which lies the responsibility for the great loss of life. So many conflicting stories are told by the eye-witnesses that it is impossible to form any judgment of the facts from that source. The controversy wages chiefly around the Life-Saving crew. The conduct of these men is described by some as cowardly, and by others as all that could humanly be expected. Apart from any question as to what might have been done, the facts as to what was not done are clear enough. Two attempts were made to fire a line over the wreck, but without success, owing to the distance (something less than 2000 feet) of the wreck from the beach. No attempt was made to reach the wreck in a lifeboat. It is said that there were plenty of volunteers to man the boat, but the Captain of the Life-Saving station refused to permit the attempt, upon the ground that the boat could not have lived in the surf. Perhaps the attempt ought to have been made at any risk, but that is a matter which the man in command must be permitted to determine. In the absence of strong evidence of cowardice or bad judgment, the Captain of the Life-Saving crew is entitled to the benefit of whatever doubt may exist as to the wisdom of his course in refusing to make what probably seemed the certain sacrifice of his crew.

The failure to reach the wreck with a line from shore presents a less difficult aspect of the case. There seems to be good ground of criticism, and indeed condemnation, in this respect. This phase of the matter is treated by a local publication, the Coos Bay Times, as one that requires no technical knowledge to reach a common-sense conclusion. Our contemporary says:

> It is an insult to the intelligence of an American citizen to make the statement that his Government which is spending millions for guns that will carry missiles five miles with sufficient force to pierce armor plate and kill men does not build a gun that will carry a line two thousand feet to save men. This is the situation in a nutshell. I care nothing for the gossip or the censure. Common sense is the only standard required for intelligent comment on such a condition. I am glad that the Port Commission has taken up the matter of an official investigation. Such an investigation should be painstaking, careful, far-reaching and thorough. It should go to the bottom of things. Neither expense nor time, pull nor power should be permitted to suppress the exact facts. For the good name of Coos Bay and the glory of our Government and the loyalty of its Life-Saving Service the truth should be told.

The failure to reach the wreck with a line over a distance of 2000 feet indicates a radical defect in the equipment of the Life-Saving station. Whether this defect be peculiar to the Coos Bay station or common to the Service at large, it is quite clear that an increase in the carrying power of the guns is necessary and should be made without a moment's delay. Another, and in a sense the most important feature of the case consists in the character of the men composing the Life-Saving crew. We are reliably informed that most of the men at the Coos Bay station are landsmen drawn from rural employment in the vicinity. Assuming the correctness of this information, the fact constitutes a very serious reflection upon the Service. None but seamen of experience and tried capacity should be placed on guard at the Life-Saving stations, since, although everything else—personal bravery, intelligence, etc.—may be equal, one seaman is worth two landsmen in the emergency of shipwreck. After all allowance is made for the failure to save the crew of the Czarina, due to the natural difficulties of the case, there remains good ground for attributing some part of the loss of life to neglect or oversight in matters quite within human control. No case of shipwreck within recent knowledge has presented so strong a demand for a thorough-going investigation. It is sincerely to be hoped that such a course will be taken in order that the shipping of the Coast may be assured against a repetition of the horror involved in the loss of a score of lives within stone's-throw of dryland.

The San Francisco Chronicle, discussing the strike of shirt-waist makers in New York, says: "There is no 'labor question' more worthy of investigation in any city than that of the wages paid women in the garment trades. If the statements made as to their wages are lies, they should be exposed. But if they are not lies—and we have not seen them disputed—there exists in those trades intolerable conditions which in the name of humanity should be remedied if it doubles the prices of shirt-waists and petticoats." The Chronicle is right for once. If that paper will now advocate the only remedy, namely, the demand for the union label, it will render a real service to its readers and to the women in the garment trades.

Observant readers of the discussion over the landing at San Francisco of the tourists on the steamer Cleveland will not miss the point that, while the merchant classes are strongly in favor of preserving the coastwise trade to American vessels, they are equally, and perhaps a little more opposed to the idea of "losing the trade" of those travelers. Hence the proposal to remit the penalty on the German steamer rather than force her to land her passengers in British Columbia.

Help your sisters and brothers in the clothing industry by demanding the label of the Garment Workers when purchasing shirts, suits, overalls, etc.

EXCLUDE THE HINDOOS!

For some years past the Hindoo immigration question has been recognized as an element in the general problem of Asiatic immigration. As usual, only the labor movement has taken any active steps to restrict this particular menace to the interests of the country. It appears now that the matter is likely to arrest public attention. The number of Hindoos arriving in the United States in recent months has increased so largely as to create something akin to panic in certain quarters. "The Hindoo must go!" is now the cry. The San Francisco Call, commenting upon the new phase of the Asiatic immigration problem, expresses itself as follows:

> We have more Asiatics now in this country than is desirable, and the Hindoos are the least useful and the most inefficient of the lot. They are dirty and quarrelsome as well as worthless in the field of labor. Nobody wants these people in California except John P. Irish, Harrison Gray Otis and their corporal's guard of followers. Their introduction is a menace to American civilization and it must be stopped. What sort of mongrel community is this, our California, likely to become if these unassimilable breeds are to be permitted to occupy the labor field? We have fought the Chinese and the Japanese invasions with more or less success, but now we are threatened with something worse. If the Immigration laws are not strong enough to hold off the incoming tide they must be strengthened, and in the meantime the officials of this port will be held strictly to account for a rigid enforcement of the laws as they stand.

Another "great daily," the San Francisco Chronicle, treats the subject in the same general tone, as follows:

> The people of this Coast do not want Hindoo coolies among us, and to continue to admit them will involve very serious complications of many kinds. The influx should be stopped now, before the problem acquires greater magnitude. There is no doubt as to the sentiment of our people. It is not merely the opposition of "labor," although in this case that is sufficient. There is a protest against the submergence of our civilization from all classes of our citizens, as was shown by the vote of the people of this State taken years ago by order of the Legislature, when in the whole State, out of 161,405 voting, but 883 were found to vote against exclusion. And in that case the vote was on the admission of Chinese—by far the best of all Oriental laborers. There is no reason to suppose that the sentiment has changed. There always have been and are now a few hundred selfish and greedy people who do not care what becomes of the country so only that they can prosper by the use of degraded labor.

The attitude of these two newspapers may be taken as typical of press opinion throughout California and the Pacific Coast. It is significant that this new phase of Exclusion agitation arises simultaneously with a recurrence in the East of the suggestion that the West would probably vote to let down the bars to Asiatic immigration if afforded an opportunity of doing so. Such a vote would probably show Irish, Otis and their followers to be in a smaller minority than ever before. At any rate, there is nothing in the facts of the case to warrant the theory of changed sentiment. On the contrary, the facts prove not only the necessity of maintaining the present Exclusion laws, but also the necessity of extending these laws to other and even more dangerous classes of Asiatics.

The birthday of Samuel Gompers is an occasion of interest to the labor movement of the United States and the world at large. The JOURNAL congratulates the "Grand Old Man" of labor and wishes for him long life, good health and continued usefulness. Especially do we wish for our comrade and leader the priceless satisfaction that comes from the knowledge of a life spent in the service of humanity.

Demand the Hatters' label when purchasing headgear, soft or hard!

BIRTHDAY OF SAMUEL GOMPERS.

Samuel Gompers entered his sixtieth year on January 27. The following sketch of the great labor leader, reprinted from the Mixer and Server, is a good summary of his character and career:

Samuel Gompers was born in Spitalfields, London, England, on January 27, 1850. His parents were natives of Holland. At the age of ten years and three months he began work in a cigar factory, having selected the trade of cigarmaking as a means of earning his livelihood. This was not the first time, though, he had gone to work, for he had worked several months in a shoe factory before this, but this is when he began his life work as a cigarmaker. In 1863, accompanied by his parents, he came to this country and settled in New York City. He had been in America a little more than a year when the Cigarmakers' International Union was formed, and there being no age requirements or limitations, he became a member. Although the organization now numbers more than 40,000, and each member counts his membership in numerical order, Mr. Gompers' membership dues card is No. 1, a fact of which he is very proud. Samuel attended school from his sixth to his tenth year, then was apprenticed to a shoemaker; but, disliking the work, he learned the trade of his father, and while working as a cigarmaker he attended evening school for four years.

This appears to have been the extent of his instruction in any school. He came to the United States when thirteen years old, settled in New York City, and in time became a naturalized citizen of the United States. His present home is in Washington, but he maintains his citizenship in New York City.

In a sketch of his life approved by himself, he says of his father that he "was a cigarmaker, an industrious workman, a kind father and a man of remarkable memory." He declares of his mother that she "was a woman of excellent antecedents, her parents being highly educated," and through her influence on his intellectual and moral life he was led to study and to seek to benefit his fellow men. He further fills out his genealogical background by describing his grandfather as "a man of philosophical turn of mind, of extraordinary courage and fearlessness, and well informed through knowledge acquired by wide travel in Europe." As a boy Samuel was anxious to learn, and he often neglected or forgot to eat in his eagerness to master the lessons he had set for himself as a task.

Being the oldest child of a family of eight, he began to aid his father in their support as soon as he could earn wages. He worked at his trade of cigarmaking from his tenth until his thirty-seventh year. Since that time he has been a writer on labor topics, a worker and a leader and officer in the trade-union movement.

When he was fourteen years old, and when he had been in this country only one year, he helped to organize the Cigarmakers' International Union, which he served as president and secretary for six years. He also edited its local paper in that period.

The tracts and pamphlets issued by the Anti-Slavery Society were his "first helpful reading," he says. Later he read "Dickens, Thackeray, Burns, Shelley, Hood and Shakespeare with profit," and thereafter history and books on economics.

As a labor leader, Mr. Gompers became one of the most influential in America and was in great demand as a speaker and adviser on labor troubles and problems for the various local and national unions, which in reality had no official parent organization.

A call was issued in 1881 by trade-unionists from Chicago and the East, calling for a meeting in Terre Haute, Ind., in September. Mr. Gompers was among the sixty delegates who attended. At this meeting a general call was issued to all labor organizations of the country to meet in Pittsburg, Pa., on November 15, 1881. More than 150 delegates were present. This meeting elected him First Vice-President and later Chairman of the Legislative Committee. In 1882 he was elected President of the body, then styled the Federation of Organized Trade and Labor Unions of the United States and Canada. At the meeting of this body in Columbus in 1886, a new similar organization was also in session. Committees were appointed to confer with each other from the two meetings, with the result that on the third day's meeting of the two bodies they joined hands and formed the American Federation of Labor, electing Mr. Gompers President by a unanimous vote.

He has filled the office of President of the American Federation of Labor with credit and benefit to organized labor ever since, with the exception of the year 1894, when an antagonistic element succeeded in unseating him temporarily. The convention of 1895 re-elected him by acclamation and has done so year after year since.

There is no man in the labor movement of the world to-day more highly honored, respected and loved by his followers and constituents than is Samuel Gompers. At the Norfolk (Va.) convention in 1907, when the delegates heard from other members of the Executive Council and others how a trap was set for him and how detectives of the Manufacturers' Association endeavored to get him for a consideration ($7,000 a year) to sell out the labor movement, they cheered him to the echo for several minutes and thereafter raised his salary from $3,000 to $5,000 per year.

When President Gompers first assumed charge of the American Federation of Labor as President in 1881, it had ten national unions, with an aggregate membership of about 100,000. These and but ten central labor unions were represented, while at the Denver convention last November the representation approximately was 2,200,000 members of labor unions, divided as follows: National and international unions, 117 (representing more than 27,000 local unions); State branches, 37; departments (National Building Trades), 1; city central bodies, 579; local trade and federal unions, 612; a total of 1,346.

A writer in the New York Evening Post recently stated of Samuel Gompers:

"If I had first seen Mr. Gompers in some group of distinguished men and had not known who he was, I think I should have guessed him for a college president," says one observer. "He is short, heavy built, and there is a sort of rigid erectness about him which you see in many professors who have consciously avoided a stoop. His head is massive, his long grayish hair brushed austerely back from his temples. His spectacled eyes are keen, but friendly; his lips thin, precise. William Hard once said of him that he went out on a new idea as cautiously as an elephant going over a new bridge. His talk conveys the same impression that he is testing every phrase before he utters it, to see if it will bear his weight."

"A short, stout man, with big head, strong jaw and broad shoulders," remarks another. "He smokes a cigar in a determined sort of way as he works; for determination and benevolence are alike written in his unusual features."

"His portraits give no adequate idea of his appearance, for, although his head and shoulders are massive, he is very much below middle height and walks with slow, deliberate steps," is a Norwegian's description. "The most prominent features of his face are a broad, benignant forehead and a wide, flexible mouth which droops at the corners. With his mild, almost diffident manner and his black coat and white tie, Gompers looks more like a kindly old country parson than the commanding general of an army of 2,000,000 workingmen."

A friend in pen sketching Samuel Gompers recently put it this way:

Devout, yet cheerful; pious, not austere;
To others lenient, to himself severe;
Tho' honored, modest; diffident, tho' praised;
The proud he humbled, and the humble raised;
Studious, yet social; though polite, yet plain;
No man more learned, yet no man less vain.
His fame would universal envy move,
But envy's lost in universal love.
That he has faults it may be bold to doubt,
Yet certain 'tis we ne'er have found them out.
If faults he has (as man, 'tis said, must have),
They are the only faults he ne'er forgave.
I flatter not; absurd to flatter where
Just praise is fulsome and offends the ear.

WILSON ON INJUNCTIONS.

(Continued from Page 1.)

like other men; they are good, bad, and indifferent. They are subject to the same errors of judgment and limitations of knowledge that other men are subject to; they have their likes and dislikes, their preconceived ideas and prejudices. As Sheldon says in his Table Talks:

A chancellor's conscience is like a chancellor's foot—one has a broad foot, one has a narrow foot, and one has an indifferent foot.

To place the absolute power of life, liberty, and property in the keeping of our judges, under these circumstances, would be subversive of the rights of man, yet that is the power assumed by our courts when issuing injunctions in labor disputes. No wonder there is a spirit of unrest amongst the workers; no wonder they are protesting against this arbitrary power being exercised to their detriment. It is for these reasons that, while I do not believe the amendment offered by the gentleman from New Jersey (Mr. Hughes) goes to the root of the evil, I am, nevertheless, in favor of it, because it furnishes the protection of a trial by jury against the exercise of arbitrary power by our courts.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Jan. 31, 1910.
Regular weekly meeting was called to order at 7:30 p. m., A. Seaman in the chair. Secretary reported shipping dull. Upon recommendation of the Committee on 6th of March, it was decided to celebrate the Union's twenty-fifth anniversary by having a torchlight parade on Monday, March 7, and literary exercises at the conclusion of the parade.

E. ELLISON, Secretary pro tem.
44-46 East St., Pacific Phone Kearny 2228. Home Phone J 2228.

Vancouver, B. C., Jan. 24, 1910.
Shipping still dull.
JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, Jan. 24, 1910.
No meeting; no quorum. Shipping fair.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Jan. 24, 1910.
Shipping and prospects poor.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Jan. 24, 1910.
Shipping rather dull; prospects uncertain.
J. K. HARLOW, Agent pro tem.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Jan. 24, 1910.
Shipping dull.
WM. GOHL, Agent.
P. O. Box 62. Tel. 225.

Portland, Or., Agency, Jan. 24, 1910.
Situation unchanged. The delegates to the recent convention of the Oregon State Federation of Labor submitted their report.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Jan. 24, 1910.
No meeting; no quorum. Shipping good; prospects fair.
JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Jan. 24, 1910.
Shipping fairly good; prospects poor.
HARRY OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, Jan. 17, 1910.
Shipping and prospects good.
CHAS. SORENSEN, Agent.
Cor. Queen and Nuuanu Sts. P. O. Box 314.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Jan. 24, 1910.
Situation quiet.
ALEX. McKECHNIE, Acting Secretary.
674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Jan. 25, 1910.
Shipping quiet.
WM. H. FRAZIER, Secretary.
1½A Lewis St.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Jan. 27, 1910.
Regular weekly meeting was called to order at 7:00 p. m., J. Lawlor in the chair. Secretary reported shipping slow; plenty of men ashore. The Shipwreck Benefit was ordered paid to a member wrecked on the schooner San Buenaventura.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Jan. 20, 1910.
No meeting. Shipping slack.
LEONARD NORKGAUER, Agent.
P. O. Box 1335. Phone Sun Main 2233.

San Pedro Agency, Jan. 24, 1910.
No meeting. Shipping and prospects poor; plenty of men ashore.
ED. BARRY, Agent.
P. O. Box 54.

DIED.

Ossian Lonnqvist, No. 1438, a native of Finland, aged 26, died at Portland, Or., on Jan. 14, 1910.

John Rubens, No. 30, a native of Finland, aged 58, died at San Francisco, Cal., on Jan. 28, 1910.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

LAKE LOSSES AND INSURANCE.

The Lake Carriers' Association executive committee, which was in session at Detroit on January 20 and 21, met with a surprise in the person of Colonel C. McD. Townsend, United States Engineer, of Detroit district. That gentleman, according to newspaper dispatches, told the Lake Carriers plainly that they would have to quit knocking down Soo Canal gates or he would take charge of vessels locking through and put pilots aboard them. "This thing of vessels running into Soo locks is becoming so monotonous something must be done to prevent these occurrences or lessen their number."

I would like to suggest to Colonel Townsend that the Lake Carriers could avoid these accidents by putting sailors aboard their vessels. On top of this jolt the Lake Carriers received another just as bad, but this time from the underwriters, who do not take kindly to the position of paymaster for incompetent handling and wrecking of vessels. The Cleveland Plain Dealer, notoriously an owners' paper, in its issue of January 19 says:

"The Lake insurance business is in an unsatisfactory condition, both to the underwriters and vesselowners. In spite of the fact that the hull rates are so high that they are almost prohibitive, the underwriters lost money in the Lake trade last season. Both sides are confronted with a pretty tough proposition. The vesselowners feel that the insurance rates are already too high, and the underwriters say that carrying hull risks at last year's figures was a losing game.

"That rates will be higher next season, representatives of the underwriters say, is almost certain. The vesselmen and the Great Lakes Protective Association, which covers 5 per cent collectively of the risk of its members, will do everything possible to prevent an advance. A change, however, will be made, and one of three things will be done. Rates will be marked up 1 per cent or more or such radical changes will be made in the policy, such as shortening the season, that it will practically amount to the same thing.

"Another plan that is being talked is the fixing of discriminatory rates for vessels in the coarse freight trade. That plan would, if adopted, mean the grading of ships, and the lower the grade the higher the insurance rate would be. The Great Lakes Protective Association, and vesselmen generally, would make a fight against that system.

"Some of the big foreign underwriters appear to be indifferent in regard to the Lake business, and one of the leading firms has announced its withdrawal from the trade.

"W. A. Prime, representative of Willcox, Peck & Hughes, insurance agents and attorneys for the Great Lakes Protective Association, will sail for Liverpool to-morrow to take up the matter of Lake insurance with the foreign underwriters. They will meet next month and it is not likely that anything definite regarding hull insurance on the Lakes will be done before that.

"That the practice of granting extensions after the regular insurance expires will be stopped is the opinion of both vesselowners and underwriters. In his report Chairman Ashley of the advisory committee of the Protective Association says:

" 'There were a large number of accidents last year. The number was larger than in 1907 and 1908, but the reason is that more boats were in commission.

" 'Because of the fact that previous insurance policies expired on dates ranging from the opening to the closing of navigation, many of the policies issued by our association will continue in effect until toward the end of this year. Therefore, we are unable to make any estimate as to the cost of insurance or the profit or loss experienced in the conduct of the business for the past year.

" 'It is expected that by next fall we will be able to show approximately the cost of conducting the business and the amount of profit and loss. So far as we are able to estimate we will show a substantial profit unless we find losses beyond the ordinary under our unexpired policies.'

"One reason the association cannot figure out the amount of its loss this year is that many boats meet with accidents during the year and continue to run until the end of the season. Then they are placed in drydock and repaired and it is along toward spring that the bills are sent to the insurance companies for payment.

"The list of accidents to boats belonging to the association during the past year follows: Strandings, 24; groundings, 83; collisions, 89; striking obstructions, 28; striking locks, 4; burning boilers, 2; striking bridges, docks, harbor and channel banks, 37; stress of weather, 10; collapsed decks, 2."

The gentlemen have probably overlooked the total-loss item, in which the Cowle and the Richardson should figure. Is it any wonder the rates are going up and some of the companies express no desire for the business? I notice in the Plain Dealer of January 22 that a combine of steel vessels outside the Pittsburg Steamship Company lines is talked of, and it has occurred to me that this may be a defensive alliance against the Steel Corporation. Nothing, however, will be done until the affairs of the Gilchrist Company, now in the hands of a receiver, are adjusted. The leading Canadian owners will also join this combine, or for public information will form one of their own.

Much newspaper space was given what the Lake Carriers had to say about the proposed "Seamen's Institute," or, as Comrade Furuseth has so aptly called it, "Institution." According to our dear friends, the Lake Carriers, they think so much of us that they are going to build us a big institution, something grand and big and broad, where a second cook can become a captain, where we can go and live, all in one big house, under the watchful care of their shipping masters, and learn to read and write and to become masters and engineers. And all for a small cost! We can give up our homes, wives and families, if we have any, and become one of a big, broad family of dependents of the generous-hearted vesselowners. All at a very small cost to us in money, but at what a cost in self-respect, independence and manhood! Nothing is said about the last three items in the prospectus. The question which arises in my untutored mind is: If they think so much of us, why not give us steady employment at decent wages and hours and allow us to furnish our own homes? That is what we want, and, sorry as we are to appear ungrateful, Mr. Owner, I guess that is what you will have to give us. We want no "institution." We want a fair deal and we will stay away until we get it.

W. H. JENKINS.

Conneaut, O.

MASTERS FOR BIG FLEET.

The United States Transportation Company will bring out two new freighters next season, and will have twenty-one modern steamers. The boat building by the American Shipbuilding Company will be named for John B. Cowle.

A steamer of that name was lost in a collision with the steamer Isaac M. Scott on Lake Superior last season. Captain Ralph J. Lyons of Lorain, who has brought out a number of new steamers of the fleet, will sail the Cowle.

The 10,000-ton steamer building at the yard of the Toledo Shipbuilding Company has not been named. Captain J. H. Driscoll will sail her. The appointments of masters of the fleet were announced recently, and are as follows:

John B. Cowle.....R. J. Lyons
Toledo boat.....J. H. Driscoll
A. E. Nettleton.....Alex Forbes
John Dunn, Jr.....W. D. Ames
Harry Coulby.....C. Z. Montague
Lyman C. Smith.....George W. Pierce
J. F. Durston.....William McAlpine
Denmark.....R. J. Walden
Charles Hubbard.....W. G. Rogers
Smith Thompson.....A. W. Stalker
L. C. Smith.....C. D. Woodward
Hurlbut W. Smith.....A. R. Beall
Wm. Nottingham .....William DeLany
George B. Leonard.....C. R. Ney
Monroe C. Smith.....Thomas McDougall
B. Lyman Smith.....G. W. Honner
Wilbert L. Smith.....J. N. Morrison
Horace S. Wilkinson.....John Robinson
Charles M. Warner.....James Johnson
W. W. Brown.....E. E. Carlton
A. G. Brower.....William Heller

The 9000-ton steamer building at the Cleveland yard of the American Shipbuilding Company for Captain W. C. Richardson will be named for Leonard B. Miller of the firm of Oglebay, Norton & Co. The new boat will be launched at noon of Saturday, January 29. Captain Thomas Wilford of Lorain will bring her out.

The National Marine Engineers, in convention at Washington, D. C., decided to hold their next annual meeting in St. Louis in January, 1911. For many years heretofore all the conferences of the national body have been held in Washington.

WANT NEW BREAKWATER.

In interest of a proposition to construct a new breakwater, a half mile outside the present one at Ashtabula, a committee of the Chamber of Commerce, accompanied by representatives of the dock companies doing business there, will soon go to the National capital, armed with figures showing the amount of business in bulk freight handled there and what is being diverted from that harbor because of insufficient protection.

Colonel John B. Mills, district engineer, has agreed to recommend an extension of 1050 feet to the present west breakwater, which will run it to the shore, thus shutting off a current that has rendered the new slip of the Pennsylvania Company on the Lake front useless. Colonel Mills has visited this harbor in the interest of the proposed outer breakwater, and, while he does not commit himself as to that, it is understood that he realizes that the traffic at this harbor demands such an improvement as a means of shelter and protection to shipping generally.

Among the interesting figures which the committee will take to Washington the following are cited: The present capacity of machines on the docks at this harbor is 17,500,000 tons annually, with others to be installed for service next season which will bring the figure up to 21,000,000 tons; the storage capacity is 4,500,000 tons, to which another 1,000,000-ton space will be added during the present winter. Since the present breakwater was started, in 1897, the total tonnage handled at this port has been 87,324,056 tons and 33,797 cargoes. The estimated value of this tonnage is $341,065,-624, and it is shown that the expenditures by the Government here amount to 2 mills on the dollar in that time.

During the past five years the Pennsylvania Railroad Company has expended over $4,000,000 and the Lake Shore Railway Company nearly that amount, in permanent improvements there, and these figures will be nearly doubled with the additional work that is mapped out for this place, some of which, however, is contingent upon breakwater additions.

The city of Ashtabula has voted $390,000 in bonds for harbor extensions and improvements.

ASKS LAKE LABOR INQUIRY.

John Humphrey of Milwaukee, secretary of the State Board of Arbitration, will present a resolution at the international convention of Government boards of arbitration in Washington, asking for a Congressional investigation of the condition of labor on the Great Lakes.

This is the direct outcome of the investigation last summer by members of the board of arbitration in States surrounding the Great Lakes, when they tried to devise some plan to settle the strike of marine workers.

It is charged that men have been abused by captains, that vessels have been manned by inefficient crews, that there has been less than the full quota on board ship, that lives of passengers have been greatly endangered, and that, while laws have been enacted to improve the condition of workmen on land, ancient laws still hold on the Lakes.

NEW DRYDOCK OPENED.

No longer will the largest steamers of the Great Lakes be towed right out of Buffalo harbor and taken to some comparatively unimportant point for repairs. That necessity was removed when the water, which has been held back for a year, rushed into the great cement dock, No. 2, of the Buffalo Drydock Company's plant.

The completion of this dock, which is the second largest on the Lakes, affords accommodations for the largest vessels sailing on fresh water. It is 618 feet long, which vesselmen say is not only long enough for the ships now in use, but it is also large enough to accommodate any that will be built for a good many years to come. The only dock that is larger than the new one at Buffalo is in the shipyards at Lorain, O.

That there is plenty of work waiting for the new dock was shown by the fact that fifteen minutes after the water was turned in the steamer Legrand S. De Graff was inside, laid up to repair damage to her bottom, the result of grounding on the rocks in Lake Erie last summer.

BUYS EXCURSION STEAMER

A deal of importance to Clevelanders was consummated recently, when J. E. McLurg, superintendent of the Algoma Steamship Company, Limited, of Sault Ste. Marie, Ont., sold three passenger boats. One of these was bought by A. E. Thompson, manager of the S. W. Transit Company of Cleveland, formerly manager of the steamer Eastland. She is the steamer King Edward, a side-wheeler, which operated between Port Huron and the Soo. She will be used as an excursion boat out of Cleveland, beginning next summer. Mr. McLurg sold the steamer Ossifrage to J. E. Rebstock of Buffalo, and she will be used for excursion purposes. She was built some years ago for Captain Green of Duluth, father of Fred Green of Mitchell & Co., Cleveland.

The third steamer sold by McLurg is the Minnie M., to Captain Jack Hickey of Sault Ste. Marie, Mich.

Captain M. W. Humphrey of Detroit sold the steamer New York to A. Y. Malcomson, a local coal dealer.

GRAIN SHIPPED FROM DULUTH.

Statistics prepared by the Board of Trade indicate that the total shipments of grain from Duluth last year were 78,413,404 bushels, of which 71,941,360 bushels were consigned to American ports and 6,472,000 bushels to foreign ports.

Wheat shipments aggregated 53,938,131 bushels to the following ports: Buffalo, 38,-287,323; Chicago, 54,551,453; Cleveland, 786,500; Milwaukee, 354,130; Ogdensburg, 358,000; Detroit, 805,566; Toledo, 794,000; Sandusky, 557,844; Oswego, 50,000; Fairport, 83,000; Erie, 215,000 bushels.

Foreign: Montreal, 2,470,316; Midland, 1,423,000; Tiffin, 1,000,000; Depot Harbor, 1,124,999; Kingston, 63,000; Georgian Bay, 110,000 bushels.

Demand the Hatters' label when purchasing headwear of any kind!

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Donald McIvers, No. 19,060, Lake Seamen's Union, last heard of in Buffalo last spring, is inquired for by I. H. McDonald, Walkers, Ontario.

Wm. A. Nicholson, No. 13,156, Lake Seamen's Union, is inquired for by his sister, Miss Alice Nicholson, 356 Lake street, Oak Park, Ill.

Comrade William Burke, of the Marine Firemen, Oilers and Water Tenders of the Great Lakes, is inquired for by his sister, Miss Ella Burke, Little Falls, New York.

John McNulty, No. 4900, Lake Seamen's Union, is inquired for by his mother, Mrs. A. E. McNulty, 328 Arch street, Marquette, Mich.

Frank Schmitz, formerly a member of the Lake Seamen's Union, but now a fireman, probably in Chicago, is inquired for by his sister, Mrs. Margaret Simon, Helena, Mont., General Delivery.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

Mrs. D. Ingraham, N. Mentor, Ohio, inquires for her son, Daniel Ingraham, No. 7373, Lake Seamen's Union. Any one knowing his whereabouts please communicate with the above address.

Fred G. Loftus, of Dorchester, Mass., is inquired for by his mother, No. 2 W. Vernon st., Dorchester. Please address above or W. H. Jenkins, 1244 Main ave., 21 W., Cleveland, O.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)
674 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.
CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.
TOLEDO, O.....54 Main Street
Phone Bell 1890.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.
SUPERIOR, Wis.....213 Banks Avenue
Telephone, Old Phone, 4428 L.
BAY CITY, Mich.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
KINGSTON, Ont., Canada.....(Box 96) King Street
ERIE, Pa.....305 French Street
Telephone Bell 682.
CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.
SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.
SANDUSKY, O.....510 Meigs Street

HOSPITAL AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.
RELIEF STATIONS.

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Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

COST OF LIVING IN UNITED STATES

George Paish, editor of the London Statist, free trade organ, has recently visited this country and he wrote his paper on October 23 this statement:

"Before leaving for the States I was asked to ascertain if it was a fact that the wage-earners of America were really better off than the wage-earners of England, or whether the higher rate of wages (in the United States) was not entirely neutralized by the higher cost of food, clothing and rent. I have made a great many inquiries on this point, and have come to the conclusion that the rate of wages in this country is much higher in proportion than in Great Britain, after taking into account the purchasing power of the wages, and that after meeting all expenditures the wage-earners here have a substantial average sum to place in the savings banks, or to use for the purchase of securities, houses, land, business, etc. There can be no doubt that the savings of the masses in the United States reach a large sum in the aggregate, and largely contribute to swell the savings of the Union."

The London Standard quoted the statement and commented as follows:

"The annual savings of the Nation are estimated at about $1,000,000,000 in the United States; the most sanguine estimate puts it no higher than $100,000,000 annually for Great Britain."

Here are some prices for board, compiled by the National Association of Paris:

Boarding in London and other large English cities, lunch and washing not included, $7.30 per week; Berlin, full board, washing not included, $37.50 per month; France, excepting Paris, where the cost is greater, about $29 per month; Madrid, $28.95 per month; Lisbon, $28.95; Rome, $28.95; Milan, $29 to $39; Vienna, $40.60; St. Petersburg, $38.60 to $52.11; Odessa, $52.11; Moscow, $36.67; New York City, $7.72 to $9.65 per week; Mexico City, $42.50 per month.

J. W. Kelly writes in the Boston Herald, after investigating conditions in Europe for two years, the following:

"Americans can live far more cheaply than can the English or the German. An income of $2 per day in this country will give from 20 to 40 per cent better living than the same income would in any part of Western Europe—first, in the way of more meats; second, greater variety; and third, purer foods. Rents are also lower in America. In fact, a man earning $2 a day cannot possibly find in Europe accommodations equal to those he would be able to secure here."

Prices on all necessities have risen all over the entire world. Rice has advanced in Nanking, China, 150 per cent. When wages paid and the cost of living are considered, the United States has the balance of the world beaten completely.

Engineers are figuring on piercing Mont Blanc for a double-track electric railroad. The tunnel would be eight miles long and would shorten the distance between Paris and Genoa over thirty miles.

Demand the union label on all purchases.

COLOR OF THE SEA.

What is the true color of the sea? In the hot, still, cloudless days an answer is easy; then the sea is only a mirror of the sky, taking to itself all the blue of the heavens, and netting this over with its own stealthy silver sheen. But on days of slowly alternating sun and shadow, the answer is not so simple. Then there are three sources of sea-color, instead of one. Reflection is there still—every shade of blue, from the deep color of the naked ether, to the last pale, swampy glint under the skirts of the driving rainclouds; the white of sun-lit cumuli towering overhead; the inky grays and drabs caught from the storm-wrack beyond, and here again blue of another kind, a sort of impish echo of beauty, as of sulphur burning in a noisome pit.

Then there is the vague, green tingle of the water itself, seen only when the dragging rain-curtain cuts off all reflections. And to these two are added all the submerged hues of the ocean-bottom; dusky purples of weed-clad rock, stretches of sand, white and gold, perhaps more vivid greenery from sunken sea-forests, here and there even a passing glow like a search-light as a crowd of mackerel comes to the surface, turning in a moment their thousand gleaming flanks to the light just in the heart of the somberest patch of gloom.

And all these varied and conflicting colors are forever interweaving, suffering "a sea-change, into something new and strange." The breeze shifts round a point and freshens. There falls a loop of pure gold upon the water—threaded sundrops laid along the green. The shadow of the storm-cloud divides, like a rock split asunder; and for an instant a pool of bright azure shows on the ocean's face.

There is no name, nor any legion of names, that can be put to the true color of the summer sea.—Exchange.

FEARLESSNESS OF SEAGULLS.

A Glasgow doctor who was recently touring in the Highlands had a somewhat unique experience with seagulls while passing through the Caledonian Canal. The birds were, as usual, following the steamer and were being fed by the passengers.

To prove how tame or bold they were, the doctor fed them by placing pieces of biscuit on his cap. The birds soon displayed much skill in snapping up the food. Then the doctor placed a piece of biscuit in his mouth. The gulls were shy at first, but ultimately one bird bolder than his fellows partook of the morsel, and before long there was brisk competition for the titbits. The snapshotters on board were kept busily engaged, so that there is now pictorial proof of the incident—Glasgow News.

There are 4700 registered dentists in Great Britain, beside from 10,000 to 12,000 practitioners who have not passed the required examination and are forbidden by law to use the name of dentist or detal surgeon.

At the present rate of increase in coal consumption in this country, the Geological Survey figures that all the easily accessible coal will be exhausted in the year 2040 and all coal a century later.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 44-46 East St.
Branches:
VANCOUVER, B. C., 122 Alexander St., P. O. Box 1385.
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Branches:
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ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

ALASKA FISHERMEN'S UNION.

Headquarters:
SAN FRANCISCO, Cal., 93 Steuart St.
Agencies:
SEATTLE, Wash., 1312 Western Ave. P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

"SAILOR" BURKE.

(Continued from Page 3.)

prone to cast at those whom they hate and fear. Hence, knowing the revengeful bent of the Oriental mind and their treacherous disposition, Burke never relaxed his vigilance, always keeping the big serang well in view wherever he went.

One day the starboard watch was busy setting up the lee main rigging, beginning with the swifter. "Big Jack" stood outside on the channel, twisting the lanyard to and fro with a short handspike so as to render the parts the easier through the deadeyes, and shouting to the lascars who were pulling on the tackle. Suddenly the selvageestrop carried away. The resultant jar caused the greasy handspike to slip out from the lanyard, and before "Big Jack" could recover his equilibrium he was pitched backward into the sea.

Though the ship was running at an eight-knot clip, Burke, who was standing near by, jumped after him without a moment's hesitation. With all his shortcomings Burke was strongly imbued with that ethical instinct of the white man which impels us to risk our lives to save the life of a fellow human. Boldly he struck out for the drowning serang who, like most Hindus, was but an indifferent swimmer.

The workings of the Oriental mind have always been incomprehensible to Caucasians. It may be that fear had crazed the brain of "Big Jack," or that his pent-up hatred for Burke had overmastered his instinct of self-preservation. Whatever it was, when Burke attempted to take hold of him he seized the latter in his long, powerful arms and deliberately tried to drown him by pushing his head under water.

And now began a life and death struggle between the two men in which brains and pluck were pitted against a madman's strength and cunning. Over and over they rolled, interlocked in each other's arms; now one, now the other, succeeding in snatching a breath of air. Burke's long suit was, of course, free-arm hitting, but it is difficult to deliver an effective blow under water, as those who have tried it know. In point of physical strength he was no match for the powerful Hindu, but his knowledge of wrestling tricks more than offset this handicap. Rapidly he worked himself into a position where he got his knees planted in the pit of his adversary's stomach, and his elbows pressed against the latter's windpipe. Straining every muscle in his body to its utmost tension, in a last, desperate effort to free himself, he managed to break the hold of the big Hindu, now but semi-conscious. Hastily inhaling a mouthful of much-needed air he pushed the serang's face away with his left hand, intending, when the proper distance had been established, to land an overhand swing with his right hand between the upturned eyes that would be a settler. Before he could withdraw his hand, however, the teeth of "Big Jack," with the instinctive quickness of a drowning man clutching at a straw, had closed over the fingers like a springtrap around the leg of a fox, cutting their way through to the bone.

It was the final stab of a dying man whose hatred for his enemy ceased only with the last flickering breath. In vain Burke, treading water as well as he could and gasping for breath, rained blow after blow on the upturned face with his disengaged hand, hoping against hope thus to loosen the hold which those white, cruel teeth had on his fingers. Already rigor mortis had set in, imparting to the jaws the rigidity of a vise. At last Burke gave up all attempts to free himself from the corpse, reserving what little strength he yet had to keeping afloat until he could be picked up by the boat which he saw bearing down upon him in the distance.

And thus they found him, almost dead from exhaustion and the pain he suffered, but battling as grimly as ever for his life. It is not in natures like Burke's to give up the ghost without fighting for it to the last available earthly ditch, and then some. With his free hand clinging to the gunwale of the boat he watched them pry the jaws of "Big Jack" apart with an iron rowlock, after which they hauled him up and seated him in the sternsheets. In the flurry and excitement the corpse was allowed to sink, the ghastly face with its glazed eyes and gaping mouth staring up at them through fathoms and fathoms of the limpid brine before it slowly faded from sight.

After a good night's rest Burke felt pretty much as usual. But as the days wore on his sore hand began to swell and pain him considerably. Captain Siddons, looking at it one morning, shook his head and said, gravely:

"By Jove, Mr. Rawlins (Burke's name on the articles), we'll have to get you to a doctor as soon as possible. I kind of thought all along that there was danger of blood poison. I'd as lief have a rattlesnake bite me as one of those coolies. They say that their saliva is rank poison to a white man."

And so the ship was kept off for Pernambuco, where she arrived three days later. There Burke was paid off and sent to a hospital. First they cut his arm off just above the wrist. In about two weeks more, the blood poison having meanwhile mounted upward, a second amputation at the elbow became necessary. Finally, when he had been a month in the hospital, a third amputation was made at the shoulder-joint. None but a man of Burke's iron constitution could have survived three amputations in a month, yet he left the hospital at the end of the second month physically as sound as ever in every part that yet remained of him.

In May, '81, I was taking mine ease in the Well Street Sailors' Home in London. Turning into the Ratcliffe Highway from Tower Hill one evening I came to a little chapel on the left hand side of the street, which may stand there yet for aught I know to the contrary. Above the entrance, painted with big red letters on a white canvas screen, I read the following announcement:

"SAILOR" BURKE, THE CONVERTED MARINER,
WILL PREACH HERE TO-NIGHT.
ALL WELCOME.

I entered and took a seat. It was nearly eight o'clock, and there was quite a large-sized congregation present. Some one began singing "Rock of Ages," etc., the congregation joining in. Promptly at eight o'clock a quiet-looking man, dressed in funereal black and a collar of clerical cut, ascended to the little pulpit at the rear of the chapel. The left sleeve of his coat was empty. Yes, barring a little grayness around the temples, it was the same old "Sailor" Burke with whom I had sailed in the barque Osprey six years before. In low, suppressed tones that yet filled and overswelled the place, he read the text for the evening. And then that grand, masterful voice, which I thought should have echoed forth among the aisles and architraved columns of some great cathedral, rang out with the muffled thunder of a Boanerges calling on sinners to repent. In simple, forceful language he exhorted his hearers to turn to Him who for two thousand years has been the moving force of the world, and to whom millions have prayed for guidance and strength in their hours of temptation. With an earnest prayer that they might yet be brought to see the error of their ways, he wound up a discourse which had moved the little congregation to tears almost.

When the service was over I went up and shook hands with Burke, and congratulated him on the great spiritual change which had come over him since we had last met. He beamed on me with the pleasure which always comes of meeting an old shipmate, and invited me into the sacristy. There he related to me the events which I have here set forth with the adjectival trappings and lingual gingerbread work with which it is the duty of every true chronicler to embellish his yarns. When at last I arose to go it was with the conviction that I had only just then learned to know the true nature of the man before me. Religion is of the average man's life a thing apart. 'Tis the whole existence—or nothing—of men like "Sailor" Burke.

EL TUERTO.

NAVAL PROGRESS.

The Navy Year Book for 1909, compiled by Pittman Pulsifer, clerk of the Senate Committee on Naval Affairs, shows the race for second place among the navies of the world to be close between the United States and Germany. Of fighting ships (battleships and armored cruisers) built, building and provided for, this country has forty-five and Germany forty-six, but the aggregate tonnage for the United States is 659,241, as against 654,334 for Germany. Germany, however, has a larger number of small vessels than this country, and her total tonnage is 820,692, as against 785,687 for the United States. Germany's superiority in respect to all vessels is due largely to her torpedo destroyers, of which she has ninety-seven, as against our thirty-two. Germany also outnumbers us in the matter of large guns, the number being 208, as against 180.

Of fighting vessels the American tonnage is 73,000 tons in excess of that of Germany. Great Britain is shown to possess 104 fighting ships, with a total tonnage of 1,480,680. France has forty-six fighting vessels, but her tonnage is more than 100,000 tons less than that of either the United States or Germany. This difference is due to the fact that an exceptionally large proportion of her ships are cruisers.

American vessels are the only ones carrying thirteen-inch guns and German vessels the only ones carrying eleven-inch guns. All big guns on British ships are twelve-inchers. Thirty-two of our guns are of the thirteen-inch caliber.

The book shows a total appropriation of $1,416,138,448 for the construction of the new navy since it began in 1883. The largest appropriation ever recorded was made last year, $136,935,199. The largest appropriation prior to the Spanish War was $31,541,654 in 1891.

Labor News.

The street-carmen of Philadelphia recently voted to go on strike, but have postponed that step pending an attempt to settle their difficulties by arbitration.

A committee to lobby for the bill to establish a Governmental bureau of mines and mining, now pending before Congress, will be sent to Washington by the United Mine Workers of America.

Further rioting at the collieries of the Dominion Coal Company at Sydney, C. B., on January 24 prevented the expected return to Halifax of the militia, details of which have been here since last July.

A resolution calling upon the Provincial Government to ask Ottawa to enact a law forbidding Orientals to acquire land was recently introduced in the Provincial Legislature of British Columbia.

An invitation has been sent to farmers in Kansas, Iowa, Illinois and Missouri calling for delegates to hold a meeting in Kansas City to retaliate against the unions that have instigated a meat boycott in that city.

A sweeping advance in the salaries of public school teachers in Chicago was voted by the Board of Education on January 26. The increase will mean the disbursement of $240,000 a year more among the 6000 teachers.

It is reported that a general strike of the miners of the bituminous coal fields of the United States and Canada will be called if the mine operators of any of the districts refuse to sign contracts granting an increase of wages.

The United Mine Workers of America, at their recent convention in Indianapolis, appointed a committee to consult with the Western Federation of Miners with a view to reaching an understanding between the two bodies.

Commissioner of Labor Neil, of Washington, D. C., has notified the anthracite coal operators that, according to the prices of coal at tidewater, the wages to be paid mine workers for the month of January would be 7 per cent above the basis.

E. J. Brais has been elected Secretary-Treasurer of the Journeymen Tailors' Union, defeating John B. Lennon by a vote of 5,443 to 4,473. Lennon has held the office for many years and has made a splendid record in the labor movement of the country.

Twenty-five tin-mill strikers, former employes of the Aetna-Standard plant of the American Sheet and Tinplate Company, were arrested at Bridgeport, Conn., on January 20. The men are charged with inciting a riot during the tin-mill workers' strike last December.

A two days' meeting between officers of the National Window Glass Workers and independent manufacturers closed at Cleveland on January 13 after an unsuccessful effort to reach an agreement as to an increase in wages. The men asked a 15 per cent increase.

The appeals of the officials of the American Federation of Labor to the Supreme Court of the United States growing out of the Buck's Injunction case have been ordered consolidated by the Court and set for hearing on the first Tuesday in the term beginning next October.

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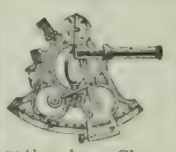
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INFORMATION WANTED.

Richard Guenther, from Hamburg, Germany, is inquired for by the German Consul at San Francisco, Cal.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Allurhson, Johannes	Lahbinen, Frank
Anderson, A. R.	Laatz, L.
Anderson, Victor	Lorin, Chr.
Anderson, Martin	Mattson, Mauritz
Anderson, Oscar	Miller, Chas. J.
Anderson, Geo.	Mikkelson, Alfred
Andreasen, O. L.	Mikkelson, Kristian
Anderson, Alf -1638	Moore, James
Anderson, Swerre	Nilson, K. E. -972
Aposlalakas, P. G.	Nielsen, C.
Beardsen, E. M.	Noschis, P.
Berendsen, A. M.	Nystedt, Albert
Bunarawitz, F.	Nuberge, H.
Bay, Geo.	Olsen, Erik K.
Brakke, Hans	Olsson, Anders
Buck, F.	Olsen, Chas.
Carlson, C. O. -1324	Olsen, Johan B.
Carlson, G. -622	Olsen, Edw.
Caldwell, W. M. G.	Olsen, Gust T.
Christiansen, And'w	Olsen, Valdemar
Christensen, N.	Olsen, Chris
Christaffersen, Edw.	Olsson, A. P.
Christensen, Viggo.	Olacsen, Andrew
Christensen, Vilhelm	Olsen, C. J.
Clauson, Carl	Olsen, J. -1046
Crosby, J., "Pckg."	Olsen, Harold
Darbler, Thos.	Omar, W.
Dreyer, H.	Osses, W. A.
Egers, John	Querland, T.
Ehmke, W.	Peterson, Meyer
Eklund, P. H.	Price, B.
Ellison, Chas.	Pringle, R.
Elliot, W. V.	Rasmussen, Vigo
Ericson, E. M.	Rasmussen, Akton
Espy, Orville	Ridders, Paul
Eskola, H.	Robertson, D. A.
Forslund, Victor	Ryberg, Ove
Fredriksen, B. D.	Salvenen, F.
Fredriksen, Frithjof	Samuelson, Harold
Fraberg, F.	Scanlon, H.
Haugen, Arthur	Scohlmeister, Otto
Hansen, H. A.	Seeberg, G.
Letter and p'c'kg.	Skarin, R.
Hansen, Hans Chr.	Smith, W. C.
Hansen, Ole	Soderlund, J. F.
Hiltwood, — —	Spierling, G.
Haset, Gust.	Strom, Hans
Hoi, O.	Stone, Chas.
Jensen, S. G.	Stuhr, M.
Jensen, R. -1754	Sunde, P. P.
Jensen, Hans	Sund, J. W.
Jensen, Johan	Svendsen, Hans
Johansen, Aug. L.	Sweeney, S. B.
Johansen, Ludvig	Swenson, L.
Johansen, Olaf K.	Syvertsen, Ole
Johnson, J. P. K.	Schneikloth p'ck'g.
Johnson, C. J. -1566	Thoren, G.
Johnson, John W.	Thompson, And.
Kenealy, E. D.	Thompson, F. G.
Kreutz, Karl	Udley, Harold
Kristoffersen, Emil	Van Loo, Alfred
Kohlmeister, Otto	Vogt, C.
Larsen, S. -1081	

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INFORMATION WANTED.

Nicholas R. West, supposed to be sailing on the Pacific Coast, is inquired for by his mother. Any one knowing his present whereabouts please notify the Russian Consulate at San Francisco.

David Stove, age about 28, who is supposed to have shipped on some vessel from Puget Sound in January, 1901, is inquired for. Any one knowing his present whereabouts please notify Coast Seamen's Journal.

The five sailors who left the schooner A. J. West at Honolulu, on March 30, 1908, are requested to communicate with the Secretary of the Sailors' Union of the Pacific. The libel against the A. J. West has been adversely decided by the Federal Court at Honolulu.

Erwin Bausback, born at Weilheim, Germany, is inquired for by the German Consul, San Francisco. Royal Insurance Building, 201 Sansome street.

Morrow, Samuel A. J., who used to be on the Lake boats between Buffalo, Ashtabula, Erie, Cleveland, Chicago, Milwaukee, etc., and who was born at or near Markdale, or Martinsdale Canada, will hear of something to his interest, financially, by communicating with H. S. Griffin, P. O. Box 332, Chicago, Ills.

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World's Workers.

The number of fatal accidents to British seamen reported in November was 104, as compared with 61 in October, and 156 in November, 1908.

Exclusive of seamen, the number of British workpeople reported as killed during November was 222, a decrease of 48 as compared with October, and of 8 as compared with a year ago.

The number of British paupers relieved on one day in November in 35 urban districts corresponded to a rate of 228 per 10,000 of the estimated population.

Another electricians' strike in Paris is threatened owing to the dismissal of "King" Pataud, secretary of the Electricians' Union. The electricians at a meeting demanded Pataud's reinstatement.

The Arbitration Court at Dunedin, New Zealand, recently granted £50 to a worker who was injured while lifting a bale of cornsacks. For the loss of a finger while working a man was allowed £1 2s 6d per week till further notice, and ordered to submit to medical treatment.

Returns received from certain selected British ports (at which 83 per cent of the total tonnage in the foreign trade is entered and cleared), show that during November 38,413 seamen, of whom 3,431 (or 8.9 per cent) were foreigners, were shipped on foreign-going vessels.

A well attended meeting was held recently at Toowoomba, Australia, for the purpose of forming a union of carpenters and joiners. There were about 40 intending members present. There was considerable enthusiasm shown by those present, all being unanimous in favor of unity.

A convention between Great Britain and France was published recently, which gives to French citizens in England the same privileges in respect of compensation for injury as are enjoyed by English workmen; while, on the other hand, the English workmen in France will be brought under the French compensation law.

The total number of cases of poisoning and of anthrax reported to the British Home Office during November was 58, consisting of 53 cases of lead poisoning, 3 of mercurial poisoning, and 2 of anthrax. In addition 20 cases of lead poisoning (6 of which were fatal) were reported during November among house painters and plumbers.

The net result of all the changes in British wages taking effect in November was a decrease of £47 per week, as compared with an increase of £799 per week in October, and a decrease of £4,560 per week in November, 1908. The number of workpeople affected was 14,682, of whom 8,499 received increases amounting to £240 per week, and 6,183 sustained decreases amounting to £287 per week.

The changes in hours of British labor reported as taking effect in November affected 2,100 work people, whose working time was reduced by 3,050 hours per week. The total number reported as affected by changes in hours of labor during the eleven months ended November 30, 1909, was 60,389. Of these, 621 had their aggregate working time increased by 1,140 hours per week, and 59,768 had reductions amounting to 106,903 hours per week.

INFORMATION WANTED.

Wilhelm Drews, born at Breitenfelde, Germany, who was first mate on the American schooner "Philippine" in 1906 at Aberdeen, is inquired


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English Branches	German } Edison
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Domestic and Naval.

The six-masted schooner Mertie B. Crowley was totally wrecked on the reefs off Martha's Vineyard Island on January 23. The crew of fifteen were rescued by the fishing smack Priscilla.

Bids for the construction of a large transatlantic liner have been asked by the Anchor line. The vessel will be placed in the passenger and freight service between Glasgow and the United States.

The Coastwise Dredging Company has been awarded the contract to destroy the barge John H. McNally, recently sunk near the Bush Buff Light. The wreck is very dangerous to navigation.

The British schooner Lavonia, which was driven ashore off Point Judith on December 30, during a heavy storm, has arrived at St. John, N. B. The vessel is not damaged to any great extent.

Rear-Admiral Robley D. Evans, retired, who, since his retirement has been on duty in connection with the work of the general naval board, was relieved of that duty and ordered to his home on January 26.

Seven shipmasters and twenty-seven shipwrecked seamen were on the steamship Bermudian when she arrived at New York on January 10. Four of the masters had lost their commands because of disaster to their vessels.

Captain Carmine, of the derelict destroyer Seneca, reports that the wreckage reported by the steamship Katahdin, viz.: "two spars projecting 18 feet out of water and apparently attached to a sunken vessel off Chincoteague Inlet," has been destroyed.

The Norwegian bark Morgengry, according to a cablegram to the Philadelphia Maritime Exchange, arrived at Sekondi from Gulfport in a leaky condition, having encountered very heavy weather. The bark was compelled to jettison a part of her deckload of lumber.

Three steamships have been chartered to bring molasses from the West Indies to Philadelphia. The steamships are the Gutheil, which will carry Cuban molasses, and the Northampton and Northman, from Porto Rico and Cuba. The charters are for six months, beginning this month.

Four revenue-cutters have been sent out to look for the steam lighter Columbia, which left New York December 24 for Jacnel, Haiti, and has not been heard of since. She had a crew of eleven men under the command of Captain John S. Brooks.

Announcement is made that the Blue Star line, which was recently established to operate steamships between Philadelphia and Bordeaux, France, by way of New York, has purchased the Norwegian steamship Karen, and that the vessel will sail from Philadelphia January 28.

The famous old sailing ship Shenandoah, which until recently was the largest wooden craft under United States registry, is to be converted into a barge. During the Spanish-American War the Shenandoah made the passage from Liverpool to the Virginia Capes in 18 days, a performance unequaled up to that time by any sailing vessel. She was built at Bath, Me., 20 years ago. At present she is at San Francisco, loading a cargo for New York. She registers 3407 tons net.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aas, Oscar
Aaslin, Oscar
Abrahamsen, Aslak
Abrahamson, Johan
Aga, Johan K.
Akesson, C. A.
Andersen, Adler
Andersen, Johan O.
Andersen, -1549
Andersen, -1560
Andersen, -735
Andersen, -1301
Andersen, Edwin
Anderson, -1274
Anderson, Lars
Anderson, Harry
Baardsen, Tellef
Back, M.
Bakmann, Karl
Barm, Jacob
Barry, L. J.
Bastion, W. -1282
Bauer, Gosta
Bausback, -1511
Bechler, Josef
Behnke, H.
Beling, Oskar
Berg, Michael
Bergh, Borge
Bergman, J. L.
Bergman, Johanes
Bergstrom, Frank
Carlgren, August
Carlsen, Loui
Carlsen, Conrad
Carlson, Harold
Carlson, Fred
Carlson, Martin
Carlsson, Alfred
Carlsson, John
Carlsson, John W.
Carlsson, Marcus A.
Carlstrom, A.
Chaler, B.
Danielsen, Sigurd
Danskanen, H.
De Boere, Henry
Dignes, -691
Eckert, Fred
Edman, Oscar
Egelhoff, Fred
Ekeland, Sigurd
Eklund, Evert
Ekvall, Gus A.
Ellefsen, Andreas
Ellingsen, -594
Fagen, John
Fagerberg, Albin
Feely, Thomas
Fenstad, Torger
Foss, Laurits
Gabrielson, C. W.
Gad, S. V.
Georgensen, Arthur
German, R. B.
Gerner, Hans
Gram, Eric
Grant, Stephen
Habedank, Fred
Hallsten, A. H.
Halvorsen, Anton
Halvorsen, Chas.
Halvorsen, Wm.
Hammargren, O.
Hansen, -989
Hansen, -1195
Hansen, -1224
Hansen, -1638
Hansen, -1638
Hansen, Hilmar
Hansen, Max
Hansen, -794
Hansen, -1000
Hansen, -1969
Hanson, John
Hanson, R. W.
Haraldsen, K.
Hardin, M.
Itvelt, F.
Jakobsen, Halvor
Jakobson, S. Thure
Jansen, -1854
Jensen, -1791
Jensen, -1987
Jensen, Peter A.
Jensen, Edv. K.
Jensen, J. C.
Jespersen, Martin
Johansen, -2004
Johansen, Hans
Johansson, A. B.
Johansson, John H.
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Wiberg, Eric A.
Wickman, Peter
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Wiklund, Carl
Wirken, F.
Zimmerninks, F.
Zum, Felde Robt.

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Andersson, Vicktor
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Randle, David
Rasmussen, Hans P.
Rundavist, O.
Wahlberg, R.
Werner, Paul

INFORMATION WANTED.

John Tierney, last heard from by letter, October, 1906, is inquired for by his sister, Mrs. Wm. Degnan, 124 Harrison street, Pawtucket, R. I.

Anyone knowing the whereabouts of Henry D. Steele, or any news by which he might be located, kindly communicate with M. S. McLean, 1426½ South Los Angeles street, Los Angeles, California.

Carl Wilhelm Swensson, a native of Kalmar, Sweden, born September 15, 1881, supposed to be sailing on the Pacific Coast, is inquired for by his sisters and parents. Address, Klaes Swensson, Sodra Lauggatan No. 26, Kalmar, Sweden.

Portland, Or., Letter List.

Adams, Steve
Anderson, Ole
Christensen, Emil
Carlsson, A. M.
Cooley, Howard
Ellingsen, Edward
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Geiger, Jos.
Grimes, Donald
Gardner, J. B.
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Garder, O. C.
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Hubner, H.
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Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

Arntson, Albert
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Balzani, Pietro
Bakke, Ed.
Benson, John
Christiansen, Alfred
Di Mauro, Guiseppi
Evald, Fritz
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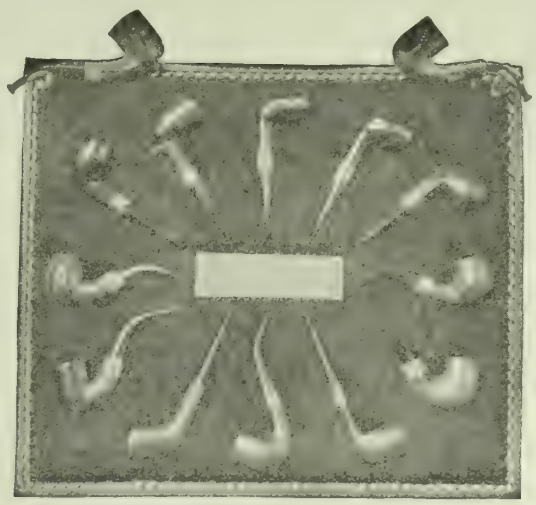
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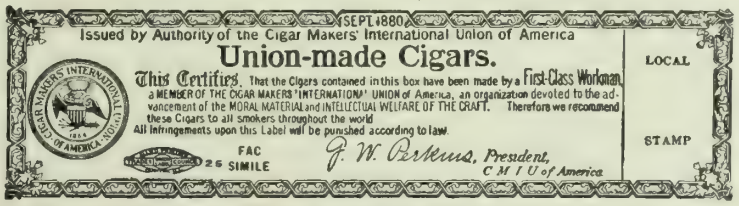
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INFORMATION WANTED.

Andreas L. Jansson is requested to call upon, or communicate with, Attorney F. R. Wall with reference to his suit for damage.

Robert Fordyce Bowers, age 33 years, height over 5 feet, stout build; correspondence awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

John Ernest Meyna (Meiner), supposed to be sailing on the Pacific Coast, last heard of 9 years ago, is inquired for by relatives. Address, Coast Seamen's Journal.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England.

The following members have salvage due from the Globe Navigation Co., account of S. S. Eureka, when they picked up a Russian vessel in 1907: H. Anderson, H. Ellman, M. Gunderson, Carl Swanson, N. Nilsen and Manuel Par. Apply to P. B. Gill, Agent, Sailors' Union of the Pacific, Seattle, Wash.

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INFORMATION WANTED.

Oswald Schnaubelt, a native of Schneidemuehl, Germany, born 1883, last heard of 1903, is inquired for by his mother. Address Mrs. M. Schnaubelt, Neu Beelitz, near Bromberg, Germany.

News from Abroad.

A violent earthquake shock was reported at Ruells, France, on January 26.

Severe earthquakes were felt in the West Indies on January 23, but no damage was reported.

The United States Banking Company of Mexico City, suspended on January 26, following its failure to make the clearing-house settlement of the previous day's business.

Three severe earthquake shocks were felt at Seydisjord, Iceland, on January 22. The tremors were felt elsewhere in Iceland, but so far as reported no damage was done.

It is stated on good authority that the Turkish Porte has commenced proceedings to recover from the Deutsche Bank the millions deposited there by Abdul Hamid, the former Sultan of Turkey.

Seven Italian smugglers engaged in carrying contraband through the wild Alpine pass above Chiavenna, Italy, were overwhelmed by an avalanche on January 25. All except one were swept over a precipice and killed.

Serious floods have inundated Paris and many other cities in France. The damage in Paris is estimated at more than $500,000,000. Many lives have been lost and much suffering entailed upon the people.

It is understood that the next British naval estimates will provide for four Dreadnoughts, two armored cruisers, eight small cruisers, twenty-four torpedo boat destroyers, ten submarines and five thousand additional men.

The elections to the Norwegian Storthing having been adverse to the ministry, Premier Knudson has submitted to the King the resignation of the Cabinet. The King requested the Ministers to carry on the business of the Government pending the formation of a new ministry.

Major-General Artabolevsky was arrested at St. Petersburg on January 17 in connection with the frauds uncovered recently in the Quartermaster's department. The Czar has extended the scope of the investigation being conducted by Senator Garin to cover all departments of the army.

Two ships were "stuck up" at Port Adelaide, Australia, recently, in consequence of the rejection of the request of the Drivers' Union that only union drivers should be employed. Out of sympathy with the Drivers' Union, members of the Workers' Association declined to discharge ballast until the demands were agreed to.

President Bowling of the National Miners' Association was convicted at Sydney, Australia, on January 27, of obstructing work at the mines during the strike and sentenced to one year at hard labor in prison. The other strike leaders were given sentences each of eight months at hard labor, while a number of miners were condemned to brief terms of imprisonment.

The total number of fatal accidents at British mines and quarries in November was 121, compared with 156 in October, and 103 in November, 1908. The total number of accidents reported under the Factory and Workshop Act in November was 75, as compared with 88 in the previous month, and 84 a year ago. The corresponding figures for workpeople employed in the railway service were 23, 23, and 41 respectively.

With the Wits.

An Off Hand Impression.—"Who is the blindfolded party with the pair of scales?" asked the stranger in the art gallery.

"That represents Justice."

"Oh! I thought it was a sugar weigher."—Washington Star.

A Helping Hand.—Mistress (hurrying frantically)—Mary, what time is it now?

Maid—Half-past two, mum.

Mistress—Oh, I thought it was later—I still have twenty minutes to catch the steamer.

Maid—Yis, mum. I knew ye'd be rushed, so I set the clock back thirty minutes to give ye more time.—Puck.

Very Successful. — "Doctor, how many times have you operated for appendicitis?"

"Oh, at least fifty times, I should say."

"And how many cases have you lost?"

"Only two. One of them went into bankruptcy, and the other died without leaving a dollar."—Chicago Record.

Every Little Bit Helps.—The lecturer raised his voice with emphatic confidence. "I venture to assert," he said, "that there isn't a man in this audience who has ever done anything to prevent the destruction of our forests."

A modest-looking man in the back of the hall stood up.

"I—er—I've shot woodpeckers," he said.—Everybody's Magazine.

Her First Football Game.—During the first year of coeducation at Tufts College, several of the co-eds, as guests of some of the college men, were witnessing their first game of football.

"Why are all the players leaving the field?" inquired the girl.

"This is the end of the first half," replied her escort.

"Oh, is that so?" gushed the girl. "How many halves are there?"—Lippincott's.

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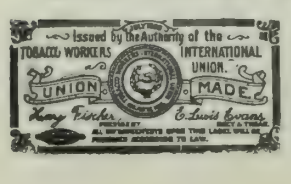
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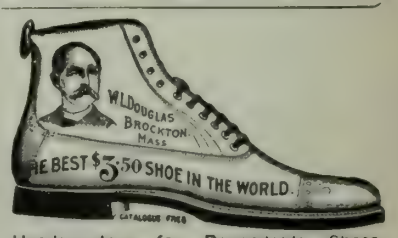
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXIII, No. 21. SAN FRANCISCO, WEDNESDAY, FEBRUARY 9, 1910. Whole No. 2055.

INSURANCE AND BENEFIT FUNDS.

THE GREAT EXTENT to which aid is extended by workmen to each other through co-operative insurance and benefit funds or societies in cases of disability, death, or other adversity and the tendency of employers to assist in the support of such funds and to grant pensions to superannuated and disabled employes are shown in the twenty-third annual report of the Commissioner of Labor, just published. In connection with this report about 1,200 such funds were investigated by the Bureau of Labor.

The two kinds of benefits most frequently found in operation are the death benefit and the temporary-disability benefit. The death benefit in the greater number of the funds is designed to be an amount only sufficient to pay funeral expenses. Some funds, however, offer a life insurance of a considerable sum. The temporary-disability benefit is intended to compensate in part for the loss of wages occasioned by sickness or accident. The continuance of this benefit almost always is limited to a definite period. Frequently no benefit is paid for the first few days of a disability due to sickness, and in many funds a certain length of membership is required before benefits are given.

A number of funds pay a permanent disability benefit, designed to provide for a member who becomes totally incapacitated, or who suffers the loss of eyesight or of some part of his body. The superannuation benefit for members incapacitated by age is not developed as yet to any great extent, but appears to be increasing in favor. Quite a number of funds pay a benefit on the death of the wife of a member or of some other dependent.

In 1881 there were about 20 national or international labor organizations in the United States; in 1907 there were 125 or more. While collective bargaining is the feature of labor organizations that most often comes to public attention, the report shows the benefit or relief feature to be one of great magnitude in many labor bodies. Since the formation of national unions followed that of the local unions, the payment of benefits by national unions did not begin so early as in the local unions. In the majority of the early national trade unions benefit features were not instituted until many years after such national unions were organized, while in many of the national unions organized since 1880 benefit features were instituted either at the time of organization or shortly afterwards.

The report covers 84 national labor organization benefit funds, all of which pay death benefits. The amount of the death benefit varies widely, ranging from as low as $15 to as high as $1,500. The amount occurring more often than any other is $100. About one-half of the organizations pay varying amounts, according to class and length of membership.

Nineteen of the organizations pay temporary disability benefits. The benefits are small, there being only two instances in which they exceed $6 per week. One-fourth of the organizations pay permanent disability benefits, usually varying according to the nature of the disability.

Four national unions have superannuation benefits in operation, and 5 others have this benefit instituted but not yet operative. Seven organizations pay benefits on the death of members' wives. Other forms of benefits paid in a few instances are shipwreck, unemployment, and tool insurance.

The report covers 530 local labor organization funds, representing about 90 trades, paying benefits to members. Many other locals paying benefits were not canvassed. In some few organizations members receive benefits from both their national and local bodies.

Of the 530 local unions investigated, 346 pay temporary disability benefits; 401 pay benefits on account of death of members, 86 on death of members' wives, and 40 on death of other dependents; 10 pay unemployment benefits, and 10 pay permanent disability benefits.

A few of the locals of the more highly paid occupations pay a temporary disability benefit as high as $10 or $15 per week, while others pay as low as $1 or $2 per week. The rate most frequently reported is $5 per week. The average length of disability paid for per member of the funds was about 2½ days. The average period of disability paid for per beneficiary was 27½ days, and the average payment per beneficiary was 80 cents per day of disability. About 9 per cent of the members received benefits some time during the year.

The lump-sum death benefits most frequently paid are $100, $75, and $50. Another frequent death benefit is the amount obtained by assessment of $1 per member. A number of unions pay much larger amounts. The average amount paid per death in the local union funds investigated was $116.88. The predominating benefit paid on the death of a member's wife is $50.

Information in regard to 50 railroad funds is included in the report. Of these, 14 are pension systems maintained entirely by the employing companies. Pensions are as a rule based on age and length of service, usually on the basis of 1 per cent for each year of service of the average pay for the ten years next preceding retirement. In most of the systems pensions for superannuation are granted to employes retired at 65 or 70 years of age, after from 10 to 30 years of service, and for incapacity to employes 60 to 69 years of age.

Employes contribute all or a large part of the revenues of the remaining 36 funds investigated, 8 only being contributed to by the companies involved. One company contributes 50 per cent of the revenue, and the remaining 7 amounts varying from 20 per cent to less than 1 per cent of the amount contributed by the employes. In these 8 funds there are provisions for relieving the funds from all claims for benefits if a suit for damages is brought against the company. Thirty-one of these 36 funds pay benefits for temporary disability, ranging from $2.50 to $20 per week. Thirty-four pay death benefits, the average payment per death having been $588. Several of these funds pay benefits in cases of permanent disability, and one pays a superannuation benefit.

The bureau obtained reports from 461 funds in manufacturing and other industrial establishments, including mines, stores, street railways, etc. Many other funds of this character were known to be in existence, but were not canvassed.

Of the funds investigated, 341 are managed by employes, 32 by the establishments, and 88 jointly. The funds are maintained mainly by the contributions of the employes; 139 receive more or less aid from the employers. Membership is made compulsory by employers in 70 funds.

Of the 461 funds investigated, 429 pay temporary disability benefits; 419 pay benefits for death of members, 101 for death of members' wives, and 49 for death of other dependents; 54 funds pay permanent disability benefits, and 5 pay superannuation benefits.

The weekly rates of benefits in cases of temporary-disability benefits range from 50 cents to $25, the predominating rates being $5 and $6. The average period of disability paid for per member of the funds was 4.7 days. The average period of disability paid for per beneficiary was 22.2 days, and the average benefit payment per beneficiary was about 86 cents per day of disability. About 21 per cent of the members received benefits during the year.

The lump-sum death benefits most frequently paid are $100, $75, and $50. Amounts obtained by assessments of $1 and of 50 cents per member are also frequent death benefits paid. Several funds pay large benefits, in some instances as high as $1,500. The average death benefit paid was $209.76. The predominating amount paid on the death of a member's wife was $50.

Several railroads and industrial establishments operate hospital funds, which differ from the ordinary benefit fund, in that the benefit consists of hospital or home medical treatment, rather than a money payment. Some funds include in their benefit treatment for members' families.

The greater number of hospital funds continue treatment without limitation as to period; others limit the time for which treatment is furnished.

These funds are maintained principally by contributions of members, such contributions being generally deducted from the members' wages.

The industrial benefit societies investigated are societies of workmen generally restricting their membership to a certain trade or industry, but not making membership dependent on membership in a labor union or employment in any particular establishment. The benefits conferred in these societies do not differ materially from those of the other classes of funds described.

The report gives a summary of the common law and the statute law of the several States and of the United States governing workmen's insurance and benefit funds. The three principal common-law topics discussed are the nature of such organizations, the conditions of membership, and the question of acceptance of benefits as a bar to actions for damages.

STEAM TRAWL FISHING.

For a long time trawling on the American side of the Atlantic was simply fishing for cod and other round fish with long lines to which are attached a great many baited hooks at intervals of about 6 feet. These lines are called trawls and are set in the water and hauled in by dories—small fishing boats. In Europe this mode of fishing is called great-line fishing, and trawling consists in dragging a strong bag-shaped net over the bottom of the sea for the capture of both round and flat fish. The two chief methods are beam and otter trawling.

In the older method of beam trawling a beam 40 to 50 feet in length and about 4 feet high, made of some tough wood, is used. This is supported at each end by a triangular frame headpiece. The net is an immense bag which may be of any length. The upper part of the mouth is fastened to the beam, and the under part, along which runs a ground rope, is attached to the bottom of head irons, thus keeping the mouth open. The lower side of the iron heads is made to slide easily over smooth sea bottoms, being dragged behind the vessel.

Thirty years ago beam trawling with sail vessels began to be discarded in favor of vessels propelled by steam, the advantages of which are apparent. Steam vessels are now used almost exclusively on the British coasts.

Otter trawling is an improvement on the beam method. The mouth of the trawl net is kept open by a board about 5 by 3 feet attached to each end of the mouth of the net. The drag ropes are attached to the boards in such manner that as the vessel steams ahead the pressure of the water on the inner face of the boards holds them apart and keeps the mouth of the net as open as did the old cumbersome arrangement. Otter trawling is said to be the most successful method of capturing large quantities of fish ever used.

An otter trawl has been used successfully by the Canadian trawler Wren, which belongs to the smaller class of steam trawlers. Fishing in Canadian waters the Wren landed 2 to 2½ tons of fish daily. The fish were so plentiful that the net had to be emptied every hour, while on the other side of the Atlantic the net is dragged for four or five hours before being heaved up.

While the Wren was at work there were 12 French trawlers of the largest class also engaged in trawling on the same grounds, and it was the opinion that the French vessels with their greater power and larger net were catching much larger numbers of fish at each drag than the Wren. These trawlers fish entirely for the salt-fish trade, and are paid a considerable bounty by the French Government on every hundredweight of cod cured, so that they may make the long journey to this side and engage profitably in this class of fishing.

Steam trawlers supply the market for fresh fish, as the price of salt fish is too low to permit a steam vessel to depend on the latter trade for its profit. Steam trawlers will increase in number as the demand for fresh fish increases, and will not necessarily increase at the expense of the present cod-fishing industry. So long as there remains a demand for salted codfish in Latin-American countries, the West Indies, and elsewhere, there will be fleets of line-fishing schooners, owing to the comparative cheapness of this method.

Much has been said and written about the depletion of the seafish because of the increase in the number of steam trawlers operating inshore and offshore, and that the old-style line fishermen will some day find their occupation gone unless steps are taken to legislate against steam trawling and restricting their operations to certain territories. That the sea will soon become depleted of food fish if the operations of these steam trawlers are not restricted is not, however, sustained by statistics concerning the fishing industry of the North Sea for the past ten years, where large numbers of steam trawlers have been at work. The catch has increased constantly and has kept pace with the increase in the fleet.

It appears to be a wise restriction to compel these trawlers to confine their operations to certain limited grounds, both for the protection of the line fishermen and for the preservation of the fish beds inshore. Authorities who have given the subject serious thought have declared that all that is necessary is that trawlers should be kept outside the 3-mile limit along the coast and outside the 10-mile limit in bays, and that there should be certain rules governing their fishing in the vicinity of other vessels engaged in line fishing. The first regulation would protect the fish beds and the second would relieve the line fishermen of the fear of having their fishing gear swept away and destroyed. To prohibit trawlers from fishing within 3 miles of any vessel engaged in line fishing would seem to afford ample protection to the line fishermen. Such legislation would necessarily be international in character and be specifically agreed to by the nations interested.

In regard to the depletion of the sea through the operations of the trawlers, it need only be said that the Gulf of St. Lawrence, an immense fish-breeding area, is practically closed to fishing from December to May, so that the fishing grounds, owing to this long rest, would soon become replenished even if exhaustively worked during the open season. The conditions on the two sides of the Atlantic are very different—the open season on the other side being much longer—and since there has been no evidence of depletion in those waters, according to statistics, there does not appear to exist any appreciable danger of extraordinary diminution of cod and other food fish on the American side of the Atlantic through the increased activity of steam trawling vessels.

POPULATION OF CANADA.

Consul Paul Lang, of Sherbrooke, quotes the estimate of the Canadian Bureau of Census that the population of Canada at the close of the calendar year 1909 was 7,350,000. At the end of the fiscal year (March 31, 1909) the population by provinces was estimated as follows: Maritime provinces, 1,038,112; Quebec, 2,088,463; Ontario, 2,619,025; Manitoba, 466,268; Saskatchewan, 341,521; Alberta, 273,859; British Columbia, 289,516; unorganized districts, 58,309. From the close of the fiscal year to January 1, 150,000 immigrants entered Canada.

Demand the Hatters' label when purchasing headgear, soft or hard!

CHINESE INDUSTRIAL EXPANSION.

Nothing shows more clearly the fact that China is waking from her long sleep than the rapid introduction of industries and mechanical employments, on the European plan, into that country. A contributor to Cosmos assures us that this introduction is taking place much more quickly and thoroughly than most Occidentals imagine. Although the European colonies have been instrumental in the matter, the native Chinese eagerly adopt and use the Western devices. Says the paper named above:

"European industries have begun to be introduced into China, and their progress is now becoming more and more rapid. At Canton in particular, we find a series of factories whose presence greatly astonishes those who think of China as still fixed in the past. Here we find a cement factory, the property of the Government, but directed by Chinese under the guidance of German engineers; no less than 500 barrels of cement daily are turned out. Canton also has a water works run entirely by Chinese, which furnishes daily from more than 7,000,000 gallons of water to 10,000 subscribers. This latter figure shows clearly that the Chinese are quick to understand the advantages of perfected processes, and notably of the house-to-house distribution of water, when they have the wherewithal to pay for it.

"We find also at Canton, besides the arsenal, a smokeless power factory, as well as the provincial mint; there is also a paper mill and a cigarette factory, not to mention the railway shops * * and various shops for the construction and repair of vessels.

"But what is perhaps the most curious thing to find in this very Chinese city, where, in spite of the foreign quarter, the natives form a large portion of the clientele of all these industries is an electric plant, installed on the most modern plan. This station was erected by the Chinese Light and Power Company, whose headquarters are at Hongkong; it stands in the district called Ng Sin Moon, which means Southern Gate. The necessary motive force is furnished in the first place by three Diesel motors, using crude petroleum and giving together 600 horsepower. There are also five steam engines yielding 730 horsepower; the steam is produced by four Babcock & Wilcox water-tube boilers, burning Japanese coal and furnished with a Green economizer. Condensers of a good type assure excellent working and the forced-draft system is used.

"All the workingmen in this station, to the number of 121, are Chinese. The current, which is alternating, is conveyed away at a tension of 2000 volts; the conductors are aerial and held up by iron or wooden posts. Before reaching the consumer, it is lowered to the more modest tension of only 100 volts. The subscribers are divided between the foreign concession of Shameen and the Chinese town of Canton proper, but they are more numerous in the Chinese city; according to figures in our possession, and which date back to the beginning of 1909, there are more than 2640."

A new substitute for glass for skylights, greenhouses and other places where glass would be in danger of breakage consists of a coating of a secret substance in linseed oil spread on wire netting.

The submarine cables of the world cover a total of 278,208 miles, distributed among 20,553 cables. Three-fourths of this total mileage is owned by private companies.

ATLANTIC SEAMEN'S ITEMS.

The bill to appeal the Massachusetts law has again been introduced in the Legislature. Mr. Fogg of Newburyport is again championing the measure, and the bill has a few more friends this year than last, and the chances are that it will go through this year without much trouble, as the strongest opponents to the measure last year forgot the road to the State House this year. Last year the bill was defeated in the House by just two votes, 97 to 99, and 50 of the men that voted against us last year were left at home this year, against 37 of our friends who were also left at home. In the Senate we were defeated 14 to 14, but it looks as if the change that has been made in the personnel of the Senate will be to our advantage.

The repeal of this law in the State of Washington will be of much assistance to us in Massachusetts, as the old State of Massachusetts takes a pride in allowing no State to get ahead of her in the matter of reform legislation, and this is especially true of legislation for freedom and for the benefit of the laboring people.

It is to be hoped that we will be able to follow the lead of Washington, and the lead of the Legislature of California, even though our Western brothers were not able to convince the Governor of the justice of our cause.

The Sixth Vice-President of the International, Mr. Geo. C. Bodine, has had to face the criminal court on charge of criminal libel. The whole matter comes about from George's habit of butting in where he saw wrongdoing in the central body. He did not like the way the "powers that be" in the central body were doing and he said so, got out his little "hammer" and subsequently roused them out of office. Then came the charges of criminal libel against our worthy Sixth Vice-President and several more labor men of New Orleans. The whole lot of defendants thought the case serious enough to refuse to engage any counsel to defend them, but defended themselves, with the result that they were all discharged. George is quite a lawyer when his own liberty is at stake. I understand that it was generally conceded that they were to be convicted and some of the "friends" of the sixth vice had laid in a supply of films to be exposed at George while he was serving his time cleaning up the French Market. Some even went so far as to take George through the Market and point out some of the dirtiest places and tell him to pay attention to that particular place, and it is whispered that the parties feel somewhat aggrieved at the result of the trial, and want George to pay for the loss of films.

A few more of the larger class of sailing vessels in the Atlantic have been claimed by "Davy Jones." The S. G. Haskell, Myrtie B. Crowley and Henry B. Fisk will be seen no more. There is some hope of saving the Haskell, but the Crowley is fast breaking up and the Fisk was towed in bottom up. The crews of the Haskell and Crowley are safe, but the fate of the crew of the Fisk is unknown.

If this style of a winter keeps up, and continues to collect its toll we will not have enough sailing vessels on the Atlantic to carry even the hoop-poles and pumpkins of the "Down East" farmers.

ATLANTIC COAST BENEFITS.

Disablement Benefit.

Oscar Siverseh, $200; Erick E. Harne, $200; Chas. T. Olsen, $200; Jas. Manning, $200.

Death Benefits.

Lars Simonsen, $50; Anton Andersen, $50; Ole Christensen, $50; Oscar Bentsen, $50; Albin Akvist, $50; Eddie Shafter, $50; Knut Gundersen, $50; Chas. Asplund, $50; Jas. Johnsen, $50; Harry Fortune, $50; S. Landsberg, $50; Andrew Olsen, $50; Chas. Johnson, $50.

Shipwreck Benefits.

Wm. Funk, $25; Thos. Hansen, $25; Alf Hansen, $25; Karl Pearsen, $25; Ingvald Nelsen, $25; Mons Persson, $25; Carl Pedersen, $25; Jos. Smith, $25; Oscar Johnson, $25; Chas. Fries, $25; Carl Sjoblad, $25; J. Lyones, $25; Alf Brown, $25; Carl Piebert, $25.

Members Lost or Died.

Jas. Carlsen, New York; H. Tollefsen, drowned at sea; Herman Johnsen, Boston; Manuel Rio, drowned, Philadelphia; Fred Thompson, Fort Stanton; Jurg Dorflund, Norfolk; S. Knutsen, Fort Stanton; Thos. Thompson, New York; Rich Tubman, died at sea; Edwin Strom, Fort Stanton; Chas. Mars, lost in Governor Ames; S. A. Johnson, Governor Ames; Geo. Fruncke, drowned at sea; Fredrick Strand, died, Norfolk; Fred Dunn, Newport News; John Pedersen, drowned at sea; Jess Sullivan, Norfolk; S. Petersen, New Orleans; Martin Thies, Washington; Eric Ahlberg, Willmantic; Gust General, Fort Stanton; Gust Dolbeck, Key West; A. W. Petersen, lost in Governor Ames; Andrew Andersen, lost in Governor Ames.

OLD AGE PENSIONS.

The latest figures available at the Old Age Pensions Office, Melbourne, point to the cost being nearly £2,000,000. The pensioners under the State regulations numbered as follows: New South Wales, 22,-111; cost, £526,835; Victoria, 12,368; cost, £270,738; Queensland, 6,599; cost, £148,-745. Totals, 41,077, and £946,318. New applications total 9,290, of which 2,926 are granted to date. The total number now practically payable is 50,467, and the commissioner anticipates that at least 30,000 more will be added. The total number expected by the pension authorities is more than 90,000, and at £24 each the yearly cost will be nearly £2,000,000.

INFORMATION WANTED.

Albert Briggs, seaman, will hear something to his advantage by addressing Mrs. Lydia Seekill, Washington, R. I.

Archaeologists are excavating at the site of the ancient Etruscan city of Adria, which gave the Adriatic Sea its name. Abandoned when the sea receded, the city was buried by river alluvium.

The human body is a machine of such wonderful efficiency that one-fifth of the energy expended by it can be utilized as work.

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Subdivisions.

Atlantic Coast Seamen's Unions, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 85 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques y puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

Home News.

The Legislature of Virginia on January 26 re-elected John W. Daniel for the sixth time to the United States Senate.

A series of earthquakes was felt in Imperial Valley, Cal., on January 25. No damage is reported from any of the valley towns.

The House of Representatives passed a bill on January 17 giving separate Statehood to the Territories of New Mexico and Arizona.

Deposits of $2,368,791 were tied up on January 21, when the Southbridge (Mass.) Savings Bank closed by order of Judge Loring of the State Supreme Court.

Salaries of Judges of the Court of Customs Appeals, created by the new Tariff law, were practically fixed by the House of Representatives at $7000 each. The Tariff law named $10,000.

The House of Representatives on January 25 passed a bill to create a bureau of mines in the Department of the Interior. The measure will not go into effect before July 1, 1910.

The carriage free of postage of all mail matter sent by Theodore Roosevelt is proposed by Representative Hamilton Fish of New York, who introduced a bill to that effect on February 4.

United States shipyards have won a notable victory against European competition in securing contracts for building two battleships of the Dreadnought type for the Argentine Government.

For the first time in the history of Columbia University, women are to be admitted to courses in law and medicine. They will be received at the summer session, which opens in July.

Nine Governors have sent assurances to the safe and sane Fourth of July Committee of the Civic Club of Philadelphia that they will enter into the crusade to suppress all unnecessary noises on Independence Day.

The indictment against the New York World, charging Joseph Pulitzer and others with criminal libel against Theodore Roosevelt, President Taft and others, was quashed at New York on January 26 for lack of jurisdiction.

The new administration of New York City under Mayor Gaynor, which has already effected savings of nearly a million dollars a year by eliminating unnecessary officials, has begun also cutting down expenses in smaller ways.

A terrific wind damaged thousands of dollars' worth of property throughout Colorado on January 25. All over the State telephone and telegraph wires and poles are down, farmhouses have been torn from their foundations and hundreds of chimneys and smokestacks demolished.

A favorable report has been ordered by the House Census Committee on a joint resolution fixing the maximum pay of special agents of the Census at $6 a day and traveling expenses and an allowance of $3 a day in lieu of subsistence. The resolution has already passed the Senate.

Eight million dollars was spent for the prevention and treatment of tuberculosis in the year 1909, according to the National Tuberculosis Association. Of this amount, $4,250,000 was spent from public moneys and the remainder from funds voluntarily contributed. Twice as much will be spent in 1910.

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When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.
MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

CHAS. A. LUCAS

Undertaker and Embalmer

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FRONT ST., OPP. S. P. DEPOT,
SAN PEDRO, CAL.

INFORMATION WANTED.

Louis Carlson, native of Finland, last heard of in Aberdeen, Wash., in 1908, is inquired for by his sister-in-law, Rika Nyman, 930 Harrison street, San Francisco.

Named shoes are frequently made in Non-Union factories.

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

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Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INFORMATION WANTED.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

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OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS

San Pedro Letter List.

Andersson, A. -1447
Anderson, S. Hugo
Anderson, Sven
Anderson, T. -557
Anderson, Gust
Alander, O. J.
Anderson, O. -1286
Andersen, Harry
Andersen, P. T. (package)
Andersson, Frank
Axelssen, C. B.
Broden, Julius
Bertilsen, Peder
Bergh, Borge
Blumquist, C.
Bostrom, W.
Bordjelm, Alex.
Bolander, J. E.
Bakke, Ed.
Brose, R.
Bjorseth, Knut
Bitila, -1338
Beckman, Ernest
Berntsen, Julius
Campbell, Geo.
Carlson, Markus
Christenson, H.
Cerny, Edward
Carlssen, C.
Christiansen, E.
Christiansen, Chr.
Castro, Manuel
Christiansen, Hjal.
Christensen, Harold
Colomiay, Louis
Carlsson, N.
Cainan, George
Dudler, Hans
Dories, J. H.
Donalusen, G. C.
Enoksen, Andrew
Ericksen, Eduin
Edlund, Agaton
Emanuelsen, Anton
Edmund, Agaton
Englebright, H.
Ek, Thure
Ellingsen, F.
Edland, Gus
Fryland, C. J.
Fisher, J. -566 (photo)
Fleming, John J.
Fredricksen, H. G.
Gunther, Christian
Gunther, Hans
Graf, Otto
Gray, Gustav
Glansen, Harry
Gorgesen, Emil
Garner, Louie
Hagberg, G.
Hesse, Eric
Hentchell, Otto
Hoglund, F. V.
Hermansen, K.
Hansen, Charlie
Herner, Olof
Holstein, R.
Hilke, Carl
Hassall, G.
Horlin, Ernest
Hansen, L. -794
Hansen, Hans
Haarklau, I.
Husby, Lars
Hansberg, J. P.
Hellesto, Emil
Hansen, Rasmus
Harris, Tom
Hansen, Theodor
Heggenmuller, H.
Harmening, Fr.
Hage, Arne
Ingebrethsen, Daniel
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Johansen, J. -1462
Jeshke, H.
Jensen, Wilhelm
Johnsen, Charlie
Jensen, Chas. -169
Jensen, Hans
Jeffersen, V.
Jobsen, Ch.
Johansen, Johan -880
Jensen, -1311
Jorgensen, Emil
Klausen, Chas.
Kristiansen, G. -1054
Klaesson, K. A.
Kolostoff, J.
Kluver, George
Kalberg, Wm.
Kuhme, Wilh.
Louis, Michael
Larsen, Chris. T.
Larsen, Christian
Larsen, Marinius
Larsen, K. Louis
Lepp, August
Lindroth, Erik
Ludlow, J. J.
Lewis, G.
Lundberg, F.
Lange, Friedrich
Lehtonen, John
Lane, Emil
Lerch, Paul
Lueman, A.
Lundquist, F.
Le Joffie, Wm. Goffic
Mortensen, K. F.
Maroth, Richard
Malley, James
Morin, E. H.
Mortensen, K. F.
Mathisen, H. -1831 (package)
Mygind, W. F.
Mardisan, Andrew
Mookaka, John
Mueller, Hugo
Nelson, John C.
Nystrom, Ragnar
Nelson, Jack
Nicholson, Joseph
Ness, John
Nordgren, Chas.
Nelson, C. -663
Nelson, Harry
Nord, G. E.
Nelsen, Eddie
Nordstrom, Gust
Nyberg, Erick
Nestor, Wilson
Olaman, P. W.
Olsen, Hagbart
Olson, W. -753
Olsen, Soren
Olsen, Geo.
Olsen, Adolf
Orten, Sigurd
Ohm, Gunwall
Odman, Gus
Ott, John
Olssen, L.
Olsen, G. A.
Ohlsen, Ch.
Permin, Jens
Pettersen, Peder. O.
Peratis, John
Pedersen, J. -1110
Peterson, Chas.
Peterson, Hans
Persson, B. S. -754
Passou, T.
Peters, J.
Pihpic, C.
Pedersen, Julius
Pihpic, J.
Pedersen, A. -1341
Petersen, Bertel
Pedersen, Julius
Petersen, H. -1067
Petersen, Oscar
Paulssen, Adolf
Rokow, Stefan
Randle, David
Reuter, Ernest
Rasmussen, R. -1525
Reuten, Axel.
Rasmussen, Emil
Reed, L. C.
Rudland, Jake
Rueter, Herman
Remme, F.
Rodriguez, M.
Reimon, L.
Schluter, Paul
Sauer, Emil
Skold, C. A.
Saarinen, H.
Shephard, W.
Scholtens, Ben
Strand, Olav
Singleman, E.
Steen, Hilmar
Schultz, Albert
Sandstrom, J. -1347
Sandstone, Emil
Sundquist, W. W.
Swensen, B. -1932
Steen, Ivar -1999
Sonne, Rudolf
Swanson, Chas.
Samuelsen, W. L.
Scott, E. G. -2041
Samuelsen, V.
Spearing, G.
Schlitt, James
Scarabosio, M.
Stiles, Everet
Stephan, M.
Staelsten, Karl
Smith, John
Southerland, A.
Silverberg, Harry
Scott, E. G.
Steen, J. C.
Spearing, Gustav
Tillman, Chas.
Thingberg, Oscar
Thompson, W. J.
Thomas, Joseph W.
Tommis, Frank
Toren, Gustaf
Tufte, A. Paulsen
Thompson, C.
Thomasen, A.
Thompson, T.
Torres, V. L.
Tuominen, Alfred
Touanne, Walter
Wiemer, Paul
Warkkula, John
Wilhelm, Heinrich
Warren, Louis
Werner, A.
Westad, Johan
Zuhne, W. (registered letter)

INFORMATION WANTED.

John M. Murphy, dark hair, blue eyes, height 5 feet 8, smooth face. Last heard of at Oakland. Any information, communicate Seamen's Institute, 242 Steuart street, San Francisco.

Pacific Coast Marine.

The schooner O. M. Kellogg, F. Linquist master, was enrolled at the San Francisco Custom-house on January 28.

John Scopy was recorded at the San Francisco Custom-house on February 2 as master of the steamer State of California, vice L. N. Nopander.

A report that the Pacific Mail Company intended transferring its vessels from San Francisco to Seattle is positively denied by A. J. Frey, in charge of the Company's San Francisco office.

F. L. Kato was recorded at the San Francisco Custom-house on February 1 as master of the steamer Constance vice B. F. Beringer. The steamer Wilhelmina, P. Johnson master, was enrolled.

Balfour, Guthrie & Co. have chartered the Norwegian steamship Titania to bring a full cargo of structural steel from Antwerp to Portland. The Titania is now at Cardiff, where she went with a cargo of wheat from Portland.

An Admiralty suit was filed in the United States District Court at San Francisco on February 2 by Hugh Meenan against the tug Annie to recover $96, wages as chief engineer from January 1 to January 24 of this year.

A. D. Higgins was recorded at the San Francisco Custom-house on January 29 as master of the steamer National City, vice Charles Linden. The steamers Governor Markham, J. P. Petzinger master, and Governor Irwin, C. Saulit master, were enrolled.

A radical enlargement of the Oakland harbor facilities is contemplated in a progressive project recommended to the House of Representatives on February 4 by the War Department, involving a purposed ultimate outlay of $1,100,000, and a large sum for annual maintenance.

Commander J. M. Ellicott, local Lighthouse Inspector at Portland, has returned from an inspection tour of Coos Bay. He will recommend the installing of several new aids to navigation there and the removal of Guano Rock at the entrance to the Bay, which is considered a menace to navigation.

It was officialy announced on January 31 that the steamer Hyades has been purchased by the Matson Navigation Company from the Boston Towboat Company. The freighter, which has been operating for some time under charter to the Matson Company, was formally taken over by her new owners on her arrival at San Francisco on February 4 from Honolulu.

The following changes of masters were recorded at the San Francisco Custom House on February 4: Steamer Jessie Matsen, F. G. Matthiesen, vice Joseph Goodman; schooner Florence Caduc, A. M. Hill, vice Fred Wahl; schooner Alumna, R. J. Lawson, vice O. T. Olsen (reported from Coos Bay). The schooner Alpena, A. Nielsen master, was enrolled.

The German steamer Cleveland arrived at San Francisco on January 31, 108 days from New York via Europe and the Orient. She carried 657 around-the-world tourists. She sailed again on February 5 with a like number of passengers bound to New York over the same route. The Cleveland is owned by the Hamburg-American Company and is 18,000 tons register.

The following changes of masters were recorded at the San Francisco Custom-house on February 3: Schooner Howard, Henry Panhorst vice Otto Erickson; steamer Roanoke, R. J. Dunham vice C. J. Hannah; steamer St. Helena, F. J. Murphy vice William C. Jarvis; steamer Charles Nelson, John Dahlquist vice C. F. Hall. The ship Star of Scotland, P. C. Rasmussen master, was registered.

The Japanese steamer Awa Maru, formerly on the European service of the Nippon Yusen Kaisha, arrived at Seattle on February 3 from Yokohama, the first of the older fleet to arrive at the former port. Japan now gives a subsidy to steamers up to 15 years old in the Pacific trade and up to 10 years on the European run. The newer boats running to Seattle were diverted to Europe to collect the new subsidy.

Three bodies from the wrecked steamer Czarina were washed up on the beach at Coos Bay on January 29, one so badly decomposed as to be beyond recognition. One of the bodies is supposed to be that of Harold Millis, a student of the University of California, who was the only passenger on the ill-fated steamer, and the other may be that of Captain Duggan, who went down with his vessel.

The bark Stanford and schooner Golden Shore, which were recently sold to the S. E. Slade Lumber Company, are now at Aberdeen. The Stanford, Captain Robert Peterson, which arrived in November, is laid up at the Lindstrom shipyards docks, and the Golden Shore, Captain L. P. Christiansen, which reached the harbor some days ago, has recently received a charter from Slade's Mill to San Pedro.

The steamer Kentucky sank off Cape Hatteras on February 4. Her crew of forty-seven men were rescued by the steamer Alamo, which was attracted to the scene by the Kentucky's wireless calls for assistance. The Kentucky was bound from New York to Seattle, having been purchased by the Alaska-Pacific Steamship Company for the trade between Seattle and Alaska. She was a wooden vessel of 996 gross tonnage and 203 feet long.

The Alaska Steamship Company's steamer Farallon, which sailed from Valdez, Alaska, on January 2 for Iliamna, struck Black Reef, at the mouth of Cook's Inlet, on January 5 and became a total wreck. Passengers and crew, numbering thirty-two persons, were safely landed. Second-Mate Gus Swansen and five seamen left the scene in a small boat, on the 6th, to seek assistance, and have not been heard from since. It is feared that they have been lost.

Announcement was made at San Francisco on February 4 of the sale of the well-known steam-schooner Cascade by Charles R. McCormick & Company to the Interisland Navigation Company of Honolulu. The vessel is now at the Union Iron Works undergoing an overhauling and has taken a new wheel. She will sail from San Francisco in a couple of weeks for the Islands, where she will go into the interisland trade, trafficking in sugar.

After lying disengaged at Eagle Harbor, Wash., for two years, the American bark Hesper has been sold to Captain W. J. McDonnell and Robert A. Cunningham of Victoria, B. C. Under Captain McDonnell's command she will be used in the hardwood lumber trade between the Fiji and New Hebrides Islands and Puget Sound ports, bringing mahogany and sandalwood and carrying outward goods suitable for trading with the natives.

The settlement of the amount of salvage on the American ship Wm. H. Smith, due the Grays Harbor Towboat Company, has been completed at Seattle, the towboat concern agreeing to accept $3250. The Smith is owned by the California Shipping Company of San Francisco and was dismasted off the Oregon coast on January 13, attempting to sail in and was picked up by the steamer Washtenaw. The tow lines broke two days later and the Smith was lost in the night, bringing up off the Coast near Moclips, where she was picked up by the tugs at anchor riding out the gale. The towboat company claimed $20,000.

Captain Bruhn of the German steamer Ella, which arrived at San Francisco on February 2 from Corinto and West Coast ports, reported that while passing the Cerros group of islands, en route from Mazatlan for San Diego on January 29, a brigantine stranded on the beach on the southwest end of Natividad Island, inside of Flat Rock, was sighted. Although no signal was hoisted, the Ella was turned around and sailed within hailing distance of the vessel. Signals were hoisted asking if any assistance was required, but no reply was made and after waiting two hours, the Ella proceeded on her way. The wreck is supposed to be that of the Blakeley, before reported ashore on the island.

Port Angeles dispatches detail the effort of the Life-Saving tug Snohomish to tow the derelict Susie M. Plummer into the harbor to prevent her becoming a continued menace to navigation. The derelict was located thirty miles up the Coast near Cape Scott at the extreme end of Vancouver Island. Here the Plummer's anchors had caught in shoal water and she was in the way of the halibut fleet. This time Captain Lewis got men aboard who cut her anchors adrift and made a hawser fast. She proved an unruly tow, sheering from side to side. Soon after the hawser parted. The Plummer was then at the entrance to San Jose Bay, the wind and sea setting strongly coastward. Lewis is certain that the Plummer found a last resting place on the shore of San Jose Bay. This was on the night of January 27.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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WM. H. FRAZIER, Secretary-Treasurer,
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INLAND SEAMEN'S UNION.

Headquarters:
WHITEHALL, N. Y.

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ASHTABULA HARBOR, O., 87 Bridge St.
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TOLEDO, Ohio, 54 Main St.
NORTH TONAWANDA, N. Y., 152 Main St.

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BAY CITY, Mich., 108 Fifth Ave.
KINGSTON, Ont., Canada (Box 96), King St.
ERIE, Pa., 305 French St.
CONNEAUT HARBOR, O., 992 Day St.
SOUTH CHICAGO, Ill., 113 92nd St.
SANDUSKY, O., 510 Meigs St.

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Headquarters:
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Branches:
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DETROIT, Mich., 7 Woodbridge St.
MILWAUKEE, Wis., 157 Reed St.
ASHTABULA, Ohio, 85 Bridge St.
CONNEAUT, Ohio, 995 Day St.
TOLEDO, Ohio, Cherry and Summit Sts.
WEST SUPERIOR, Wis., 401 Tower Ave.
SOUTH CHICAGO, Ill., 83 Ninety-second St.
OGDENSBURG, N. Y., 8 Judson St.
BAY CITY, Mich., 208 Fraser St.

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TOLEDO, Ohio, 1702 Summit St.
NORTH TONAWANDA, N. Y., 154 Main St.
OGDENSBURG, N. Y., 94 Hamilton St.
BAY CITY, Mich., 919 Water St.
ASHTABULA HARBOR, Ohio, 74 Bridge St.
CLEVELAND, Ohio, 929 Superior Ave.
CHICAGO, Ill., 242 South Water St.
MILWAUKEE, Wis., 317 Virginia St.

Sub-Agency:
CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, FEBRUARY 9, 1910.

ARREST OF GOHL.

William Gohl, Agent of the Sailors' Union of the Pacific at Aberdeen, Wash., was arrested last week on a charge of murder. The recovery from the harbor of the body of a man weighted with material said to have been the property of Gohl constitutes the basis of the charge. Neither the remains nor the alleged incriminating evidence have as yet been positively identified. The only known facts are that Gohl has been arrested and charged with murder.

Naturally the affair has created great excitement in Aberdeen and vicinity, leading to many charges, theories and suspicions most of which are absolutely unsupported by reason. Within the recent past a number of bodies, supposed to be the remains of victims of foul play, have been recovered from the waters of Grays Harbor. The identity of the alleged murderer or murderers has so far remained a mystery. Now that the hand of the law has been placed upon William Gohl there is a manifest disposition in certain quarters to hold him to responsibility for all these crimes. This feature of the case is natural in the circumstances, but it signifies nothing more than the morbid tendency of men to magnify the known facts in such cases and the sensational tendency of the press to "play up" a "murder story."

Even in the single case upon which the arrest was made there exists at present nothing more than suspicion, and that, in turn, rests upon the personal feeling against Gohl in certain quarters rather than upon anything connecting him directly with the crime that is charged against him. The situation is preeminently one in which the "presumption of innocence" is entitled to every consideration. Comrade Gohl is entitled to the benefit of that presumption not only as a matter of form, but particularly because the general circumstances of the case bear out that presumption.

Of course the JOURNAL has no knowledge of the facts in the case and is therefore unable to express any conviction on the subject. But the JOURNAL has an abundance of knowledge of similar cases in which members and officers of the Sailors' Union have been charged with crime. In each of these cases the evidence, or rather suspicion, was quite as strong as that so far presented in the case of Comrade Gohl. Yet in every instance these charges have failed of proof. The only thing really proved in each of such cases was the existence of a plot to discredit the Union and the employment of desperadoes to carry out the details of the villainy. This knowledge makes us especially cautious in considering the present case. Further, it may be said that there is absolutely nothing in Comrade Gohl's conduct as Agent of the Union to create the slightest suspicion that he is other than a thoroughly honest man. Such is Gohl's record, official and unofficial, so far as the Union is concerned. Upon that record the Union will act, in the hope and belief that, given a fair trial, the innocence of Comrade Gohl will be fully established.

COMPULSORY ARBITRATION.

It seems like "threshing over old straw" to refer again to the failure of compulsory arbitration in the country of its birth, the "country without strikes." However, as the idea upon which that system is based still shows signs of life in the United States, constituting the "authority" for various proposals looking to the prevention of strikes, the experience of our fellow-workers in the Antipodes continues to be valuable as a guide in other localities. The situation in New Zealand and Australia is best illustrated by the attitude of the labor press of these countries, two instances of which we reproduce herewith. Discussing the recent strike at the State coal mine in New Zealand and the action of the Government thereon, the Weekly Herald, of Wellington, N. Z., under date of December 4, quotes the action of the Government, accompanied by comment of its own, as follows:

"Thus, it will be seen that one of three courses presented itself to the Government:

"(a) Concede the miners' demands and incur a loss to the public of about £4000 a year.

"(b) Increase the price of coal to the consumers.

"(c) Refuse the demands, and let all questions be submitted to the Arbitration Court or Conciliation Commissioners.

"After full and careful consideration, the Government came to the conclusion that the last course was the only one they could reasonably adopt."

Too late. Arbitration in this Dominion has become a mockery. The presiding judge is distrusted where he is not utterly despised. It has taken rebuffs innumerable to shake Labor's faith in the efficacy of the Court as a means of adjusting trade disputes. That faith has been shaken, hence the strike at the State Mine. The Arbitration Act has outlived its usefulness. Its defects are inherent, but in this Dominion malpractice has brought on premature decay. In any community an essential to good government is absolute faith in the integrity of the judiciary. When the miners at the State collieries allowed their registration under the Arbitration Act to lapse, they moved a vote of want of confidence in the impartiality of the Court. Miners the world over are prepared to submit disputes to an impartial tribunal. But bitter experience has shown that our Arbitration Court does not come under that category. By their decision to ignore the existing Court, the miners have given practical effect to the seething discontent in the majority of our unions. For this reason they will have the sympathy of thousands of unionists who know what has been meted out by the Court in previous disputes. Labor has not forgotten the vindictive penalties inflicted on the Blackball miners, the slaughtermen, and the Wellington bakers. Nor can the astounding attitude of the judge in shielding the Canterbury farmers be overlooked. But these were conspicuous examples of class bias. The greatest discontent has been engendered by the paltry concessions obtained by each and almost every union in the Dominion at a period of the greatest prosperity. Therefore the Government is adding insult to injury by suggesting to these aggrieved miners that their grievances should be submitted to the Arbitration Court. When the public has an opportunity of hearing the miners' side of the case it will be found that their grievances are deep-rooted, and if the party in power wishes an early adjustment it will be necessary to make some more reasonable suggestion than that contained in the third clause of the Premier's statement.

It is interesting to note that later advices contain the information that the striking miners have won their point and returned to work. A similar state of feeling exists in New South Wales. The Worker, of Sydney, N. S. W., under date of December 9, points out that the Railway and Tramway Service Association, one of the largest unions in the State, has condemned the Industrial Disputes Act. In a set of resolutions adopted at a meeting called to consider the Act, the defects of that measure are stated, as follows:

The Industrial Disputes Act fails to recognize:

(a) The wrongful dismissal of an employe as an industrially disputable matter (Justice Street's decision in tramway case). Thus one of the most prolific causes of industrial war is unprovided for by arbitration methods, except in a very limited way.

(b) The right of an employe to a minimum living wage as the basis of the reward for his labor. (An instance can be cited of an award providing for 6s. 6d. per day of ten hours for married men at laborious work.)

(c) That the profits of an industry should be taken into consideration in determining the remuneration of the worker. (A sliding scale of wages based upon the selling price of coal would, in our opinion, if challenged, be denied jurisdiction.)

(d) An equal right of appeal from a wages board on a question of fact, as is allowed on questions of interpretation of the Act. (Thus a question to decide whether a specified worker's grievance could be legally dealt with under the clauses of the Act, and the decision of the wages board thereon, could be appealed against to the Industrial Court. The fallibility of the chairman, who is a legal man, is here recognized. Upon a question of fact affecting the rate of wages paid, however, no appeals are allowed. The chairman in this case is infallible. In other words, the chairman is fallible as to the meaning of a clause in the Act, but infallible as to the meaning of evidence affecting human flesh and blood. This may be law, but it is not justice.)

(e) Unionism as such—organization—is the only basis upon which industrial arbitration can succeed. The Act aims a harassing blow at unionism under what are known as the "blackleg clauses." (Twenty non-unionists are given the right to interfere in the conduct of a union's case, thus establishing non-unionist rights in industrial disputes—hitherto unknown. These clauses are interpreted as an attack upon unionism, and form one of the causes of strong distrust against the designers and administrators of the present law.)

4. The administration of the Industrial Disputes Act has been characterized by bias and favor towards employers, proof of which exists, for instance, in the Broken Hill lockout, and the McKye case, North Sydney.

5. To be candid, therefore, we must admit that a number of great industrial grievances can not be redressed under the Industrial Disputes Act, and that, whilst the law sets up a number of barriers for the protection of capital against the claims and evidence of labor, it throws open the citadel of labor to unrestricted assault and violence, with no adequate provision for its protection. In other words, the law prescribes the limit within which justice may be done to labor, outside of which capital commits no offense in attacking labor, but labor commits an offense in defending itself.

6. The labor movement can accept no responsibility for the failure of industrial arbitration as recognized by the existing statute, as its provisions deny the right of free adjudication upon many questions of dispute between capital and labor, which are regarded unanimously by organized labor as essential to justice.

The proponents of compulsory arbitration may say that these views are biased to some extent by political interest. It remains to be said, however, that the publications in which these statements appear are widely representative, and in fact official organs of the labor movement in their respective localities. The present strike of coal-miners in New South Wales and the imprisonment of certain officials of the Miners' Union upon charges of "inciting the strike" have served to arouse feeling to the highest pitch.

Australia is no longer the "country without strikes." On the contrary, the strike is now widely proclaimed in that locality as the only

practical means of securing redress in certain cases. The "right to knock off" is asserted as a natural, human and personal right that can not be renounced or destroyed except at the risk of industrial slavery. In a word, our Australian friends are now the most outspoken champions of the right to quit work, i. e., to strike, and also the most assertive in practising that right. It is interesting to note, too, that the workers in Australia and New Zealand now refer to the rejection of compulsory arbitration by the labor movement of Great Britain and the United States by way of justifying their own attitude toward that system.

Of course, the opinions of officialdom are still favorable to the system, but even in Government circles there is an evident lack of confidence in the situation. A significant instance of this is contained in the expressions of Premier Ward of New Zealand, in an article contributed by him to the current North American Review. That official admits the defects of compulsory arbitration in New Zealand and attributes them to the mistake of attempting too much in the direction of compulsion and too little in the direction of conciliation. These instances and authorities ought to contain a lesson for the compulsory arbitrationists in the United States. At any rate, they are conclusive proof of the soundness of the position taken by the labor movement in opposition to the plan of curing (?) industrial ills by suppressing the effects thereof.

VERDICT IN HATTERS' CASE.

The expected has happened in the Hatters' case. The jury in the damage suit at Hartford, Conn., brought in a verdict for $74,000. The suit was brought under the Sherman Anti-Trust Act, which provides that the damages awarded may be trebled by the court. Accordingly, Judge Platt allowed the Loewe Company three times the amount awarded by the jury, namely, $222,000. The decision will be appealed to the United States Circuit Court of Appeals and, if necessary, to the United States Supreme Court. The outcome is problematical, especially in view of the fact that the latter tribunal has already declared the Hatters' Union amenable under the Sherman Act. The decision in the present case shows quite clearly that the funds of organized labor are endangered by suits for damages arising out of boycotts. Such a situation is repugnant to the ostensible spirit of the Sherman Anti-Trust Act, however much it may be in keeping with the real motives of those responsible for that law. Moreover, the situation is opposed to an enlightened conception of the functions and rights of the labor organization. Should the final result in the courts be unfavorable to the Hatters' Union, the fact will prove the need of legislation affirming the right of labor to organize and to act in an organized capacity.

The chief trouble with compulsory arbitration, as has been demonstrated in Australia and New Zealand, is that it attempts to prevent strikes by means which in their nature are bound to create strikes, i. e., by trying to force men to work under terms unsatisfactory to them. Men may be willing for reasons of policy to work under unsatisfactory conditions, but they can not be forced to do so. The attempt at compulsion is the element that determines the question of "work or quit," and determines it in favor of the latter course.

The Marine Firemen, Oilers and Water-Tenders of the Pacific, at a recent meeting at Headquarters, in San Francisco, adopted the proposal to render further assistance to the seamen's unions of the Great Lakes, thus supplementing the contribution previously made by the Sailors' Union of the Pacific. With the assistance thus rendered, and the assurance of as much more of the same kind as may be needed, the Lake seamen are in a position to renew the struggle with more enthusiasm and brighter prospects than ever before. Latest reports from the Lakes express the greatest confidence in the result of the strike during the coming season. It is possible that the Lake Carriers' Association will make terms with the unions before the season opens. However, should the Association vote for more fight it is absolutely certain to get what it votes for. With the united and unreserved support of the organized seamen of the United States, the fight on the Lakes will be maintained until the "right to organize" and all that goes with that right is recognized and vindicated.

SENDING CRIMINALS TO SEA.

It is an ancient practice of bad repute to send the incorrigible or the criminal to sea on the pretense that the rough discipline of a ship will reform them, but really to get rid of them. The practice is akin to that of certain communities which find it convenient to shunt their undesirable citizens on their neighbors, giving them "twenty-four hours to leave town." It is an easy plan to sidetrack responsibility, but it does grave injustice to the people who are thus compelled to close association with the vicious.

Representations in this sort having been addressed by the International Seamen's Union to the Commissioner of Navigation, that official has issued an order to the several shipping-commissioners in ports of the United States directing them to refuse to ship men convicted of crime and sent to sea as an alternative for imprisonment. The use of ships as reformatories is a gross injustice to the men who are compelled to associate with the vicious.—The Call, San Francisco.

GOVERNMENT PUTS UP BARS.

No more will lawbreakers be sent to sea instead of to jail. Time was when such extra-judicial orders of court were common, especially in seaports and surrounding towns; in recent years they have not been infrequent, but now there is to be a change. Henceforth the land must look after its own wrongdoers. As the outcome of a protest by the International Seamen's Union of America, E. T. Chamberlain, United States Commissioner of Navigation, has instructed all shipping-commissioners "to decline to ship men convicted in a criminal court for whom an engagement may be sought as an alternative for the penalty prescribed by law."

The sailors are to be congratulated on their victory. There is no more reason why criminals should be forced by law into the seafaring industry than that they should be forced into the farming industry, or any other industry, for that matter. Sailors do not like rogues any better than landsmen like them, and no court should cast reflections on an honest calling by naming it as a refuge for offenders against the law.—The Bulletin, San Francisco.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Feb. 3, 1910.
Regular weekly meeting was called to order at 7 p. m., J. Lawlor in the chair. Secretary reported shipping quiet; plenty of men ashore.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Jan. 27, 1910.
Shipping slack.
LEONARD NORKGAUER, Agent.
P. O. Box 1335. Phone Sun Main 2233.

San Pedro Agency, Jan. 31, 1910.
No meeting. Shipping slow; prospects uncertain; plenty of men ashore.
ED. BARRY, Agent.
P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Jan. 31, 1910.
General outlook very encouraging.
V. A. OLANDER, Secretary.
674 West Madison St.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Feb. 7, 1910.
Regular weekly meeting was called to order at 7:30 p. m., A. Seaman in the chair. Secretary reported shipping still dull, but prospects for the year fairly good. Harry Lundberg was elected Agent pro tem. of the Aberdeen Branch. The Committee on Celebration of the Union's twenty-fifth anniversary reported having engaged the Valencia Theatre for the literary exercises to be held on the evening of March 7.
E. ELLISON, Secretary pro tem.
44-46 East St., Pacific Phone Kearny 2228. Home Phone J 2228.

Vancouver, B. C., Jan. 31, 1910.
Shipping dull.
JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, Jan. 31, 1910.
No meeting; no quorum. Shipping rather dull.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Jan. 31, 1910.
Shipping and prospects poor.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Jan. 31, 1910.
Shipping dull; prospects uncertain.
WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Jan. 31, 1910.
Shipping slack; prospects good.
WM. GOHL, Agent.
P. O. Box 62. Tel. 225.

Portland, Or., Agency, Jan. 31, 1910.
Situation unchanged.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Jan. 31, 1910.
No meeting; no quorum. Shipping fair.
JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Jan. 31, 1910.
Shipping dull; prospects poor.
HARRY OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, Jan. 24, 1910.
Shipping and prospects poor.
CHAS. SORENSEN, Agent.
Cor. Queen and Nuuanu Sts. P. O. Box 314.

ALASKA FISHERMEN'S UNION.

Headquarters, San Francisco, Cal., Feb. 4, 1910.
Regular weekly meeting was called to order at 8 p. m., Ed. Andersen presiding. The sum of $220 was voted in the appeal of the American Federation of Labor to aid the striking iron, steel and plate workers. Mrs. Hattie De Lara addressed the meeting in behalf of the Mexican political refugees, and $50 was voted to the Mexican Liberty League. Nominations of officers for the ensuing term were made. Delegates to the convention of the International Seamen's Union of America, and delegates to the convention of the California State Federation of Labor were also nominated. The balloting for officers as well as delegates will take place during this month and the month of March. It was decided to affiliate with the San Francisco Labor Council.
At next Friday's meeting, February 11, a special order of business will be the election of members from the various districts in Alaska as a Committee on Wages and Conditions for the coming season, and all members in port are requested to attend.
I. N. HYLEN, Secretary.
93 Steuart Street.

DIED.

Neil Campbell, No. 1290, a native of Scotland, aged 31, died at Port Townsend, Wash., on February 1, 1910.

John Grenell, No. 75, a native of Ireland, aged 47, drowned from the schooner Hugh Hogan, at sea, January, 1910.

George Hansen, No. 777, a native of Norway, aged 45, died at San Francisco, Cal., on February 6, 1910.

Charles A. Sauer, No. 1976, a native of New Orleans, La., aged 33, drowned at Honolulu, H. T., on January 17, 1910.

August Selberg, No. 2336, a native of Russia, aged 26, drowned from the schooner A. M. Baxter, at sea, on December 31, 1909.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

THE COMING OF SPRING.

Dear Comrades: The winter is very nearly gone, and spring, with the opening of navigation, will soon be here. What have you done toward persuading some one who may take your job next summer, to stay away? I am not now talking to the man who wants to be paid for fighting for himself (thank the Lord there are not many such men in the Lake Seamen's Union), but to the man who really has the interest of himself, his comrades and his Union, at heart. It is your solemn duty to talk unionism every day, and if you only keep one man away from the Lakes you will have done some good.

I know there are men who say they can not speak to a scab. But it can be done, and must be done. So long as there is a possibility of keeping him from shipping again, it is your duty to talk unionism to him. There are some among them who are scabs at heart, and with these it is hard to deal. But man can do many things when he only tries. Don't sit around your hall, comrades, and criticize some one else. Don't find fault with this or that member. Pull all together, pull hard and all the time. Look with suspicion upon the man who tries to persuade you that our fight is lost, or that the officers are going to sell out or that some one of them is not "straight." These are methods employed by the man who is working for the owners and secretly trying to disrupt our Union. If he tries that game with you, and he probably will, get away from him; don't talk to him, unless you are sure he is honest. Then show him the error of his way. Let this fight "go as she lays." Fight it out on this line, if it takes forever, to paraphrase General Grant. A clean, hard, rapid fight this summer, and the battle is won. Let's show the world that there is one organization of union men that can whip the Lake Carriers' Association.

If you are not willing to go into this fight with this determination, with a cheerful heart, keep out. There is plenty of work ashore, or on salt water, or any place, except on the Lake Carriers' vessels. We don't need that work in order to live. All of us could live if the Lake Carriers sunk every ship they have. The job is not so good that we can not live without it. Therefore let's make it a good one or no job at all.

W. H. JENKINS.

Conneaut, O.

WIRELESS ON FERRIES.

The installation of wireless telegraphy on the four Pere Marquette carferries marks the passing of the time-honored position of purser on those boats and the substitution of wireless operators. The pursers' jobs will be filled by the operators assigned to the various boats. The pursers will relinquish their positions in a few days to conform to the new order of things. The pursers who will be affected are as follows: Lyman Hill, Edward Ungers, William Williams and George Ford. Of these pursers Edward Ungers has served the company in this capacity for nearly eighteen years.

LAKE CARRIERS TO BE TAXED.

A complete change in the methods of taxing water transportation companies is proposed in the big tax bills before the Assembly of Ohio. The big vesselowners operating on the Great Lakes have just awakened to the importance of the Langdon measure, the tax commission bill backed by the Republican majority, as affecting all water transportation companies, Lake and river.

The Langdon bill revises the definition of a water transportation company so as to bring the millions of dollars, represented by the Lake Carriers, under the provisions of the excise tax. This revision, it develops, is easily the second most important feature of the bill. The existing definition of a water transportation company is a corporation or company operating boats "between points entirely within the State of Ohio." Under this definition the vesselowners of Ohio have escaped the excise tax almost entirely. According to the last report of the auditor of State the total excise tax of all water transportation companies was less than $2000.

The Langdon bill defines a water transportation company as a corporation or company operating boats "between points entirely within and between points within and without the State of Ohio." This means the imposition of the excise tax on the gross earnings of all the Great Lake carriers engaged in the immense iron ore and coal trade as well as all other branches of Lake business. The revenue to the State derived from Ohio River business under this definition, will be infinitesimal compared to the amount the Lake carriers will have to turn over.

Assembly leaders say it is a legislative mystery that water transportation companies have not been subjected to the excise tax long ago with other corporations. The vesselowners, they insist, will not be able to get away longer. It is estimated that the tax on the Lake business done in Cleveland, Ashtabula and Conneaut alone will amount to considerably more than $100,000.

SURVEY OF CLEVELAND.

The steamer Surveyor, which was detailed to make a survey of Cleveland harbor late last season, will complete the work early this year. Hydrographic work will cover the water area included on the published chart of the harbor, with sweeping and sounding outside the twenty-one-foot contour in the Lake and detail soundings in the basins, the area along the Lake shore within the twenty-one-foot contour, and in the Cuyahoga River from its mouth to Clark avenue. The topography will embrace the shore line within the chart limits and the meander of the river to Clark avenue.

The ice in Duluth harbor is twenty-four inches thick, which is about four inches thicker than it was at this time last year. The ice in Lake Superior has formed earlier than usual and extends out into the Lake as far as the eye can see.

HARBOR WORK AT CHICAGO.

That a complete report of the plans, observations and recommendations of the corps of Government engineers who have been at work for the past two months mapping out a scheme for the harbor development of Chicago will be ready in about thirty days was the announcement made recently by Major Thomas H. Rees, in charge of the Federal engineering department.

The undertaking contemplates the construction of a huge cement breakwater extending approximately about a mile and a half from north to south and located about two miles from shore. In addition, a large amount of dredging will be done, and when the undertaking has been completed, it is asserted, the total cost easily will reach $5,000,000.

A preliminary report bearing on the project was completed by Major Rees and his assistants some time ago and forwarded to Washington. The advocates of Government aid in the way of extending the harbor facilities of Chicago on a large scale were so well pleased with the outlook, it is said, that they urged prompt action toward the formation of a complete report.

"The Government work will be confined, providing the plan is carried out, to the construction of the breakwater and such dredging as will be necessary to further the interests of navigation," said Major Rees. "The idea will be to create a large basin where vessels plying the Lakes may enter. I should say roughly that the breakwater will be about a mile and a half in length and will be located a sufficient distance from the shore line to establish an ample basin, while at the same time not being so far out to lose its value as a protection against ugly seas."

GROWTH OF CANADIAN TONNAGE.

In his annual report President Livingstone of the Lake Carriers' Association, says: The remarkable growth of the fleet of Canadian vessels plying the waters of the Great Lakes has excited considerable comment, but little definite information upon the subject has been available to our members.

In 1874 the entire registry of Canadian tonnage on the Lakes comprised 815 vessels of a total gross tonnage of 113,008 tons.

On December 31, 1908, the number was 2,028 and their gross tonnage was 192,970. In addition to this there are forty-two ships of a gross tonnage of 72,163 tons owned in Canada and operated on the Great Lakes, but registered elsewhere, making a total of 2,070 vessels and 265,133 gross tons in operation on the Lakes.

Of the shipbuilding in Canada it may be said that during the year 1908 there were built and registered in the dominion 304 vessels of 28,983 tons register and having an approximate valuation of $1,304,235, and this in a year when neither Canada nor any other portion of the maritime world was keeping up to its record of shipbuilding activity.

Demand the union label on all purchases.

OFFICERS' LICENSES RESTORED.

Captain James Stone, of Cleveland, Supervising Inspector of Steam Vessels for the Ninth District, has reversed the decision of the Buffalo Inspectors in the case of Captain Enos Burke, and Mate Leander Robinson, of the steamer Richardson. The decision was rendered on January 24, and the Buffalo Inspectors were notified as follows:

"Captain Enos Burke and Chief Mate and Pilot of the steamer W. C. Richardson, lost near Buffalo harbor recently, have appealed from your decision revoking the license of the captain and suspending for one year the marine license of Leander Robinson, pilot of the Richardson.

"After a careful examination of the evidence I do not find either of these men guilty of fault sufficient to warrant the revocation or suspension of these licenses.

"I therefore instruct your board to return to the respective Burke, master, and Leander Robinson, pilot of the steamer Richardson, their licenses, now in your possession, and if lost or mutilated to give new licenses, copies of the old ones."

The steamer Richardson, while bound for Buffalo with a cargo of flaxseed, was lost off that harbor in the big gale that swept Lake Erie for several days early in December. Captain Burke and Mate Robinson were represented at the Washington hearing by Goulder, Holding & Masten. It is not my intention to dispute the finding of Captain Stone, only so far as its effect on the safety of lives at sea is concerned. Captain Burke and Mate Robinson broke the law and should be punished, but Captain Richardson, their owner, should bear the chief punishment. Please note that in the Plain Dealer's dispatch appears: "Captain Burke and Mate Robinson were represented by Goulder, Holding & Masten," Lake Carriers' attorneys. Masters may now drown as many of their crew as possible. There is no penalty. W. H. JENKINS.

Conneaut, O.

TWO PASSENGERS LOST.

More than eleven and a half millions of passengers were carried during the 1909 season by steamers in the Eighth District. The exact figures are 11,556,558, as shown in the annual report of United States Supervising Inspector C. H. Westcott of Detroit, which report has just been presented at the annual conference of Supervising Inspectors in Washington. This is a gain of 369,264 passengers over 1908. The district does not include Lakes Erie and Ontario, or Duluth on Lake Superior.

Of the millions carried only two passengers are reported to have been lost—and some doubt surrounds one of these. A man was reported by a child to have jumped from the ferry Excelsior in the Detroit River, and another man was missed from the steamer Puritan in Lake Michigan.

Detroit district again comes forward with the bulk of passengers moved, boats of the district having carried 8,080,243 passengers, compared with 7,588,576 in 1908. This is an increase of 491,667 passengers in 1909.

The figures by districts follow: Detroit, 8,080,243; Chicago, 1,700,654; Grand Haven, 568,791; Marquette, 363,424; Milwaukee, 263,385; Port Huron, 580,061.

BUFFALO HARBOR.

The creation of a harbor commission, with authority to take control of Buffalo harbor and to take care of the city's water front interests, was urged upon Mayor Fuhrmann by the harbor committee of the Chamber of Commerce. Several interesting speeches were made by members of the committee, and the keynote of all was that Buffalo is not keeping pace with the march of progress in the commerce of the Great Lakes and that unless her citizens act promptly there will be more serious deflections to Canadian and southwestern routes.

The committee calling on the Mayor consisted of Captain J. J. H. Brown, Charles M. Heald, D. B. Tuttle, John J. Boland, Joseph L. Whittet and Roland Crangle. They were unanimous in their opposition for the project under way to take lands under water between Jersey and Georgia streets for park purposes, and said that these lands should be reserved by the city for the accommodation of shipping interests, and that this land is best adapted to docks and slips.

Mayor Fuhrmann wanted to know if the improvement of Buffalo River would not make available a vast amount of dockage, and if there would be any objection on the part of vesselowners to going up the river with their boats. Captain Brown said that there will be no objection on account of the tow and towing charges, but that most of this frontage will be in the hands of private owners.

L. B. MILLER LAUNCHED.

The new steamer Leonard B. Miller, building for the Miller Transportation Company, of which Captain Richardson is manager, was launched at the Globe yards of the American Shipbuilding Company on January 29.

The Leonard B. Miller's dimensions are as follows: keel 504 feet; 526 feet over all; 54 feet beam and depth of hold 30 feet. She has two cargo bulkheads and three compartments, with five large hatches in each compartment that are 24 feet centers and 12 feet fore and aft. Captain Richardson still clings to the large hatch, as he thinks it adds materially to the strength of the ship. The steamer will also have 64 deck beams in her, which will also add greatly to her strength. The hatches will be handled by two independent deck engines with a bridle, and will be equipped with Mulholland hatch fasteners. Hatch coamings will be of the peak style, and the Miller will be of arch construction with side tanks extending through to the engine-room bulkhead.

LAUNCHING OF THE REISS.

The new steamer Reiss, building for the Reiss Coal Company, of Sheboygan, was launched at Lorain on January 29. The Reiss was named in honor of the treasurer of the Reiss Coal Company. The vessel was ordered by J. J. Barlum, of Detroit, last summer, but was sold to the Wisconsin Transportation Company, which also owns the Brazil and the American. The Reiss will have a capacity of 9,000 tons. She is 525 feet long, 504 feet keel, beam 54 feet and depth 30 feet. She will be ready for service at the opening of navigation.

Captain L. A. Rand of Chicago has bought the steamer Frank L. Vance from Vance & Joys Co. of Milwaukee and will sail her. Captain Rand was master of the steamer Abraham Stearn of the Hawgood fleet for the past two seasons.

The barge D. P. Dobbins has been sold by Burns Brothers to other Detroit parties. The terms of the sale are being kept private.

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Wm. A. Nicholson, No. 13,156, Lake Seamen's Union, is inquired for by his sister, Miss Alice Nicholson, 356 Lake street, Oak Park, Ill.

John Diskin, No. 10763 Lake Seamen's Union, commonly known as "Yorkie," is inquired for by his mother, 411 W. 40th St., New York City.

Comrade William Burke, of the Marine Firemen, Oilers and Water Tenders of the Great Lakes, is inquired for by his sister, Miss Ella Burke, Little Falls, New York.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

Mrs. D. Ingraham, N. Mentor, Ohio, inquires for her son, Daniel Ingraham, No. 7373, Lake Seamen's Union. Any one knowing his whereabouts please communicate with the above address.

Fred G. Loftus, of Dorchester, Mass., is inquired for by his mother, No. 2 W. Vernon st., Dorchester. Please address above or W. H. Jenkins, 1244 Main ave., 21 W., Cleveland, O.

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FORMATION OF QUICKSANDS.

"To most persons the word 'quicksand' gives a sensation of horror similar to that produced by the thought of a snake, and many sensational accounts have given to quicksand almost human attributes," says Harper's Weekly. "No ordinary observer would be able to distinguish dry quicksand from any other sand, and the average person would be unable to restore it to its 'quick' properties, even if he tried. If water is mixed with the quicksand the mass does not become mobile, and if the water is drained off the sand will be found firmly packed.

"Quicksand is comparatively very light, weighing about ninety-four pounds to the cubic foot, while other forms of sand run as high as 171 pounds. Quicksand, when examined under the microscope, will be found to have rounded corners, like river sand, as distinguished from 'sharp' sand. It is quicksand that is used in hour glasses and egg glasses, partly because of its fineness, and partly because it does not eventually cloud the glass by scratching, as would the sharp sand. It is to its lightness that quicksand owes its deadly qualities, and a demonstration of how it becomes 'quick' may be given by placing a quantity in a bucket and adding water by pressure through a hole in the bottom, allowing the water to overflow very slowly when it has worked up through the sand. The upward current will be found to loosen the sand and to raise the surface very slightly, separating and lubricating the particles so that they are easily displaced.

"The bucket now contains genuine quicksand. The sand, owing to the support it receives from the water, has its weight, or supporting power, reduced proportionately, weighing in the water but thirty-two and one-half pounds, as against ninety-four pounds when dry. Bulk for bulk, the mixture is nearly twice the weight of a man, but is too mobile to give support and too thick to swim in. In its natural state, presenting an apparently firm surface, resembling simply damp sand, it is the most deadly mantrap conceivable.

"Quicksand requires in all cases an upward current which is not quick or strong enough to break through in the form of a spring — ordinarily, water flowing over quicksand will not make it dangerous. It may be formed in tidal rivers and on the shores of tidal seas by the rising tide saturating a porous stratum of ground below highwater mark, and when the tide falls a return current is established through the porous (sandy) ground with a sufficient velocity to loosen the sand and make it 'quick.'

"A permanent quicksand is found where a slow current of fresh water finds its way to the surface of the sand bed, either in the bottom of a stream or elsewhere. Quicksands that are encountered during the sinking of walls and foundations are due to the influx of water when the work gets below 'spring level,' or the level of the water in the ground at that particular spot."

Equal parts of iodide of mercury and iodide of copper rubbed down with distilled water so as to make a spreadable paste, are said to change color when a temperature of 140 degrees is reached, making a paint which shows the heating of machine parts in inaccessible places.

SOCIALISM IN GERMANY.

Recent elections in various parts of Germany have shown a remarkable increase in the Socialist vote, and the conservative journals are voicing considerable alarm at the situation. A few years ago there was a decided slump in the Socialist strength, and the Kaiser was elated, but his joy has been short-lived, for Germany, together with other European countries, is again showing the effects of the Socialistic ferment, the Old World's deep seated protest against the ancient wrongs of privilege and the crushing burden of unjust taxation.

The Statistisches Jahrbuch for 1909 explains by its figures of unemployment why Socialism in Germany is getting a new lease of life. This is the official statistical publication for the whole empire, and it presents a comparative survey of the empire's labor market for the two preceding years, showing a very serious condition of affairs and indicating that Germany has been rather worse hit by recent industrial depression than any other country. Germany always has had a large number of unemployed, but last winter Berlin had an average of 60,000 skilled laborers out of employment, and other German cities reported a proportionate number. Practically every branch of industry was included in the investigation, and the totals indicated that that unemployment had more than doubled compared with previous years.

German newspapers are of the opinion that the Fatherland was harder hit during the industrial depression than any other nation. And while there has been considerable recovery, the problem of the unemployed remains a serious one, particularly as the figures for the export and import trade show a heavy decline for the first time within a decade. An economic situation of this character is naturally reflected in political unrest, and the large Socialist gains are the normal result. But while the wealth-producing capacity of the people has been greatly reduced, the enormous taxes for military purposes are kept at high tide, and with the fierce competition between Great Britain and Germany for naval supremacy, there is little or no hope that German labor will be relieved of its oppressive burden.

There have been kings who, in such a situation, have relieved the pressure by provoking a foreign war; but the Kaiser protests that he is a man of peace.—Washington Post.

In ten years the automobile industry in the United States has grown from twenty-five concerns, with $2,000,000 of invested capital, to more than 250 concerns, with $200,000,000 capital. Their output of cars this year, accessories not counted, will be more than $130,000,000 in value.

Bakers of Birmingham, England, have raised the price of four-pound loaves of bread 1 cent. British households depend upon the baker for their daily bread, and it is impossible to obtain a cook who can make bread at home.

In Athens there are good dentists, and the people take care of their teeth. In the rest of Greece the dentistry is usually performed by the barber, who only pulls teeth.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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UNION POLITICAL LEVIES.

No more important judgment has in recent years been given by the House of Lords than that which the Earl of Halsbury and Lords Macnaghten, James of Hereford, Atkinson, and Shaw, rendered during December in the case of "Osborne vs. the Amalgamated Society of Railway Servants and others," the arguments in which were heard in July. The appeal to their Lordships' House was by the Society against a judgment of the Court of Appeal, which reversed a decision in favor of the Society. The question was whether it was competent for a trades-union to provide for the maintenance of Parliamentary representation by means of a compulsory levy on its members. The Law Lords unanimously uphold the judgment of the Court of Appeal declaring the illegality of the rules of a trade-union as to the formation of a fund for the return of members of Parliament.

The Earl of Halsbury read the following judgment:

"My Lords,—I think the decision of this case must depend upon the construction which your Lordships will place upon the Statute 34 and 35 Victoria, chapter 31. In the definition clause of that Act it is enacted that the term 'trade-union' means such combination, whether temporary or permanent, for regulating the relations between workmen and masters or between masters and masters, or for improving restrictive conditions on the conduct of any trade or business as would, if this Act had not passed, have been deemed to have been an unlawful combination by reason of some one or more of its purposes being in restraint of trade. This was amended in the 16th Section of the Act 39 and 40 Vic., cap. 22, as follows: 'The term trade-union means any combination, whether temporary or permanent, for regulating the relations between workmen and masters or between workmen and workmen or between masters and masters, or for imposing restrictive conditions on the conduct of any trade or business, whether such combination would or would not, if the principal Act had not been passed, have been deemed to have been an unlawful combination by reason of one or more of its purposes being in restraint of trade.' The first section of the earlier Act protects any purposes of a trade-union from being held to be unlawful merely because they are in restraint of trade, with the consequence that no agreement is to be rendered void or voidable. By the fourth section it is provided that nothing in the Act shall enable any Court to entertain any legal proceeding for enforcing or recovering damages for the breach of any agreements between members of the union—(1) Concerning the conditions in which they shall or shall not sell their goods, transact business, employ or be employed. (2) Any agreement for the payment by any person of any subscription or penalty to a trade-union. (3) Any agreement for the application of the funds of a trade-union —(a) to provide benefits to members; (b) to furnish contributions to any employer or workman not a member of such trade-union in consideration of such employer or workman acting in conformity with the rules and resolutions of such trade-union; (c) to discharge any fine imposed upon any person by sentence of a Court of Justice. The Act is, as it were, the charter of incorporation, and it undoubtedly renders some things lawful which but for the enactment would be unlawful, and with a degree of minuteness gives a specific authority to certain contracts and to certain applications of funds that appear to me to be absolutely exhaustive. The question of how far and to what extent trading corporations were limited by the Memoranda of Association, which bear a close resemblance to what is here enacted as applicable to trade-unions, was very amply discussed in 'Riches vs. Ashbury Railway Company' (Law Reports, English and Irish, House of Lords Cases, 7). The House of Lords in that case—consisting of Lord Cairns, Lord Chelmsford, Lord Atherley, Lord O'Hagan, Lord Selborne—seem to me to have settled the law in a manner which seems to me to dispose of this case. It is true that the Act does not make the trade-union a corporation; but, taking the only distinctive word used, a 'combination,' it can hardly be suggested that it legalizes a combination for anything, and if some limit must be placed on its powers one can only apply the same rules that were agreed to by the noble and learned Lords in that case, and it certainly would not be easy to find a more supreme authority than the judgments in that case. This statute, I think, gives the charter for all such 'combination,' and what is not within the ambit of that statute is, I think, prohibited both to a corporation and a combination; it only exists as a legalized combination having power to act as a person and to enforce its rules within the limits of the statute whatever those limits are, and in the matter most relevant to the present question it has with great care protected from interference three applications of its funds, among which it is too obvious for argument that the object now in question is not one. It is manifest, therefore, that if confined to the three purposes protected by the fourth section nothing else is within the purpose of a trade-union as defined by the twenty-third or sixteenth section of the two Acts, and it is impossible to uphold this power of taxing the members beyond the purposes for which the trade-union exists. You have heard a very learned and interesting argument, itself a commentary upon very learned arguments by the Court of Appeal, and I do not desire to be understood as expressing dissent from the views therein expressed. I only hesitate to give my opinion because I think the views I have expressed upon the construction of the statute are enough to dispose of this case, and I do not desire to go beyond what is necessary for the decision of this case. Many questions might arise here; for pecuniary assistance might be given to a person who without such assistance might not be able to support the burden of being elected a member of Parliament without it. It may be difficult to express in sufficiently definite language how far individual freedom of judgment can be preserved consistently with acceptance of pecuniary support. I can foresee questions of this sort, and I do not desire to be called upon to decide them until they do arise, and I therefore content myself by saying that this levy is to my mind manifestly beyond the powers possessed by a trade-union."

Demand the union label on all purchases.

LIFE-SAVING SERVICE.

For about $2,000,000 the United States maintains 281 life-saving stations at points of danger on its sea-coasts and on the shores of the Great Lakes. Last year more than 300 vessels were warned of danger by the signals of the patrol and tower watchmen. Four hundred and fifty-nine documented vessels met disaster, but of 6377 persons on board these vessels only eight were lost.

The service employs about 2000 men, all except a small percentage being surfmen employed only nine months of the year, autumn, winter and spring, the time of greatest danger to shipping and of greatest physical hardship for the men who patrol the coasts night and day. The worse the weather the greater must be their vigilance. The lonely patrol across miles of sand through the hours of a raging winter storm makes the beat of a city policeman seem like a stroll in a garden. For their services these men receive the equivalent of about $700 a year, a modest increase having been given them two years ago. Out of their income they must furnish their own uniforms and storm clothes, and if married, as about 80 per cent of them are, maintain the family from which they are necessarily absent for three-quarters of the year.

In the debate on the increase in pay in March, 1908, reference was made to the members of the corps as "the hardest worked, the bravest and the most efficient men in the public service." This is not an overstatement. Their duties combine the work done by sailors, policemen and firemen, and the life is arduous and dangerous. In case of death "by reason of perilous service or any wound or injury received or disease contracted in the line of duty," a two-year provision is made for a dependent mother, a widow, a child or children under 16 years of age. This is not enough. The soldier and the sailor through re-enlistment may look forward to their retirement pay. The same arrangement should in simple justice be made for the life-saving service. As it would tend to bring good men into the corps, and also keep good men in it, retirement pay after a specified term of service would be good business for the country as well as an act of justice.—New York Sun.

An Arkansas man has patented a medicine chest in which bottles on revolving trays are brought before the only opening by clockwork, so that a person may take only the proper medicine at the right time.

An extension car step, easily operated by a handle, has been patented by a Pennsylvanian to aid persons to leave or enter a car which stops with the regular steps at an unusual height from the ground.

A Californian has patented an attachment to be attached to the end of a suitcase to carry liquid containers or anything else that would be in danger of injury if placed inside the main receptacle.

Cats are subject to a form of influenza which they can communicate to human beings, from whom they can also contract the disease.

Domestic and Naval.

The schooner Katherine D. Perry has been libeled by the United States authorities at Portsmouth for, it is reported, colliding with one of the lightships off Chatham recently.

A bill designed to strengthen the existing laws prohibiting the sale of liquors to midshipmen of the Naval Academy was introduced in the Legislature of Maryland on February 3.

It is practically settled that Southampton will be the English terminal port of the new steamship service to be inaugurated this spring by the Canadian Northern Railway Company.

The schooner S. G. Haskell, before reported, remains in the same position on Handkerchief Shoals. She is nearly full of water and has her pumps choked. The revenue-cutter Aenshnet and a tug pulled on her several hours on January 24.

The freight steamship Rancocas, laden with cement, which was sunk on Oliphant Rock, Stamford, recently, has been floated by the Baxter Wrecking Company. A diver found a hole about four feet square under the boiler room.

The Dreadnought type of battleship necessitates the enlargement of all the drydocks of the United States, which will cost one or two million dollars, according to a statement made by Secretary of the Navy Meyer before the House Naval Committee on February 2.

A cablegram to the Philadelphia Maritime Exchange from Queenstown recently reported that the British steamship Martello, from Hull for New York, before reported with loss of rudder, has arrived at that port in tow of the German steamship Andalusia, from Baltimore for Hamburg.

The three-masted schooner Cox & Green, now lying at Philadelphia awaiting charter, was some years ago the fleetest fore and aft rigged vessel on the Atlantic Coast, with the exception of the three-masted schooner William Mason, which was the product of the Delaware River. The Cox & Green was built in 1881 at Newburyport.

The Philadelphia barge John H. McNally, sunk off Bush Bluff, in the outer Norfolk Harbor, by the New York, Philadelphia and Norfolk Railroad steamship Maryland, has been abandoned by the owners as a hopeless wreck, and the Federal authorities are preparing to blow it up as a serious menace to navigation. The steamship Maryland is under $25,000 libel by the McNally's owners.

A bill authorizing the Secretary of the Treasury to award gold medals to Edward Spencer and Charles H. Fowler or his heirs for heroic conduct in saving life at the wreck of the steamer Lady Elgin, September 8, 1860, and to Joseph C. Hartzell for heroism displayed at the wreck of the schooner Storm, May 10, 1864, was passed by the United States Senate on January 18.

The troubles of the steamship Bengorehead, which was towed into St. John's, N. F., by the steamer Bonaventure on January 21, after being picked up in a disabled condition at sea as a result of a storm, have not ended. The captain of the Bonaventure has instituted libel proceedings to collect $8000 salvage from the owners of the Bengorehead. The latter vessel and her cargo are valued at $250,000.

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Richard Guenther, from Hamburg, Germany, is inquired for by the German Consul at San Francisco, Cal.

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Anderson, A. R.	Laatz, L.
Anderson, Victor	Lorin, Chr.
Anderson, Martin	Mattson, Mauritz
Anderson, Oscar	Miller, Chas. J.
Anderson, Geo.	Mikkelson, Alfred
Andreasen, O. L.	Mikkelson, Kristian
Anderson, Alf -1638	Moore, James
Anderson, Swerre	Nilson, K. E. -972
Aposlalakas, P. G.	Nielsen, C.
Beardsen, E. M.	Noschis, P.
Berendsen, A. M.	Nystedt, Albert
Bunarawitz, F.	Nuberge, H.
Bay, Geo.	Olsen, Erik K.
Brakke, Hans	Olsson, Anders
Buck, F.	Olsen, Chas.
Carlson, C. O. -1324	Olsen, Johan B.
Carlson, G. -622	Olsen, Edw.
Caldwell, W. M. G.	Olsen, Gust T.
Christiansen, And'w	Olsen, Valdemar
Christensen, N.	Olsen, Chris
Christaffersen, Edw.	Olsson, A. P.
Christensen, Viggo.	Olacsen, Andrew
Christensen, Vilhelm	Olsen, C. J.
Clauson, Carl	Olsen, J. -1046
Crosby, J., "Pckg."	Olsen, Harold
Darbler, Thos.	Omar, W.
Dreyer, H.	Osses, W. A.
Egers, John	Ouerland, T.
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Eskola, H.	Robertson, D. A.
Forslund, Victor	Ryberg, Ove
Fredriksen, B. D.	Salvenen, F.
Fredriksen, Frithjof	Samuelson, Harold
Fraberg, F.	Scanlon, H.
Haugen, Arthur	Scohlmeister, Otto
Hansen, H. A.	Seeberg, G.
Letter and p'c'kg.	Skarin, R.
Hansen, Hans Chr.	Smith, W. C.
Hansen, Ole	Soderlund, J. F.
Hiltwood, — —	Spierling, G.
Haset, Gust.	Strom, Hans
Hoi, O.	Stone, Chas.
Jensen, S. G.	Stuhr, M.
Jensen, R. -1754	Sunde, P. P.
Jensen, Hans	Sund, J. W.
Jensen, Johan	Svendsen, Hans
Johansen, Aug. L.	Sweeney, S. B.
Johansen, Ludvig	Swenson, L.
Johansen, Olaf K.	Syvertsen, Ole
Johnson, J. P. K.	Schneikloth p'ck'g.
Johnson, C. J. -1566	Thoren, G.
Johnson, John W.	Thompson, And.
Kenealy, E. D.	Thompson, F. G.
Kreutz, Karl	Udley, Harold
Kristoffersen, Emil	Van Loo, Alfred
Kohlmeister, Otto	Vogt, C.
Larsen, S. -1081	

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INFORMATION WANTED.

Nicholas R. West, supposed to be sailing on the Pacific Coast, is inquired for by his mother. Any one knowing his present whereabouts please notify the Russian Consulate at San Francisco.

David Stove, age about 28, who is supposed to have shipped on some vessel from Puget Sound in January, 1901, is inquired for. Any one knowing his present whereabouts please notify Coast Seamen's Journal.

The five sailors who left the schooner A. J. West at Honolulu, on March 30, 1908, are requested to communicate with the Secretary of the Sailors' Union of the Pacific. The libel against the A. J. West has been adversely decided by the Federal Court at Honolulu.

Erwin Bausback, born at Weilheim, Germany, is inquired for by the German Consul, San Francisco. Royal Insurance Building, 201 Sansome street.

Morrow, Samuel A. J., who used to be on the Lake boats between Buffalo, Ashtabula, Erie, Cleveland, Chicago, Milwaukee, etc., and who was born at or near Markdale, or Martinsdale Canada, will hear of something to his interest, financially, by communicating with H. S. Griffin, P. O. Box 332, Chicago, Ills.

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INFORMATION WANTED.

Edward Monsen, a native of Skudesnes, Norway, about 38 years of age, last seen in New York in 1907, supposed to be on the Pacific Coast, is inquired for by his brother-in-law, K. Moklef, 150 Noe street, San Francisco, Cal.

Robert Fordyce Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

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INFORMATION WANTED.

Wilhelm Drews, born at Breitenfelde, Germany, who was first mate on the American schooner "Philippine" in 1906 at Aberdeen, is inquired

Donald Corsie, sailor, aged about 55, left the Great Lakes in 1885 for the West Coast and probably Australia, is inquired for by his brother Address Coast Seamen's Journal.

Thomas Ayres Phillips, seaman, last heard of at 44 Minna street, San Francisco, in 1902. Information wanted by British Consul, San Francisco.

The salvage claim originating through the SS. Curacao and SS. Australian has been adjusted. All money due the crew who were aboard the vessel at the time the Australian was assisted will be found in the manager's office, 112 Market street. Parties applying for such money will first apply to the head of their respective department for identification. The names of the men are as follows: F. Mason, A. Mondini, R. Nelson, J. Jonasen, J. Lorenz, C. Swenson, H. Nelson, F. Rebases, C. Chidley.

John Johnson, a native of Norway, born September 15, 1858, at Blegeleidet Bamle; last heard from in 1904 living at 230 Third street, San Francisco. Any one able to give any information kindly communicate with his nephew, M. Olsen, 165 Third street, San Francisco, Cal.

James Thoburn was at the Seamen's Institute about 1902. Letter awaiting him at 242 Steuart street, San Francisco.

World's Workers.

The wages of 75,000 workers in Victoria, Australia, are regulated by the determinations of wages boards.

The vessels laid up at Newcastle, Australia, in consequence of the strike, have an aggregate tonnage of 183,000.

The membership of trade-unions in New South Wales totaled 113,918 in 1908-9, whilst their accumulated funds totaled £90,278.

The Conciliation Board has the dispute of the Durham (England) miners in hand, and Lord Macdonald has been appointed umpire of the Board.

The unionists at Ebbw Main and Young Wallsend mines, Newcastle, Australia, are working with three shifts, and producing 1600 tons of coal per day.

The amounts paid under the Workmen's Compensation Act last year in the seven principal groups of industries in the United Kingdom was £2,080,672.

The Australian Miners' Federation has inaugurated weekly contributions from unionists, in aid of the Newcastle strikers, and expects to contribute £200 weekly.

The Wade Government pushed a bill through the New South Wales Parliament recently which empowers law and order to jail union officials in times of strikes.

The organization of the servants of the Dutch-Indian railways (operated by the State), on November 15 published the first paper in the Malayan language. The organization now includes 237 natives.

The Queensland Director of Labor, in his report for the year ended June 30, 1909, sets out that, out of 6803 persons registered as unemployed, 3946, or 58.04 per cent, were found employment and were assisted to travel to same.

The Letterpress Printers' Union of Adelaide, Australia, fined one of its members, R. H. Hustler, the sum of £1 for non-payment of subscription, and sought to collect the fine through the courts. Judgment was given for the defendant without costs.

Over 400 women and girls employed as dress-goods workers in Melbourne, Australia, waited on the Minister for Customs recently and asked that the duty on manufactured undergarments be increased, and that the duty on raw material be decreased to prevent dumping.

The New Zealand Miners' Federation has decided to contribute £200 weekly toward the Newcastle strike fund. All unions and those who sympathize with the cause of labor are asked to help, as, owing to the lengthy period of idleness, distress is becoming apparent at Newcastle.

Three boys, John Kanner, H. Robinson, and John Saunders, who were brought before Judge Heydon in the Industrial Court in Sydney, Australia, recently, charged with participating in a strike for better wages, were sentenced to nine days' imprisonment, or a fine of £3 each, with £2 2s. costs.

The administrative council of the Rhatish line, a private railroad in Switzerland, has decided to comply with a request for the introduction of the nine-hour workday. The Swiss Federal railways and other transportation concerns have already complied with this request of the laborers. An increase in wage was granted at the same time.

Labor News.

The Merchants' Bank of Canada has applied for the incorporation of a pension fund for its employes.

Samuel Gompers, President of the American Federation of Labor, celebrated his sixtieth birthday on January 27.

The United Mine Workers of America on February 1 voted $1000 for the relief of families of miners killed in the mine disaster at Primero, Col., which is a non-union field.

Between 600 and 800 machinists employed by the Bethlehem Steel Company at South Bethelhem, Pa., went on strike on February 4 owing to the refusal of the company to grant time and a half for overtime work.

Conferences were held at New York on February 1 in an effort to avert a strike of 5000 motormen, conductors and guards of the Brooklyn Rapid Transit Company's elevated system, threatened because of the discharge of forty men.

Twenty-five hundred textile workers were thrown out of employment when the five thread mills of J. & P. Coates Limited at Pawtucket, R. I., were shut down for an indefinite period owing to a strike of pack boys and doffers.

Warrants were issued at San Francisco on January 25 at the instance of the State Labor Bureau for the arrest of J. D. and W. E. Costigan on charges of having violated Section 3 of an Act defining the duties of employment agents.

After an inspection by State inspectors on January 25, it was stated that the St. Paul mine at Cherry, Ill., would probably be opened on the 31st to allow the recovery of the 215 bodies remaining in it as a result of the fire of last fall.

Street Superintendent Law of Los Angeles, Cal., has announced that more than twenty members of his clerical force who are past 60 years of age will be dropped from the pay roll at the end of this month. It is understood that the retirement of aged employes will extend to other departments.

The Asiatic Exclusion League of San Francisco has sent a communication to the Commissioner-General of Immigration requesting that more stringent measures be taken to inspect Hindoo aliens seeking admission at San Francisco. It is said that large numbers of Hindoos and Sikhs are forming colonies in various parts of California.

New York society women who some time ago took up actively the cause of the striking shirtwaist workers have now organized a campaign for the establishment of trade-unions to several lines of work in which women and girls are employed. They will turn their attention first to the workers in the artificial flower industry, ribbon weavers, lace workers and lingerie makers.

The jury in the United States Circuit Court at Hartford, Conn., in the Danbury Hatters' boycott case brought in a verdict of $74,000 for the plaintiffs on February 4. Under the Sherman Act the damages awarded in such cases may be trebled, and the court multiplied the jury's verdict by three, so that the actual amount awarded the plaintiffs is $222,000. The Hatters gave notice of appeal.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aas, Oscar
Aaslin, Oscar
Abrahamsen, Aslak
Adamsen, Johan
Adamsen, W. O.
Aga, Johan K.
Ahlberg, Oscar
Akesson, C. A.
Allen, Wm.
Amundsen, Daniel
Andersen, Johan O.
Andersen, -1549
Andersen, -1560
Andersen, -735
Back, M.
Barm, Jacob
Bausback, -1511
Bechler, Josef
Behnke, H.
Bensen, Sigurd
Berg, Julius
Bergh, Borge
Bergqvist, Emil
Berntsen, Eilert
Bliesath, Max
Blomquist, B. W.
Carlgren, August
Carlsen, Loui
Carlsen, Conrad
Carlson, Harold
Carlson, Fred
Carlson, Martin
Carlsson, Alfred
Carlsson, John W.
Carlsson, Marcus A.
Carlstrom, A.
Chauche, Jean A.
Danielsen, Sigurd
Danskanen, H.
De Boere, Henry
Dignes, -691
Eckert, Fred
Edman, Oscar
Egelhoff, Fred
Ekeland, Sigurd
Eklund, Evert
Ekvall, Gus A.
Ellefsen, Andreas
Ellingsen, -594
Fagen, John
Fagerberg, Albin
Feely, Thomas
Foss, Laurits
Gabrielson, C. W.
Gad, S. V.
Georgensen, Arthur
German, R. B.
Gerner, Hans
Gram, Eric
Grant, Stephen
Hallsten, A. H.
Halvorsen, Chas.
Halvorsen, Wm.
Hammargren, O.
Hansen, -989
Hansen, -1224
Hansen, -1638
Hansen, -1638
Hansen, Hilmar
Hansen, Max
Hansen, -794
Hansen, -1000
Hansen, -1969
Hanson, John
Hanson, R. W.
Haraldsen, K.
Hardin, M.
Ingemand, Chris.
Jacobsen, Torgel
Jakobsen, Halvor
Jakobson, S. Thure
Jansen, -1854
Jansson, J. Axel
Jensen, Edward
Jensen, Oscar
Jensen, -1791
Jensen, -1987
Jensen, Peter A.
Jensen, Edv. K.
Jensen, J. C.
Jenssen, -2064
Jersch, Wm.
Johansen, -2004
Johansen, Hans
Johansen, -889
Kallas, A.
Kane, G.
Karlsen, -388
Karlsson, Alfred
Kayer, Carl
Kielman, Joe
Kittilsen, -595
Kjelgren, J. A.
Klemo, Alf.
Kluge, Frank
Kninitzer, Alf.
Koenig, D.
Kolkin, F.
Laczkowski
Lahr, Otto
Laine, David A.
Lane, Leland
Lang, Gust.
Lanne, Rudolph
Landal, Chas.
Larsen, Kristen
Larsen, -1008
Larsen, Anton
Larsen, Ludv. J.
Larsen, -1290
Larson, Alack
Lau, Gust.
Laws, Harry
Leech, Wm. A.
Lehto, Alex.
Lersten, J. O.
Magnussen, Karl G.
Maherin, L. W.
Mahsing, W.
Majuri, -1912
Maland, Helge
Markus, Bernhard
Martin, Howard
Mathisen, -1831
Mathews, John
Mattson, -709
Matson, Alec
McCarthy, T.
McGrath, Jack
Nego, A.
Neilson, Sievert
Nelsen, F.
Nelson, Chas. M.
Ness, E.
Newman, Nels
Newman, J. S.
Nielsen, Daniel
Nielsen, -1014
Nilsen, -972
Oberg, -790
Odman, -557
Ofeldt, Carl
Olausen, Kristian
Olausen, Elias
Olsen, Andrew
Olsen, Amund
Olsen, -1112
Olsen, -922
Olsen, Martin
Olsen, Otto M.
Olsen, Sam
Pache, Paul
Paulsen, -1146
Pearson, T.
Pedersen, Olaf
Pedersen, Olav
Pedersen, Carl
Pedersen, -1263
Pedersen, -782
Pedersen, -1300
Pedersen, Halfdan
Persson, H. W.
Petersen, S.
Petersen, Henning
Petersen, A. R.
Petersen, H. A.
Petersen, -1284
Pettersen, Alek
Petersen, -1284
Petersen, Oskar
Quistgaard, Carl
Rand, Jacob
Rasmussen, -525
Rasmussen, Vald.
Rathjens, Jacob
Reese, W.
Richardson, A.
Salvesen, Jakob
Samuelsen, Kristian
Sandberg, John
Sandstrom, O. H.
Santos, Joe
Sauer, Emil
Sausin, R.
Schevig, A. B.
Schmidt, Fritz
Scholl, Karl
Schroeder, F. A.
Schroeder, Paul
Schrodt, Alfred
Schultz, Albert
Schwartz, Jos.
Schwencke, Karl
Simanofsky, P. von
Simonsen, Sigv.
Seiron, Tom
Sievers, Herman
Tammi, -901
Teigland, Karl
Terente, M.
Thom, G.
Thorne, Aug.
Thornton, John B.
Udd, John
Vega, F. A.
Verdick, C.
Verto, Herman
Vetland, John
Vik, Jakob
Wacogne, Victor
Walberg, Rudolf
Wall, Geo.
Wallin, John
Walstedt, Alb.
Ward, Harry
Ziffer, Chas.
Zimmermann, F.
Anderson, -1274
Anderson, Gotfried
Anderson, Robert
Anderson, Vicktor
Anderson, E.
Anderson, Oscar
Anderson, -910
Anderson, John
Andreasen, Mogens
Annus, John
Antell, Fred
Arnold, E. B.
Astrom, Torsten
Bohm, Emil
Borresen, Niels
Bostrom, C.
Boye, Axel Hakon
Boyland, C. F.
Brauer, Friedrich
Brekke, H.
Brooks, H.
Bryde, Carl M.
Buchtman, T.
Burdick, Chas.
Chevalier, Vincent
Christiansen, N.
Christensen, -1126
Christensen, C. E.
Christensen, -1332
Christensen, Henrich
Classen, Henry
Claus, Carl
Clemmensen, Edv.
Coakley, John
Conrad, Fritz
Dixon, John
Dixon, Chas.
Dyrness, L. E.
Endresen, -673
Engdall, Fred
Englund, Hjalmar
Ericksen, Geo.
Ericksen, Chr.
Eriksson, Konrad
Erland, Hans
Froberg, E.
Fredriksen, B. D.
Fredricksen, -529
Frivold, John
Green, Wm.
Gronman, H. R.
Guilderson, Eugene
Gundersen, Ole
Gustafsen, Gustaf
Gustafsson, G. B.
Hellwig, Franz
Helmer, Fritz
Heltwood, O. S.
Henriksen, A. G.
Henriksen, -1737
Henshaw, Frank
Hogman, Viktor
Holden, Olaf
Holmgren, G. J.
Holmstrom, C. A.
Holst, Richard
Holt, Karl C.
Hovland, P. S.
Hull, H.
Huldal, Andrew
Hunter, Fred.
Itvelt, F.
Johansen, -1705
Johansson, Oscar
Johansson, -1908
Johansson, -1821
Johanesen, -2071
Johannessen, -1863
Johnson, F. E. J. J.
Johnson, -2060
Johnson, -1800
Johnson, -1420
Johnson, -1566
Johnson, Frank
Johnsson, -1788
Jones, Harry
Josephson, Wm.
Jouanne, -2019
Juliussen, Carl
Kolstad, Anton
Koschmieder, F. W.
Kosel, H. A. W.
Koso, Peter
Kragi, M.
Kraul, John
Kraul, -389
Kritsberg, Gus
Kristiansen, Krist
Kristiansen, L. A.
Krogstad, H. E.
Kull, Otto A.
Kvistgard, Carl
Lewis, H.
Lexburg, Gust.
Liedtke, Bernhard
Lill, Carl
Link, Alexander
Linde, O. B.
Lindkvist, A. I.
Lindrath, Gust.
Lindstrom, A. W.
Linquist, Gust.
Linert, Arthur M.
Lorentzen, Emil M.
Ludke, Bernhard
Ludvigsen, Arne
Luman, Albert
Lund, Peter
Lund, Karl
Lusullen, Peter M.
McKeown, A. E.
McManon, John
Michaelsen, J.
Mikkelsen, -1445
Miller, Jas.
Moller, L.
Monesn, Andrew
Morris, Francis
Muller, Werner
Murray, E.
Murray, Ed.
Muir, F. W. D.
Musch, Carl
Nilsen, Andrew
Nilsen, -985
Nilson, Ax.
Nilson, Nick
Noack, Hans
Nord, G. E. C.
Norris, N. A.
Nyberg, Herman
Nystrom, Axel
Olsen, Siegfried
Olson, John Oscar
Olsson, Ernst
Olsson, Johan
Olsson, John W.
Ora, Johan
Osmundsen, -945
Osol, Theo.
Osolin, O.
Ostrom, Peter
Overland, Tom
Peterson, Gust.
Peterson, N.
Peterson, -1223
Peterson, -1208
Peterson, C. J.
Pettersen, Isak
Pettersen, O. T.
Petterson, -1065
Petterson, -1154
Petterson, -851
Petterson, Anton
Phillips, August
Pietila, -1838
Pietschmann, Geo.
Plottner, Walter
Pohlman, Hans
Polomo, M. G.
Pommer, Alex.
Purnhagen, L.
Roalsen, Fred
Robinet, G.
Rosenvald, Isak
Ruckle, Erwin
Rundavist, O.
Simonsen, Barney
Skaanes, Johan
Skold, C. A.
Soderlund ,Andrew
Soderlund, Anton
Sorensen, Michael
Sorensen, -1664
Sothin, S.
Sprogue, Theo.
Stein, John
Stein, Hilmar
Stephens, W. J.
Sutierez, Arthur
Svanson, Fred. M.
Svendsen, Ole
Svendsen, Thorwald
Svensson, Nic.
Svensson, L. G.
Swanson, Hugo
Swansson, Emil
Tiebelt, E. F. P.
Till, Chas.
Tilden, Walter
Torkilsen, Olaf
Tornquist, M.
Turner, Ted
Uetland, John
Virtanen, Carl
Visser, L.
Vogel, Martin
Vongehr, Ewald
Werner, Paul
Westhofer, H.
Wiberg, Eric A.
Wickman, Peter
Wideberg, Oscar
Wiklund, Carl
Zimmerninks, F.
Zum, Felde Robt.

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Andersson, Vicktor
Christansen, N.
Christensen, M. H.
Grunberg, Tom
Gunnarsen, John
Halvorsen, Wm.
Heller, O.
Jansen, Edward (3)
Jensen, Hans
Johannessen, -1863
Josephson, E. W.
Kylander, Fred
Lane, Leland
Larsen, K. Louis
Larsen, Julius
Muller, Werner
Nicholson, Otto
Oiestedt, S. A.
Olson, John Oscar
Petersen, C. G.
Randle, David
Rasmussen, Hans P.
Rundavist, O.
Sexon, Chas.
Wahlberg, R.

INFORMATION WANTED.

John Tierney, last heard from by letter, October, 1906, is inquired for by his sister, Mrs. Wm. Degnan, 124 Harrison street, Pawtucket, R. I.

Anyone knowing the whereabouts of Henry D. Steele, or any news by which he might be located, kindly communicate with M. S. McLean, 1426½ South Los Angeles street, Los Angeles, California.

Carl Wilhelm Swensson, a native of Kalmar, Sweden, born September 15, 1881, supposed to be sailing on the Pacific Coast, is inquired for by his sisters and parents. Address, Klaes Swensson, Sodra Lauggatan No. 26, Kalmar, Sweden.

Ellis Owen Pritchard, last heard from on the Pacific Coast four years ago, is inquired for by his sister. Anyone knowing his whereabouts please communicate with the Coast Seamen's Journal.

Portland, Or., Letter List.

Adams, Steve
Anderson, Ole
Christensen, Emil
Carlsson, A. M.
Cooley, Howard
Ellingsen, Edward
Engberg, Oscar
Farm, J. B.
Geiger, Jos.
Grimes, Donald
Gardner, J. B.
Hansson, Chas. S.
Hogen, Lars
Ilwes, J.
Johanson, J.
Johanson, Axel
Jones, Eddie
Johanson, Hjalmar
Karlsson, A. M.
Larson, L.
Lang, Chas.
Lagerman, John
Leonard
Lamberg, Albert
McMahon, Jack
Mastak, Mihkel
Newman, Joseph
Nilsen, B. P.
Nelson, Haakon
Norman, S. L.
Olson, John
Olsson, John H.
Olson, Olaf
Peterson, Paul
Peterson, Chas.
Petersen, F. G.
Ryden, Oskar A.
Eweedris, Albert
Silvan, Emil
Sorensen, A. -2118
Sandberg, Alfrid
Wychel, H.

Tacoma, Wash., Letter List.

Andersen, Lars -735
Arnold, Ernest
Buth, Siegfried
Carson, James
Carron, Edward
Fenstad, Torger
Hetebrugge, Walter
Jacobsen, John
Jensen, Chas. -769
Kamermans, W. -708
Kimeral, Herman
Larsen, John
Lindroos, A. W.
Martin, Louis -1868
Meyers, Chas.
Ness, John
Nordgren, Chas.
Olsen, Sigwald
Pedersen, Hans
Kristian
Petersen, Berthel
Petersen, Alfred -723
Poppe, George
Rasmussen, F. -381
Riverdahl, Guss
Robsham, Jens W.
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Schwitzer, Harry
Strand, Chas.
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Andersen, Axel C.
Akeson, H.
Bayle, John
Coye, C.
Chapman, F. J.
Condon, L.
Callam, C. Mc
Campbell, N. Mc-Donald
Duval, Benoit
Ehmke, W.
Gram, Erik
Garder, O. C.
Hillig, H. A.
Hillig, A.
Holberg, J.
Holmstrom, C. A.
Hubner, H.
Ingebretsen, O.
Johansen, J.
Knudsen, P.
Lindberg, Richard
Mullich, August
Mikkelsen, A. B.
Nagel, A. P. A.
Osmundsen, K.
Oberhauser, J.
Picard, Frank
Pemberton, D.
Petersen, Paul
Rosenfeld, J.
Shelenz, K.
Tramm, H.
Walzer, E.
Young, E.

ALASKA FISHERMEN'S LETTER LIST.

San Francisco, Cal.

Letters at the Alaska Fishermen's office will be advertised for six months only and will be returned to the Post Office at the expiration of seven months from date of delivery.

Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

Arntson, Albert
Albertsen, Paul H.
Balzani, Pietro
Bakke, Ed.
Benson, John
Christiansen, Alfred
Di Mauro, Guiseppi
Evald, Fritz
Green, John
Heckkenien, Peter
Hagen, G. L.
Johnson, Harry
Johnson, Nels
Johnson, George P.
Lagerwall, Gust.
McCarron, E. S.
Monroe, Wm.
Olsen, Oscar
Peterson, Gust.
Romero, R.
Rouzll, H. S.
Swanson, Chas.
Sorensen, Thomas
Sivertsen, A.
Thompson, A.
Tonnessen, Jorgen

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Anderson, H. A.
Anderson, John
Anderson, S.
Anderson, Olof
Armmi, Walter
Beary, Charles
Blunt, H.
Bostrom, C.
Brander, Frank
Christensen, Ole M.
Clemensen, Carl M.
Conaughton, H.
Gowjette, Joseph
Gottberg, Hendrick
Gustafson, Edvard
Gunther, Theo.
Horllins, Frank
Isaacson, Gustave
Johnsen, J.-25
Karlson, Anders E.
Lombar, Erminio
Lorensen, Orgt C.
Melander, G. L.
Michalsen, Johanes
Michell, Agojtino
Mittemeijer, J. F.
Niccolai, Sant
Nilsen, Ruder
Nilsson, O.
Nyland, Sven.
Olson, Bror
Oman, Victor
Pedersen, P. G.
Penny, Matthew
Salminen, K. W.
Shulls, Christ
Sjellman, Jonas
Sorosen, A.
Selander, C.
Svensen, Olof
Teigland, T.
Thoresen, Petter
Walbrath, Carl
Yani, C.

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Axelsen, A.
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Bregler, F.
Brum, M.
Berthelsen, P.
Bensen, J.
Brandt, N.
Boss, L.
Cappary, A.
Dohrling, F.
Doll, H.
Eliasson, H.
Erickson, L.
Fisco, O.
Gollaksen, H.
Graves, S.
Hansen, O.
Woods, E.
Heesche, H.
Hubner, H.
Hallberg, O.
Hildal, A.
Holm, C.
Hupt, E.
Hettman, J. K.
Johansson, -1874
Jorgensen, K.
Johnson, R. W.
Johnseom, -1345
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Jordt, P.
Knudsen, P.
Kopatz, O.
Karlson, S.
Lerch, P.
Lorentsen, E.
Larsen, Mennert
Liebert, E.
Mandrick, M.
Meyres, O.
Nielsen, J.
Nystrom, R.
Osterlund, A.
Olsen, C. O.
Olsen, -1059
Orten, S.
Pettersen, -1050
Polson, 641
Pedersen, -1181
Pestoff
Poppe, S.
Rost, K.
Roswall, G. W.
Rogeness, A.
Rytco, O.
Smith, J. V.
Schluter, P.
Schelenz, K.
Schlitt, J.
Svenson, C.
Tillman, C. H.
Thorsen, T.
Thompson, C.
Torguson, -41
Wedequist, A.
Wahlstedt, A.
Wells, L.
Zeisler, A.

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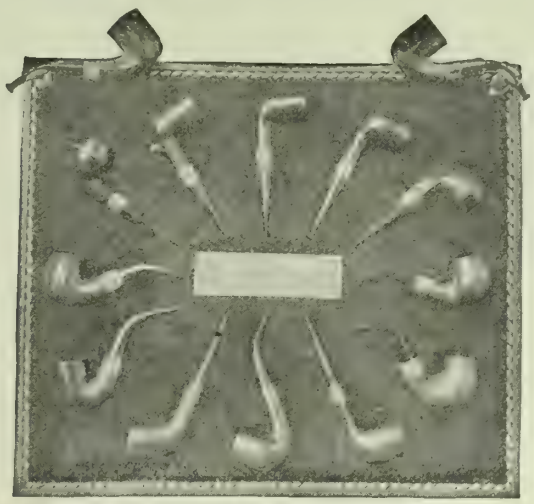
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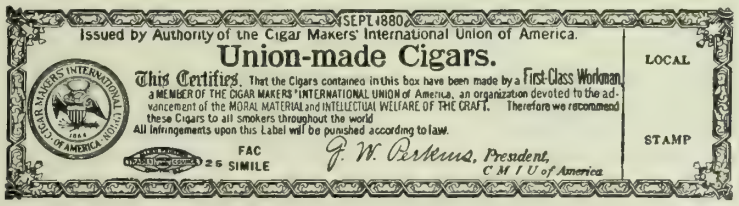
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INFORMATION WANTED.

James Sample, last heard of on ship Santa Rita in April, 1909, is inquired for by Seamen's Institute, 242 Steuart street.

Robert Fordyce Bowers, age 33 years, height over 5 feet, stout build; correspondence awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

John Ernest Meyna (Meiner), supposed to be sailing on the Pacific Coast, last heard of 9 years ago, is inquired for by relatives. Address, Coast Seamen's Journal.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England.

The following members have salvage due from the Globe Navigation Co., account of S. S. Eureka, when they picked up a Russian vessel in 1907: H. Anderson, H. Ellman, M. Gunderson, Carl Swanson, N. Nilsen and Manuel Par. Apply to P. B. Gill, Agent, Sailors' Union of the Pacific, Seattle, Wash.

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INFORMATION WANTED.

Oswald Schnaubelt, a native of Schneidemuehl, Germany, born 1883, last heard of 1903, is inquired for by his mother. Address Mrs. M. Schnaubelt, Neu Beelitz, near Bromberg, Germany.

News from Abroad.

Emperor William of Germany on February 2 donated $5000 for the relief of the flood victims in France.

Bjornstjerne Bjornsen, the Norwegian poet and novelist, whose condition has been critical, is said to be dying.

The Chilean Congress on February 2 ratified the protocol submitting the Alsop claim of the United States against Chile to the arbitration of King Edward of Great Britain.

After conference with the political leaders the King of Greece has consented to the convocation of the National Assembly and has charged M. Dragoumis with the formation of a cabinet.

In the conferences in progress concerning Greece and Crete, France is inclined to favor the reoccupation of Crete by the Powers as the most effective means of preventing complications.

In 1905 the average daily prison population of Russia was 85,000. Last February it had increased to 181,137. The great majority of the inmates are political offenders, confined without trial or hope of being heard.

In the New South Wales Assembly recently the Acting-Premier announced that the Government was negotiating for 50,000 tons of coal from abroad, and more would be procurable if necessary.

Heavy loss of life has occurred among the fishing fleets caught off the coast of Norway. The bodies of ten fishermen have been washed up at Lofoden Isles. Nine smacks, manned by forty mariners, are missing.

During the anti-Japanese outbreak at South Phongan, Corea, the rioters murdered the Corean and Japanese officials and burned all of the Government buildings. The mob was dispersed after ten of its members had been killed.

The floods in France continue to recede, and danger of further destruction is believed to be ended. A large sum of money has been contributed by other countries, including the United States, for the relief of the sufferers.

During the next ten years $60,000,000 gold will be expended in improving the port of Argentina's capital city and on the construction of a canal which will enable vessels of deep draft to go from Buenos Ayres to Rosario at all stages of the tide.

Professor Korn of Munich has established stations of distance photography at Berlin, Munich, Paris, London, Copenhagen and Stockholm. He believes it will soon be possible to take pictures at a distance, not only of individuals, but of groups and scenes.

A Chinese Imperial edict issued on January 30 denies the petition recently submitted by the representatives of the Provincial Assemblies and adheres to the original plan of an Imperial Assembly now and the establishment of a Parliament at the end of nine years.

The waterfalls of Norway are being gradually taken up, and their power in some instances is carried by means of pipes several miles. A proposition is now being considered by the City Council to unite the streams in and around Bergen by means of tunnels and pipes, affording manufacturers and others electrical power.

With the Wits.

Defined.—"How do you define 'black as your hat'?" said a schoolmaster to one of his pupils.

"Darkness that may be felt," replied the budding genius.—Columbia Jester.

One of the Assimilators.—Stranger—What do you do with the vast swarms of immigrants that land on your shores every year?

Prominent Gothamite—We don't have any trouble, sor, in assimylatin' thim.—Chicago Tribune.

Some Consolation.—Rankin—Got a bad toothache? Well, I'm sorry for you.

Fyle—O, it isn't as bad as having the rheumatism or a bad cold. Every man you meet doesn't insist on telling you how to cure it.—Chicago Tribune.

The Best Laid Plans, Etc.—"Maud's father objected to the man she wanted to marry, and she objected to the man he wanted her to marry, but finally they agreed on a third party."

"And so she's going to mary the compromise."

"No, the man objects."—Boston Transcript.

Bargain.—Friend—My dear girl, you have brought all this wretchedness on yourself. What made you want to marry such an unattractive, disreputable fellow as this spendthrift lord?

Titled Wife (sobbing)—I didn't want to marry him, but papa got him so cheap I couldn't resist such a bargain.—Baltimore American.

Caught.—"Pshaw!" exclaimed Miss Yerner, impatiently, "I'm sure we'll miss the first act. We've waited a good many minutes for that mother of mine."

"Hours, I should say," Mr. Slowman retorted rather crossly.

"Ours? Oh, George!" she cried, and laid her blushing cheek upon his shirt front.—The Catholic Standard and Times.

Children's Accounts

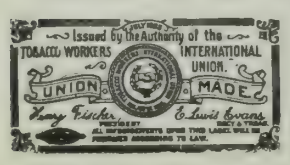
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COAST SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

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VOL. XXIII, No. 22. SAN FRANCISCO, WEDNESDAY, FEBRUARY 16, 1910. Whole No. 2056.

SEAMEN'S BILL IN CONGRESS.

THE SEAMEN'S BILL has been introduced in both Houses of the present Congress. In the House of Representatives the bill, introduced by Representative Spight, is known as "H. R. 11193." In the Senate the bill is known as "S. 6155," introduced by Senator La Follette. The bill is herewith reprinted in full, as follows:

S. 6155.

IN THE SENATE OF THE UNITED STATES

February 4, 1910.

Mr. La Follette introduced the following bill, which was read twice and referred to the Committee on Commerce:

A BILL

To abolish the involuntary servitude imposed upon seamen in the merchant marine of the United States while in foreign ports, and the involuntary servitude imposed upon seamen of the merchant marine of foreign countries while in the ports of the United States, to prevent undermanning and unskilled manning of American vessels, to encourage the training of boys in the American merchant marine, and to amend the laws relative to American seamen.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that section forty-five hundred and sixteen of the Revised Statutes of the United States be, and is hereby, amended to read as follows:

Watch and Watch.

"Sec. 4516. In case of desertion or casualty, resulting in the loss of one or more of the seamen, the master must ship, if obtainable, a number equal to the number of those whose services he has been deprived of by desertion or casualty, who must be of the same grade or rating and equally expert with those whose places they refill. And in all merchant vessels of the United States the sailors shall, while at sea, be divided into two and the firemen into three watches, which shall be kept on deck alternately for the performance of ordinary work incident to the sailing and management of the vessel; but this provision shall not limit either the authority of the master or other officer or the obedience of the sailors when, in the judgment of the master or other officer, the whole crew is needed for the maneuvering of the vessel or the performance of the work necessary for the safety of the vessel or her cargo. While the vessel is in a safe harbor no seaman shall be required to do any unnecessary work on Sundays or legal holidays; and at all other times while the vessel is in a safe harbor nine hours, inclusive of anchor watch, shall constitute a day's work. Whenever the master of any vessel shall fail to comply with this section, the seamen shall be entitled to discharge from such vessel, and shall, upon demand, receive wages then earned. But this section shall not apply to fishing or whaling vessels or yachts."

Payment of Wages.

Sec. 2. That section forty-five hundred and twenty-nine of the Revised Statutes of the United States be, and is hereby, amended to read as follows:

"Sec. 4529. The master or owner of any vessel making coasting voyages shall pay to every seaman his wages within two days after the termination of the agreement under which he was shipped, or at the time such seaman is discharged, whichever first happens; and in case of vessels making foreign voyages, or from a port on the Atlantic to a port on the Pacific, or vice versa, within twenty-four hours after the cargo has been discharged or within four days after the seaman has been discharged, whichever first happens; and in all cases the seaman shall be entitled to be paid at the time of his discharge on account of wages a sum equal to one-third part of the balance due him. Every master or owner who refuses or neglects to make payment in manner hereinbefore mentioned without sufficient cause shall pay to the seaman a sum equal to two days' pay for each and every day during which payment is delayed beyond the respective periods, which sum shall be recoverable as wages in any claim made before the court; but this section shall not apply to masters or owners of any vessel the seamen of which are entitled to share in the profits of the cruise or voyage."

Money in Port.

Sec. 3. That section forty-five hundred and thirty of the Revised Statutes of the United States be, and is hereby, amended to read as follows:

"Sec. 4530. Every seaman on a vessel of the United States shall be entitled to receive, within forty-eight hours after demand therefor, from the master of the vessel to which he belongs, one-half part of the wages which shall be due him at every port where such vessel, after the voyage has commenced, shall load or deliver cargo before the voyage is ended; and all stipulations to the contrary shall be held as void. And when the voyage is ended every such seaman shall be entitled to the remainder of the wages which shall then be due him, as provided in section forty-five hundred and twenty-nine of the Revised Statutes."

Provided, That notwithstanding anything in section forty-five hundred and fifty-two of the Revised Statutes a seaman may except from the release signed by him under that section any specified claim or demand against the master or owner of the ship, and a note of any claim or demand so excepted shall be entered upon the release. The release shall not operate as a discharge and settlement of any claim or demand so noted, nor shall section forty-five hundred and fifty-two of the Revised Statutes apply to any payment, receipt, or settlement made with respect to any such claim or demand.

Inspection of Vessel.

Sec. 4. That section forty-five hundred and fifty-nine of the Revised Statutes of the United States be, and is hereby, amended to read as follows:

"Sec. 4559. Upon a complaint in writing, signed by the first and second officers, or a majority of the crew, of any vessel, while in a foreign port, that such vessel is in an unsuitable condition to go to sea because she is leaky or insufficiently supplied with sails, rigging, anchors, or any other equipment, or that the crew is insufficient to man her, or that her provisions, stores, and supplies are not, or have not been during the voyage, sufficient or wholesome, thereupon in any of these or like cases, the consul or a commercial agent who may discharge any of the duties of a consul shall cause to be appointed three persons of like qualifications with those described in section forty-five hundred and fifty-seven, who shall proceed to examine into the cause of complaint and who shall proceed and be governed in all their proceedings as provided by said section."

Enlargement of Forecastles.

Sec. 5. That section two of the Act entitled "An Act to amend the laws relating to navigation," approved March third, eighteen hundred and ninety-seven, be, and is hereby, amended to read as follows:

"Sec. 2. That on and after June thirtieth, nineteen hundred and ten, every place appropriated to the crew of any merchant vessel of the United States, except a yacht, a pilot boat, or any vessel of less than one hundred tons register, shall have a crew space of not less than one hundred cubic feet and not less than sixteen square feet, measured on the floor or deck of that place, for each seaman or apprentice lodged therein. Such place or lodging shall be securely constructed, properly lighted, drained, heated and ventilated, properly protected from weather and sea, and, as far as practicable, properly shut off and protected from the effluvium of cargo or bilge water. And every such crew space shall be kept free from goods or stores not being the personal property of the crew occupying said place in use during the voyage.

"Every steamboat of the United States plying upon the Mississippi River or its tributaries shall furnish an appropriate place for the crew, which shall conform to the requirements of this section, so far as they are applicable thereto, by providing sleeping room in the engine room of such steamboat, properly protected from the cold winds and rain, by means of suitable awnings or screens on either side of the guards or sides and forward, reaching from the boiler deck to the lower or main deck, under the direction and approval of the Supervising Inspector-General of Steam Vessels, and shall be properly heated.

"Any failure to comply with this section shall subject the owner or owners to a penalty of five hundred dollars."

Penalties For Desertion, Etc.

Sec. 6. That section forty-five hundred and ninety-six of the Revised Statutes of the United States be, and is hereby, amended to read as follows:

"Sec. 4596. Whenever any seaman who has been lawfully engaged, or any apprentice to the sea service, commits any of the following offenses, he shall be punished as follows:

"First. For desertion, by forfeiture of all or any part of the clothes or effects he leaves on board, and of all or any part of the wages or emoluments which he has then earned.

"Second. For neglecting or refusing, without reasonable cause, to join his vessel or to proceed to sea in his vessel, or for absence without leave at any time within twenty-four hours of the vessel's sailing from any port, either at the com-

Home News.

The price received by the Southern Pacific for its Wells Fargo Express stock holdings is reported to have been in excess of $9,000,000.

Seventy-nine lives were lost by a gas explosion in the main mine of the Colorado Fuel and Iron Company at Primero, Col., on January 31.

The Bennett "White Slave" bill, regulating the traffic in immoral alien women, was passed by the Senate on February 11 practically in the same form as passed by the House.

An increase of 10.1 per cent as compared with 1909 is shown in the earnings of all railroads of the United States reported for the first three weeks in January, the total gross amounting to $19,438,799.

The United States is to build and own its own embassy buildings abroad to the extent of $500,000 annually, if Congress acts favorably upon the Lowden bill, reported to the House of Representatives on February 10.

Canada will begin the construction of a railway to Hudson Bay next spring. The road will be built as a Government work, but probably will be operated by one of the existing private corporations or by several jointly.

A budget calling for approximately $13,300,000 for the Chicago public schools in 1910 was formally approved by the finance committee of the Board of Education on February 1. Chairman Spigel said it would be about $500,000 more than last year's budget.

The Supreme Court of the United States had a notable birthday on February 1. It was 120 years old, and by a coincidence the last case docketed on that natal day was the twenty-two thousandth since the court was organized.

The reported consolidation of all cereal-manufacturing concerns of Minneapolis, one in Battle Creek, Mich., two in Chicago and some in Iowa in a new million-dollar corporation to handle the output of these breakfast-food concerns has been confirmed.

Two independent investigations into the high cost of living will be conducted by committees of the Senate and House. The first step toward the proposed inquiry in the Senate was taken on February 2 when Senator Lodge presented a resolution providing for it.

There are 22,587,079 Catholics under the American flag, according to the official Catholic Directory. The count includes Catholics of the United States proper, Alaska, the Philippines, Porto Rico and the Hawaiian Islands. The Catholic population under the British flag, according to the same authority is 12,053,418.

Backed by J. P. Morgan and associates, the Canadian Northern Railway has obtained possession of the great coal mines of the Dunsmuir interests on Vancouver Island for $11,000,000. Part of the project is the erection of steel and iron works on the island. Five and a half millions are to be spent in further developing the mines.

President Taft on January 29 issued a proclamation, in which it is stated that inasmuch as Denmark, The Netherlands, Norway, Sweden, Belgium, Egypt, Persia and Portugal do not unduly discriminate in their tariffs against goods imported from the United States, those countries are entitled to the minimum rate established by the Payne-Aldrich law.

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MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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SAN PEDRO, CAL.

INFORMATION WANTED.

Louis Carlson, native of Finland, last heard of in Aberdeen, Wash., in 1908, is inquired for by his sister-in-law, Rika Nyman, 930 Harrison street, San Francisco.

BOOT & SHOE WORKERS UNION — UNION STAMP — Factory NO.

Named shoes are frequently made in Non-Union factories.

DO NOT BUY ANY SHOE

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Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INFORMATION WANTED.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

CAN'T BUST 'EM

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UNION MADE

ARGONAUT SHIRTS

San Pedro Letter List.

Andersson, A. -1447
Anderson, S. Hugo
Anderson, Sven
Anderson, T. -557
Anderson, Gust
Alander, O. J.
Anderson, O. -1286
Andersen, Harry
Andersen, P. T. (package)
Anderssen, Frank
Axelssen, C. B.
Broden, Julius
Bertilsen, Peder
Bergh, Borge
Blumquist, C.
Bostrom, W.
Bordjelm, Alex.
Bolander, J. E.
Bakke, Ed.
Brose, R.
Bjorseth, Knut
Bitila, -1338
Backman, Ernest
Berntsen, Julius
Campbell, Geo.
Carlson, Markus
Christenson, H.
Celley, Edward
Carlssen, C.
Christiansen, E.
Christiansen, Chr.
Castro, Manuel
Christiansen, Hjal.
Christensen, Harold
Colombay, Louis
Carlsson, N.
Caman, George
Dudler, Hans
Dorles, J. H.
Donaldsen, G. C.
Enoksen, Andrew
Ericksen, Eduin
Edlund, Agaton
Emanuelsen, Anton
Edlund, Agaton
Englebright, H.
Ek, Thure
Ellingsen, F.
Edland, Gus
Fryland, C. J.
Fisher, J. -566 (photo)
Fleming, John J.
Fredricksen, H. G.
Gunther, Christian
Gunther, Hans
Graf, Otto
Gray, Gustav
Glausen, Harry
Gorgesen, Emil
Garner, Louie
Hagberg, G.
Hesse, Eric
Hentchell, Otto
Hoglund, F. V.
Hermansen, K.
Hansen, Charlie
Herner, Olof
Holstein, R.
Hilke, Carl
Hassall, G.
Horlin, Ernest
Hansen, L. -794
Hansen, Hans
Haarklau, I.
Husby, Lars
Hansberg, J. P.
Hellesto, Emil
Hansen, Rasmus
Harris, Tom
Hansen, Theodor
Heggenmuller, H.
Harmening, Fr.
Hage, Arne
Ingbrethsen, Daniel
Jacobsen, E. -1898
Johansen, J. -1462
Jeshke, H.
Jensen, Wilhelm
Johnsen, Charlie
Jensen, Chas. -169
Jensen, Hans
Jeffersen, V.
Jobsen, Ch.
Johansen, Johan -880
Jensen, -1311
Jorgensen, Emil
Klausen, Chas.
Kristiansen, G. -1054
Klaesson, K. A.
Kolostoff, J.
Kluver, George
Kalberg, Wm.
Kuhme, Wilh.
Louis, Michael
Larsen, Chris. T.
Larsen, Christian
Larsen, Marinius
Larsen, K. Louis
Lepp, August
Lindroth, Erik
Ludlow, J. J.
Lewis, G.
Lundberg, F.
Lange, Friedrich
Lehtonen, John
Lane, Emil
Lerch, Paul
Lueman, A.
Lundquist, F.
Le Joffic, Wm. Goffic
Mortensen, K. F.
Maroth, Richard
Mulley, James
Morin, E. H.
Mortensen, K. F.
Mathisen, H. -1831 (package)
Mygind, W. F.
Mardisan, Andrew
Mookada, John
Mueller, Hugo
Nelson, John C.
Nystrom, Ragnar
Nelson, Jack
Nicholson, Joseph
Ness, John
Nordgren, Chas.
Nelson, C. -663
Nelson, Harry
Nord, G. E.
Nelsen, Eddie
Nordstrom, Gust
Nyberg, Erick
Nestor, Wilson
Ohman, P. W.
Olsen, Hagbart
Olson, W. -753
Olsen, Soren
Olsen, Geo.
Olsen, Adolf
Orten, Sigurd
Ohm, Gunwall
Odman, Gus
Ott, John
Olssen, L.
Olsen, G. A.
Ohlsen, Ch.
Permin, Jens
Pettersen, Peder. O.
Peratis, John
Pedersen, J. -1110
Peterson, Chas.
Peterson, Hans
Persson, B. S. -754
Passou, T.
Peters, J.
Pihpic, C.
Pedersen, Julius
Pihpic, J.
Pedersen, A. -1341
Petersen, Bertel
Pedersen, Julius
Petersen, H. -1067
Petersen, Oscar
Paulssen, Adolf
Rokow, Stefan
Randle, David
Reuter, Ernest
Rasmussen, R. -1525
Reuten, Axel.
Rasmussen, Emil
Reed, L. C.
Rudland, Jake
Rueter, Herman
Remme, F.
Rodriguez, M.
Reimon, L.
Schluter, Paul
Sauer, Emil
Skold, C. A.
Saarinen, H.
Shephard, W.
Scholtens, Ben
Strand, Olav
Singleman, E.
Steen, Hilmar
Schultz, Albert
Sandstrom, J. -1347
Sandstone, Emil
Sundquist, W. W.
Swensen, B. -1932
Steen, Ivar -1999
Sonne, Rudolf
Swanson, Chas.
Samuelsen, W. L.
Scott, E. G. -2041
Samuelsen, V.
Spearing, G.
Schlitt, James
Scarabosio, M.
Stiles, Everet
Stephan, M.
Staelsten, Karl
Smith, John
Southerland, A.
Silverberg, Harry
Scott, E. G.
Steen, J. C.
Spearing, Gustav
Tiliman, Chas.
Thingberg, Oscar
Thompson, W. J.
Thomas, Joseph W.
Tommis, Frank
Toren, Gustaf
Tufte, A. Paulsen
Thompson, C.
Thomasen, A.
Thompson, T.
Torres, V. L.
Tuominen, Alfred
Touanne, Walter
Wiemer, Paul
Warkkula, John
Wilhelm, Heinrich
Warren, Louis
Werner, A.
Westad, Johan
Zuhne, W. (registered letter)

INFORMATION WANTED.

John M. Murphy, dark hair, blue eyes, height 5 feet 8, smooth face. Last heard of at Oakland. Any information, communicate Seamen's Institute, 242 Steuart street, San Francisco.

Pacific Coast Marine.

Andrew Andersen was recorded at the San Francisco Custom-house on February 7 as master of the steamer Bowdoin, vice W. T. Tibbetts.

Collector of the Port Stratton, of San Francisco has been advised by the Commissioner of Navigation that the name of the steel bark Kaiulani has been changed to Star of Finland.

Silks valued at several thousand dollars were seized in the captain's room on the steamer Henrik Ibsen by Customs officials at Portland on February 7 because they had not been listed in the manifest.

The House Committee on Rivers and Harbors on February 9 adopted the project of improving the bar at Eureka at a cost of $1,000,000, and fixed $150,000 as the first annual installment of the appropriation.

Captain Robert Dunham is again master of the steamship Roanoke. He was in charge of her during the last trip from San Pedro and San Francisco. The past few weeks the position has been filled by Captain Hannah.

The new steamer Bear, built on the Atlantic Coast for service between San Francisco and Columbia River points together with the steamer Beaver, left New York on February 5 for San Francisco.

Two Norwegian steamers chartered by the Government to bring coal to San Francisco from the Atlantic, are on their way to Norfolk. The Lark was at Marseilles on January 15, while the Jethon arrived at Suez on January 18 from Dairem.

J. A. Petersen was recorded at the San Francisco Custom-house on February 8 as master of the steamer Gold, vice B. J. Benson. The fire tugs Dennis T. Sullivan, Walter A. Cask master, and the Daniel Scannell, Silvio Rocca master, were enrolled.

The following changes of masters were recorded at the San Francisco Custom-house on February 5: Steamer Admiral Sampson, E. P. Bartlett vice E. B. Wood; steamer Onisbo, A. R. Paul vice F. L. Kato. The steamer Phoenix, C. L. Arques master, was enrolled.

The following changes of masters were reported at the San Francisco Custom-house on February 10: Steamer Herald, Ivan Blomgren vice Enos Fouratt, Jr.; steamer Ione, P. M. Clark vice W. H. Hill. The barkentine Charles F. Crocker, W. Dwars master, was enrolled.

Negotiations are under way for the sale of the steamer Washington, owned by the Washington Marine Company of Seattle, and which has been tied up at Portland for two years past. If the sale be made the Washington will enter the Portland-San Francisco lumber trade.

The following changes of masters were recorded at the San Francisco Custom-house on February 11: Steamer St. Helena, E. S. Pigott vice F. J. Murphy; steamer South Coast, C. H. J. Olsen vice C. J. F. J. Klenker. The steamer Hyades, James A. Russell master, was enrolled.

The Matson liner Wilhelmina sailed from San Francisco for Honolulu on February 10 on her maiden voyage in the Island trade. She is commanded by Captain Peter Johnson and carried eighty passengers and a cargo of 4000 tons of general merchandise.

Very heavy northeast weather was encountered for twelve days consecutively by the schooner Inca, Captain Rasmussen, which arrived at San Francisco on February 9 from Newcastle, Australia, after a slow passage of ninety-two days. She brought 1610 tons of coal to J. & A. Brown.

J. G. Hagen was recorded at the San Francisco Custom-house on February 9 as master of the steamer Harold Dollar vice C. J. Olsen. A. G. Thomson was recorded as master of the San Francisco fire tug David Scannell, and M. C. Johnson as master of the Dennis T. Sullivan.

The Alaska Steamship Company has notified the underwriters of the abandonment of the Farallon. The steamship was valued at $100,000 and insured for $75,000. The amount of salvage is uncertain, depending on the weather. Captain Hunter of the Farallon made an unfavorable report to the owners.

The annual report of Shipping Commissioner Swift of Tacoma shows that during the last year the number of sailors shipped, reshipped and discharged in the Puget Sound district aggregated 56,407. This does not include seamen on foreign vessels who are handled by their respective Consuls.

Charles P. Doe, general manager of the North Pacific Steamship Company, has drawn up the specifications for a new steamer to be placed in operation between Portland and California ports. It is understood that proposals for her construction will be solicited immediately and she will be ready to launch by the latter part of the coming summer.

Captain James Russell has been placed in command of the steamer Hyades, which was recently purchased by the Matson Navigation Company from the Boston Towboat Company. Captain Russell is an old timer in the Matson service, having been superintendent of the companay's interests at Hilo and also an officer on Matson line steamers. He succeeds Captain Alwen.

It is reported at Tacoma that the little schooner Bender Bros. will be the first vessel sailing for Nome this spring. She is now at Ballard being fitted with a high-power gasoline engine, and will sail in May. After delivering cargo and material at Nome the vessel will make for the Siberian coast to deliver supplies to missionaries and isolated settlements.

Opposition to Representative McLachlan's Federal steamship bill has been started in Los Angeles. J. B. Alexander, agent for two steamship companies, with headquarters in San Francisco, is circulating a petition against the installation of a Government line of vessels on the Pacific Coast. He asserts that he has obtained the signatures of a majority of the big shippers at Los Angeles.

Hope for the ten men of the abandoned schooner Susie M. Plummer, who left their waterlogged vessel off the coast of Washington two months ago, has been given up by shipping men. The men of the Plummer were: Captain Harry C. Hansen, the first mate (name unknown), Second Mate Martin Costello, Seamen H. Frederickson, J. Johnson, G. Spierling, H. Swanson, Walter West and Alexander Johnson and a Japanese cook.

Inaugurating a new service between San Francisco, Puget Sound and the Hawaiian Islands, the steamer Hilonian, Captain Frederickson, sailed from the first-named port on February 6 for Seattle. The Hilonian is to operate regularly on the new triangular run with the freighter Hyades, which has been purchased by the Matson Company from the Boston Towboat Company. The latter is to be equipped with wireless and will have a cold-storage plant installed.

According to advices received at San Francisco on February 8, 1400 tons of the cargo of the Norwegian steamer Utgard have been saved and reshipped. The Utgard, while bound from Astoria for the United Kingdom, went ashore and was wrecked in the Straits of Magellan, and was afterward condemned. The steamer Vestfold took 700 tons of the cargo on to Europe and 2050 bags of grain were taken by the steamer Orcema.

Representative McLachlan of California has introduced a bill in Congress providing for a Government-owned and operated line of steamships on the Pacific Coast between the Isthmus of Panama and ports on the western coast. The proposed line is designed to operate in connection with the Government steamship line on the Atlantic Coast and with the railroad, owned by the United States, bisecting the Isthmus of Panama. It would make possible the transportation of freight from New York to the Pacific Coast and return entirely by Government-owned lines.

The San Francisco owners of the Washington Mill Company have ordered that its big mill at Port Hadlock shall resume operations by March 1. This mill has been idle for more than two years. During that time new and improved machinery has been installed. The company has sold in foreign markets a large amount of lumber, and to fill these contracts the mill is to reopen. The Port Ludlow mill, which has been idle for two weeks, during needed repairs, will start operations in a few days. The mill has been in steady operation for some time. Dullness in the demand for lumber offered an opportunity to give the plant a general overhauling.

Little hope is expressed among shipping men familiar with the north that the five men who went with Second-mate Gus Swanson to seek aid for the shipwrecked passengers and crew of the steamer Farallon will ever be heard from again. Besides Second-mate Swanson there were in the boat two seamen, Charles Peterson and Otto Nelson, and three passengers, Captain Wedding and Albert Bailey of the launch Sea Wolf and Charles Born, a landsman and resident of Afognak. The latest news from Kodiak, the destination of the men in the lifeboat, was received January 23. At that time they had been out seventeen days and had not been seen.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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WM. H. FRAZIER, Secretary-Treasurer,
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NORTH TONAWANDA, N. Y., 152 Main St.

Agencies:
DETROIT, Mich., 7 Woodbridge St., East.
SUPERIOR, Wis., 213 Banks Ave.
BAY CITY, Mich., 108 Fifth Ave.
KINGSTON, Ont., Canada (Box 96), King St.
ERIE, Pa., 305 French St.
CONNEAUT HARBOR, O., 992 Day St.
SOUTH CHICAGO, Ill., 113 92nd St.
SANDUSKY, O., 510 Meigs St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, Ohio, 1185 W. Eleventh St., N. W.
CHICAGO, Ill., 63 East Kinzie St.
DETROIT, Mich., 7 Woodbridge St.
MILWAUKEE, Wis., 157 Reed St.
ASHTABULA, Ohio, 85 Bridge St.
CONNEAUT, Ohio, 995 Day St.
TOLEDO, Ohio, Cherry and Summit Sts.
WEST SUPERIOR, Wis., 401 Tower Ave.
SOUTH CHICAGO, Ill., 83 Ninety-second St.
OGDENSBURG, N. Y., 8 Judson St.
BAY CITY, Mich., 208 Fraser St.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St. Tel. Seneca 823 R.

Branches:
DETROIT, Mich., 33 Jefferson St.
TOLEDO, Ohio, 1702 Summit St.
NORTH TONAWANDA, N. Y., 154 Main St.
OGDENSBURG, N. Y., 94 Hamilton St.
BAY CITY, Mich., 919 Water St.
ASHTABULA HARBOR, Ohio, 74 Bridge St.
CLEVELAND, Ohio, 929 Superior Ave.
CHICAGO, Ill., 242 South Water St.
MILWAUKEE, Wis., 317 Virginia St.

Sub-Agency:
CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

Coast Seamen's Journal

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BY THE

SAILORS' UNION OF THE PACIFIC

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WALTER MACARTHUR.....Editor
PAUL SCHARRENBERG.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, FEBRUARY 16, 1910.

THE SEAMEN'S BILL.

With this issue we present the Seamen's bill, recently introduced in Congress by Representative Spight and Senator La Follette. This bill, in practically its present form, has been before Congress for a number of years, but, owing to "pressure of other business," etc., no action has been had upon it. Every possible effort will be made to secure the passage of the bill by the present Congress, as a measure of justice to the seaman and a necessity to the improvement of the general conditions of the merchant marine. The respective features of the bill may be briefly described, as follows:

WATCH AND WATCH.—Establishing regular intervals of work and rest at sea (subject, of course, to the exigencies of circumstances requiring additional labor), and prohibiting unnecessary work on Sundays and holidays in port, thus insuring the amount of rest necessary to the highest state of efficiency among ships' crews.

PAYMENT OF WAGES.—Providing for the more prompt payment of wages at the end of a voyage, thus affording the seaman additional protection against the crimp, upon whom he is forced to depend when payment of wages is unnecessarily delayed.

MONEY IN PORT.—Abolishing the present custom of inserting in the ship's articles the clause, "No money in port except at master's option," under which the seaman is usually compelled to sign away his right to receive one-half of the wages due at every port of lading and discharge. This provision will reduce desertions among seamen by enabling them to purchase the necessities of the voyage without recourse to the crimps. It will also tend to remove the inducement to force the seaman to desert.

INSPECTION OF VESSEL.—This provision makes it possible for a majority of a ship's crew to call a survey upon a vessel in a foreign port, instead of requiring that one of the ship's officers shall also join in the demand for a survey, thus removing a serious obstacle to the practical operation of the present law.

ENLARGEMENT OF FORECASTLES.—Providing that the forecastles of all vessels shall contain a space of 100 cubic feet and not less than sixteen square feet of space for each seaman. At present the forecastle space of most vessels is entirely inadequate to the needs of health and decency, with the result that disease is widely prevalent among seamen.

PENALTIES FOR DESERTION, ETC.—This provision of the bill retains the existing penalties for misconduct on board ship, but abolishes the penalty of one month's imprisonment for desertion in a foreign port. The present penalty for desertion in a foreign port amounts to involuntary servitude and as such is a needless relic of barbarism. The abolition of imprisonment for desertion in the ports of the United States and near-by foreign countries, such as Canada, Newfoundland, etc., has worked to the advantage of all concerned, and there is no doubt that the abolition of imprisonment for desertion in foreign ports will produce equally satisfactory results in the form of a decrease rather than an increase in the number of desertions.

DUTIES OF CONSULS.—This provision relieves the United States consuls from the duty of arresting deserters in foreign ports.

PENALTY FOR ILL-TREATMENT.—Making the ship, as well as the shipmaster, liable in damages for the ill-treatment of seamen. Under the present law the shipmaster alone is liable in damages, and he, being usually without means, can not pay any award which may be rendered.

FOOD SCALE.—This provision consists solely in an increase of the daily ration of water from four quarts to five quarts, and an increase in the daily ration of butter from one ounce to two ounces.

ALLOTMENT IN FOREIGN TRADE.—The substance of this provision is that it abolishes allotment (i. e., advance payment of wages) to "original creditor" in the foreign-going trade. The "original creditor" is commonly synonymous with the crimp, and the allotment of wages is the means by which the latter secures and maintains his hold upon the seaman. The abolition of allotment in the coastwise trade by the Maguire Act of 1895 has produced good results to all legitimate interests.

MANNING SCALE.—This provision establishes a scale for the manning of all classes of vessels, and is designed to insure that ships shall carry crews sufficient in numbers and experience to safeguard life and property in an emergency, and also to protect the crews against overwork in ordinary circumstances. The importance of this provision lies in the fact that in many, if not a majority of disasters at sea, the loss of life has been largely due to inefficient manning. At present there exists absolutely no law to prohibit vessels from being sent to sea with crews composed of men having no experience as seamen.

ABROGATION OF TREATIES.—This provision abrogates those features of the treaties between the United States and other countries which obligate the authorities in American ports to arrest and return on board seamen deserting from foreign vessels. In their present form these treaties are so many "Fugitive Slave Laws," by virtue of which the United States becomes the slave-hunter for other nations. The abrogation of these treaty provisions will guarantee to the foreign seaman who lands on American soil the same right of personal liberty that is insured to all other men.

The Seamen's bill has been prepared upon the basis of much experience and a careful comparison of the laws of other nations. In the latter connection it is to be noted that the proposed measure, although an improvement upon existing conditions, is still behind rather than ahead of the law as it exists in some other countries. The bill should receive the earnest consideration of Congress, as it probably will, the more certainly in proportion as it shall be supported by the press and enlightened public opinion.

VOTE FOR THE ASSESSMENT.

On the adjoining page of this issue is published the Official Call for an assessment in aid of the Lake seamen's unions. The assessment is levied in accordance with the recommendation of the recent International Seamen's convention and by instruction of the Executive Board of the International Seamen's Union of America. With the opening of navigation on the Lakes the contest between the Lake seamen's unions and the Lake Carriers' Association will be renewed, and with greater vigor and determination than ever before, on the seamen's side at any rate. The prospects of a favorable outcome are also brighter than at any time in the past. The one thing needful to "make assurance doubly sure" is the continued support of the seamen's unions in other localities. This much assured—and there is no room for doubt on the point—our comrades on the Great Lakes may enter upon the next, and we firmly believe the last stage of their great struggle with full confidence that they will be able to keep up the good fight until it is won. Secretaries and agents of the affiliated unions should read the Official Call at each meeting so that the members may be prepared to vote upon it not later than March 15. Remember, every vote counts in moral effect, just as every dollar counts in material support. The contest so long and so splendidly waged by the seamen of the Great Lakes is the contest of the seamen everywhere throughout the United States. Their success will be our success; their failure will be our disaster. Our comrades on the Lakes are doing the actual fighting and suffering. Let the members of the International in every other District see to it that they do their own share in the struggle by providing the sinews of war, in order that the courage and devotion of the men on the Lakes may be rewarded by glorious success!

The Seamen's bill now before Congress (as published in this issue) is the only practical measure for the "rehabilitation of the American merchant marine" now in the hands of the Nation's lawmakers. All other so-called shipping bills are as futile as the proverbial search of the blind man in a dark cellar for a black cat that wasn't there.

Read the Official Call for an assessment in aid of the Lake seamen's unions, published on page 7 of this issue—and act upon it promptly and unanimously!

Label agitation is a good thing, but the best form which that agitation can take is that of demanding the union label upon all purchases.

Demand the Hatters' label when purchasing headgear, soft or hard!

SEAMEN'S BILL IN CONGRESS.

(Continued from Page 2.)

cient number of seamen, as provided by the following minimum schedule:

Tons (gross).	Master.	Mates.	Carpenter or able seaman.	Boatswain or able seaman.	Able seamen.	Ordinary seamen.
200 and under 350.....	1	2	....	....	3	1
350 and under 500.....	1	2	....	....	4	1
500 and under 700.....	1	2	....	....	4	1
700 and under 1,000...	1	2	....	....	4	2
1,000 and under 1,500..	1	3	....	....	5	2
1,500 and under 2,000..	1	3	1	1	5	1
2,000 and under 2,500..	1	3	1	1	5	1
2,500 and under 3,000..	1	3	1	1	5	2
3,000 and under 3,500..	1	3	1	1	6	1
3,500 and under 4,000..	1	3	1	1	6	2
4,000 and under 4,500..	1	3	1	1	7	1
4,500 and under 5,000..	1	3	1	1	7	2
5,000 and under 5,500..	1	3	1	1	8	1
5,500 and under 6,000..	1	3	1	1	8	2

In steamers of six thousand tons and upward one able seaman or his equivalent shall be added for every one thousand tons: Provided, That the master of every steam vessel carrying passengers for hire shall before proceeding to sea engage a number of individually effective hands, exclusive of licensed officers, equal to at least two such effective hands for each lifeboat required by the certificate of inspection.

Sec. 16. That any sailing or steam vessel proceeding to sea without the full complement of seamen provided for by the minimum schedules of this Act shall forfeit to the United States for each effective hand or equivalent a sum double the wages saved by reason of such shortage: Provided, That this penalty shall not apply to any vessel unable, after reasonable diligence, to obtain her full complement: And provided further, That in every such case the wages saved during the continuance of undermanning shall be distributed, pro rata to monthly wages, among the seamen employed during such continuance.

Sec. 17. That for the purposes of this Act the able seaman shall be considered the unit upon which to calculate the number of effective hands. Each of the following named shall be counted as one effective hand: Master, mate, boatswain, boatswain's mate, carpenter, carpenter's mate, sailmaker, donkey man, and able seaman. Each of the following named shall be counted as two-thirds of one effective hand: Ordinary seaman and apprentice eighteen years of age and with two years of sea service. Each of the following named shall be counted as one-third of one effective hand: Apprentice under seventeen years of age, boy.

Sec. 18. That an able seaman within the meaning of this Act must be nineteen or more years of age, and must have had at least three years of experience on deck at sea or on the Great Lakes, of which at least one year shall have been aboard a sailing vessel; and an ordinary seaman within the meaning of this Act must be eighteen or more years of age and must have had at least two years' experience on deck at sea or on the Great Lakes.

Sec. 19. That no person shall be engaged as an able seaman or an ordinary seaman except upon proof that he is such within the meaning of this Act. No person shall be engaged in any capacity in a port of the United States unless he shall have a sufficient knowledge of the English language to understand any order given in English, and no vessel shall depart from any port in the United States unless she shall have in her service and aboard a minimum crew as required by this Act. It is hereby made the duty of every board of local inspectors to examine applicants claiming to be able seamen or ordinary seamen, and to issue to each such applicant, after examination, provided he shall have shown the requisite fitness, a certificate as an able seaman or an ordinary seaman, as the case may be, which certificate shall be at all times retained by the person to whom it is issued; and any able seaman or ordinary seaman may prove his rating within the meaning of this Act by producing the certificate issued to him by any board of local inspectors in pursuance of this section: Provided, That certificates of discharge issued by any authorized official and showing at least three years' experience at sea on deck shall be prima facia evidence of the efficiency and rating therein specified.

Sec. 20. That every sailing or steam vessel shall carry in her crew a boy or boys native of the United States, or one whose father or mother is a naturalized citizen of the United States, as follows: If she be of three hundred tons or more but under one thousand five hundred tons (under deck), at least one boy; if she be one thousand five hundred tons or more (under deck), at least two boys or apprentices. Any vessel leaving any port of the United States without the boy or boys required by this section shall be liable to a penalty of one hundred dollars for each offense: Provided, That this penalty shall not apply if, after reasonable diligence, the boy or boys required by this section could not be obtained.

Abrogation of Treaties.

Sec. 21. That section four thousand and eighty, four thousand and eighty-one, and fifty-two hundred and eighty of the Revised Statutes of the United States are hereby repealed, and that so much of treaties with foreign nations as provide for the arrest, imprisonment, and delivering up to the vessel from which he has deserted of any merchant seaman is hereby abrogated.

Sec. 22. That this Act shall take effect ninety days after its passage.

INTERNATIONAL ASSESSMENT.

To the Affiliated Unions of the International Seamen's Union of America:

Greeting—Acting by authority of the Executive Committee, and in conformity with the Constitution of the International Seamen's Union (Art. XII), I hereby issue this call for an assessment of three ($3.00) dollars upon each member of all affiliated unions, in aid of the members of the affiliated unions in the Lake District, who have been on strike since May 1, 1909, against the attempt of the Lake Carriers' Association to destroy organization among the seamen on the Great Lakes.

AS REQUIRED BY ART. XII, SEC. 2, SUB-SEC. 1, I HEREBY NAME MARCH 15, 1910, AS THE LIMIT WITHIN WHICH AFFILIATED UNIONS SHALL VOTE UPON THE ASSESSMENT.

Following are the provisions of the International Constitution governing the vote upon assessments:

ARTICLE XII.

Section 1. This Constitution can be amended in the following manner: By the Convention in regular session, in which case a two-thirds majority shall be required to carry such amendment.

Sec. 2. The Convention may by a two-thirds majority refer any amendment to a referendum vote. All propositions submitted to referendum by the Convention or the Executive Board shall by voted upon in the manner prescribed as follows:

(1) The Secretary-Treasurer shall issue a notice of referendum vote in the official paper, stating the question to be voted upon and the limit that has been fixed to the time in which such vote shall be taken and the results returned.

(2) He shall prepare and cause to be printed and distributed to local unions and the branches thereof a sufficient number of ballots containing the subject matter to be voted upon. Such ballots shall be arranged with voting squares for "Yes" and "No," and members shall signify their choice my marking an X in either square. The ballots shall bear the seal of the International Seamen's Union of America, and none but such official ballots shall be used by local unions for this purpose.

(3) Members shall be qualified to vote (a) if they are in good financial standing in their local union, and (b) if their local union is in good financial standing with the International Seamen's Union of America.

(4) The Convention or the Executive Board may order the polls kept open during any number of consecutive meetings not exceeding four, or any number of consecutive days not exceeding seven. Local unions may regulate the manner of voting and of canvassing the vote, but shall permit no member to vote more than once on the same proposition.

(5) Within twenty-four (24) hours after the vote has been counted, Secretaries of local unions shall return all used ballots to the Secretary-Treasurer, together with a report of the results obtained in headquarters and the branches. Such report shall bear the seal of the local union and shall be certified to by the chairman of the meeting in which report is made.

(6) The Secretary-Treasurer shall deliver said returns to the Ballot Committee, which shall be composed of three members of a local union, to be designated by the Executive Board, and who shall be elected for this purpose by said local union. Such committee shall canvass the returns and make a correct transcript thereof to the Secretary-Treasurer, who shall cause the same to be printed in the official paper.

(7) If the proposition has received a majority of all the votes cast by local unions in good standing, the Secretary-Treasurer shall declare the same carried.

The members of the affiliated unions in the Lake District are making a splendid stand for the maintenance of the right to organize. The result of the struggle on the Great Lakes will materially affect the welfare of every union within the jurisdiction of the International Seamen's Union. Our comrades on the Great Lakes are fighting not only for themselves, but for the seafaring craft at large. It is therefore our imperative duty to aid the sister unions in the Lake District, and to do so promptly and generously.

Fraternally yours,
WM. H. FRAZIER,
Secretary-Treasurer,
International Seamen's Union of America.
Boston, Mass., Feb. 7, 1910.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Feb. 14, 1910. Regular weekly meeting was called to order at 7:30 p. m., Geo. Stedman presiding. Secretary reported shipping improving. The agreement entered into between the Seattle Branch and the Puget Sound Steamship Association was ratified.

E. ELLISON, Secretary pro tem.
44-46 East St., Pacific Phone Kearny 2228. Home Phone J 2228.

Vancouver, B. C., Feb. 10, 1910.
Shipping still dull.
JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, Feb. 7, 1910.
Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Feb. 7, 1910.
Shipping and prospects poor.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Feb. 7, 1910.
Shipping slack; prospects uncertain.
WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Feb. 3, 1910.
Special meeting was held on the above date. Agent Wm. Gohl, having been arrested, charged with murder, W. H. Westcott was elected Agent pro tem.
W. H. WESTCOTT, Agent pro tem.
P. O. Box 6. Tel. 225.

Portland, Or., Agency, Feb. 7, 1910.
Situation unchanged.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Feb. 7, 1910.
Shipping poor; prospects uncertain.
JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Feb. 7, 1910.
Shipping dull; prospects uncertain.
HARRY OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, Jan. 31, 1910.
Shipping and prospects poor.
CHAS. SORENSEN, Agent.
Cor. Queen and Nuuanu Sts. P. O. Box 314.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Feb. 10, 1910. Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary re-reported shipping quiet. One hundred dollars was donated to the Iron and Steel Workers.

DAN FULTON, Secretary pro tem.
Phone Kearny 5955.

Seattle Agency, Feb. 3, 1910.
Shipping slow.
LEONARD NORKGAUER, Agent.
P. O. Box 1335. Phone Sun Main 2233.

San Pedro Agency, Feb. 7, 1910.
Shipping very slow. Plenty of men ashore.
ED. BARRY, Agent.
P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Feb. 7, 1910.
Situation quiet.
V. A. OLANDER, Secretary.
674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Feb. 8, 1910.
Shipping dull; prospects uncertain.
PERCY J. PRYOR, Secretary pro tem.
1½A Lewis Street.

DIED.

Engvald Andersen, No. 774, a native of Norway, aged 46, died at San Francisco, Cal., on Feb. 9, 1910.

John Fitzgerald, No. 672, a native of England, aged 34, died at Vancouver, B. C., on Feb. 13, 1910.

Jens H. Hansen, No. 1628, a native of Norway, aged 40, died at San Francisco, Cal., on Feb. 12, 1910.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

LAKE CARRIERS' LOSSES.

The Cleveland Plain Dealer and the Cleveland Leader of February 5 and 6 report in full, from Government records of the tonnage of freight handled in 1909 by vessel property on the Great Lakes. There have appeared in Cleveland newspapers especially persistent articles claiming that more freight was handled in 1909 than in any previous season. The Leader, in a dispatch from Washington, D. C., dated December 4, says: "Domestic commerce on the Great Lakes during the calendar year of 1909 aggregated 80,974,605 tons of freight shipped between ports of this country alone." This tonnage, while about one-half more than 1908, falls about 2,500,000 tons below that of 1907. Now, let us take up General Secretary Olander's report of January 30, in which he says:

"During the latter part of the season of 1907 eighteen steamers were launched. These had a total carrying capacity of 2,880,000 tons of ore per season. Coming out late in the season these eighteen vessels carried only about one-fourth of their season's capacity in 1907; therefore, the other three-fourths, or 2,160,000 tons, would not show in 1907.

"In 1908 twenty-four steamers were built, having a capacity of about 4,000,000 tons per season; fourteen more were launched early in 1909, with a capacity of 2,600,000. This is exclusive of vessels launched after the 1909 season of navigation opened. These figures show an increase in vessel tonnage of 8,760,000 tons over the season of 1907.

"Now add the acknowledged shortage of 2,500,000 tons to the increased tonnage of 8,760,000, making a total of 11,260,000 tons, and you have, approximately, the loss of tonnage to the vesselowners on the Great Lakes during the season of 1909."

Comrade Olander falls 11,260,000 tons short of the real figures!

Now, then, you know that the Lumber Carriers had no great loss of tonnage; that about every vessel outside the Lake Carriers' Association, carried union men and made good time, consequently no great percentage of this loss accrued to them. The Lake Carriers' Association therefore bears the larger part of this loss. Their vessels were delayed times without number, and great loss was their constant portion. They kept these things as quiet as possible, for they wanted to discourage you, and to make you believe that you had been unable to hold their vessels. Our figures will show you that the Lake Carriers pocketed a loss of over $5,000,000 in freights alone. The expense to which they were put, searching the whole country for scabs, paying for special police, railway fares, detectives, shipping masters, rents, etc., will easily amount to two million dollars more. This does not include a single disaster nor a single accident of any kind for which the insurance companies can be held.

Altogether, the Union men of the Lakes have cause to feel very confident of the outcome of this struggle against the Lake Carriers' imported Shipping - Federation "Welfare" scheme. We have been law-abiding citizens throughout this struggle, and we have made big gains. We have made many friends among the business men of the country and we have attracted the attention of union men all over the world for the clean fight we have put up. We are going to win this fight just as sure as fate, and we are going to win with clean hands!

The year 1910 looks more favorable to us, more and more favorable as days go by. We have friends without number among the masters and mates, men whose quiet influence will work more and more for our benefit. These friends we appreciate, and to our friends on both Coasts and the Gulf we promise that we will be deserving of the unbounded faith and friendship that they display toward the men of the Lakes.

Conneaut, O. W. H. JENKINS.

PILOT CHART OF LAKES.

The new Pilot Chart of the Great Lakes just issued by the Hydrographic Office is full of interesting information. It illustrates the wide and useful field of work in which that branch of the Government service is engaged. Not content with notifying Lake navigators of all changes affecting navigation, by means of weekly notices to mariners, the Hydrographic Office makes use of its Pilot Chart to convey valuable information, outside the scope of the notices to mariners.

The present edition is devoted largely to treating the question of local magnetic attraction, showing the points on the Great Lakes where it is found, and the dangerous effect it has on the compass, leading vessels ashore.

The Hydrographic Office desires to encourage the use of the Pelorus for the safety of the ship. Tables are given on this chart showing the correction to be applied in working the Pelorus. The equation of time for 1910 is given for every day during the year, and the correction to be applied to standard time to obtain local mean time is given for every half minute.

Changes in deviation due to change from light to loaded with coal and ore are shown. The result of experiments made last summer by the Hydrographic Office with a typical ore carrier is given, together with a curve showing the deviation under all conditions. The distances between 119 ports on the Great Lakes have been computed by the Hydrographic Office, making a total of nearly 14,000 distances, all of which are tabulated in convenient form on the Pilot Chart, so that the distance between any two ports can be seen at a glance.

The office also takes a great deal of interest in the strandings which occur on the Lakes and has marked off on the chart the place where each of the 208 strandings of the year 1909 occurred.

Contract for a $50,000 sandsucker has been awarded by the Great Lakes Sand Company of Chicago to the Manitowoc Drydock Company.

MASTERS FOR NEW BOATS.

Joseph H. Speddy, who will manage the three new freighters building for the Northern Lakes Steamship Company by the Great Lakes Engineering Works of Detroit, has announced the appointments of the masters for the boats.

Captain F. A. Dupuie of Marine City, who was in the steamer F. M. Osborne last season, will sail the steamer Champlain. Captain Dupuie last season rescued ten members of the crew of the steamer George Stone, which was destroyed by fire at Grubbs Reef, Lake Erie. He was presented with a watch and a testimonial by the vesselmen.

Captain George Trimble, master of the steamer City of Bangor in 1909, will command the steamer St. Clair. Captain Trimble saved the lives of six men on the tug Calumet, which was wrecked on Lake Michigan late last season.

Captain Robert Pringle, who has sailed Cleveland boats for a number of years, will bring out the steamer Ontario. The Ontario, which will be the first of the three steamers to be launched, will be dropped into the water this month.

Chief engineers for the three new steamers were also appointed. E. S. Cleveland will have charge of the steamer Ontario, David T. Brown will be on the steamer Champlain and James G. Purvis will bring out the steamer St. Clair. Purvis will be remembered as the man who murdered two Seamen's Union pickets in Cleveland last summer.

TO LENGTHEN THE HOYT.

It is expected that the work of lengthening the steamer James H. Hoyt will shortly commence at the Superior shipyards. The craft is to be cut amidships and a reach of forty-eight feet placed in the gap. This will add 1,000 tons to the carrying capacity. The yards are daily a busy hive of industry. Hundreds of mechanics and laborers are engaged in repair work and on construction of the new boat now on the stocks. Work on the freighter in course of construction is progressing rapidly and it is believed that the craft will be placed in commission at the opening of navigation or shortly thereafter.

LAKE MARINE ITEMS.

The steamer Portage will be known as the G. H. Van Vleck next season.

The name of the steamer King Edward, which was bought by Cleveland parties, will be changed to Forest City.

Engineers in the employ of the B. & O. Railroad are taking soundings in the Lake and on the river frontage at the old ore docks of the company at Lorain The railroad is considering plans for the construction of modern ore docks near the mouth of the river and it is expected work will begin early in the spring.

STAGES OF GREAT LAKES.

The United States Lake Survey reports the stage of the Great Lakes for the month of September, 1909, as follows:

Lakes.	Feet above tide-water, New York.
Superior	602.29
Michigan-Huron	580.08
Erie	571.41
Ontario	245.21

Lake Superior is .04 foot higher than last month, .30 foot higher than a year ago, .40 foot below the average stage of December of the last ten years, .84 foot below the high stage of December, 1900, and .91 foot above the low stage of December, 1892. It will probably fall .3 foot in January.

Lakes Michigan-Huron are .05 foot lower than last month, .10 foot lower than a year ago, .21 foot below the average stage of December of the last ten years, 2.47 feet below the high stage of December, 1885, and 1.08 feet above the low stage of December, 1895. They will probably fall about .2 foot in January.

Lake Erie is .19 foot lower than last month, .01 foot lower than a year ago, .29 foot lower than the average stage of December of the last ten years, 2.12 feet below the high stage of December, 1885, and .55 foot above the low stage of December, 1895. It will probably remain about stationary in January.

Lake Ontario is .14 foot lower than last month, .30 foot lower than a year ago, .07 foot lower than the average stage of December of the last ten years, 2.03 feet below the high stage of December, 1885, and 1.78 feet above the low stage of December, 1895. It will probably fall about .1 foot in January.

GREATER UNLOADING FACILITIES.

The equipment for handling iron ore at Lake Erie ports will be materially increased the coming season by installations for which contracts have just been let and others that are under negotiation. In the recent past the Cincinnati, Hamilton & Dayton has placed contracts for the building of an entirely new ore handling plant in Toledo, which will consist of two fifteen-ton Hullet ore unloaders and a ten-ton ore bridge, contracts for which have been placed with the Wellman-Seaver-Morgan Company of Cleveland. The Pittsburg & Conneaut Dock Company, a subsidiary of the United States Steel Corporation, has also placed a contract with the Wellman-Seaver-Morgan Company for one fifteen-ton Hullet unloader, which will be installed as an addition to the company's present ore handling plant at Conneaut, O. The Iron Age says the Lake Shore railroad recently placed an order for four fifteen-ton Hullet unloaders, which will be installed at Ashtabula. The Pittsburg & Conneaut Dock Company erected four fifteen-ton Hullet unloaders at Ashtabula last year. The plants for which contracts have just been closed will probably not be ready for operation until near the end of the season.

The following vessels were laid up in Conneaut: Steamers Nettleton, H. Coulby, Amasa Stone, Mather Black, Saxon and Fairbairn.

NEW DOCK PLAN.

Outer harbor facilities, eventually costing $25,000,000 and including a comprehensive system of docks, terminals and warehouses which, in the end, will pay for themselves, is a plan advocated by Harbor Commissioner John M. Ewen, of Chicago.

In view of the fact that a bill authorizing cities to own, maintain or lease wharves and piers and all the appurtenances that go to the formation of an adequate harbor, is pending in the Legislature, Mr. Ewen declares that it is time for Chicago to take an official stand toward making use of the powers the Legislature has been asked to grant.

"A plan that seems to offer a solution of the problem combines the initial investment of private capital and ultimate ownership by the city," said Mr. Ewen.

"Under this plan private interests would be permitted to construct such a system of docks, wharves, warehouses and terminals as the city's commerce may demand and utilize—and this investment might reach $25,000,000 within a few years—but the company would be required to pay the city for its franchise privileges a fixed annual sum which should be used to pay off the cost of construction."

DETROIT RIVER TONNAGE.

It is predicted that during the season of 1910, vessels carrying 100,000,000 tons of freight will pass through the Detroit River. That will be a gain of about 25,000,000 tons compared with 1909. In his annual report President Livingstone of the Lake Carriers' Association, said: "During the past season from April 17 to December 15, a period of 243 days, 24,103 vessels of all kinds, excepting tugs working on the crossing, passed through the Limekiln channel. This number also includes the passenger steamers, and is equivalent to the passage of a vessel about every 14 1-5 minutes during the period above stated.

"It is estimated that the freight traffic through Detroit River during 1909 was approximately 75,000,000 net tons. On this basis the approximate average load per vessel would be over 3,100 tons, and this represents a continuous movement of over 218 tons of freight through this channel every minute of the twenty-four hours for 243 days. This includes the passenger steamers, which, if deducted, would increase the average tonnage per vessel materially."

MUTUAL TRANSIT APPOINTMENTS.

W. E. Lloyd, superintendent of the Mutual Transit Company, has announced the appointment of the following masters for the season of 1910:

North Star—E. B. Blair.
North Sea—E. C. Leath.
Northern Lake—Peter Thompson.
Northern King—W. H. Stevenson.
Northern Queen—George B. Crawford.
North Wind—Thomas Stevenson.
Northern Wave—Niel Anderson.
Northern Light—Peter Hay.
William Castle Rhodes—Walter Robinson.
Huron—W. D. McClinton.
Minneapolis—R. C. Patterson.
St. Paul—Iver Rolseng.

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Wm. A. Nicholson, No. 13,156, Lake Seamen's Union, is inquired for by his sister, Miss Alice Nicholson, 356 Lake street, Oak Park, Ill.

John Diskin, No. 10763 Lake Seamen's Union, commonly known as "Yorkie," is inquired for by his mother, 411 W. 40th St., New York City.

Comrade William Burke, of the Marine Firemen, Oilers and Water Tenders of the Great Lakes, is inquired for by his sister, Miss Ella Burke, Little Falls, New York.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

Mrs. D. Ingraham, N. Mentor, Ohio, inquires for her son, Daniel Ingraham, No. 7373, Lake Seamen's Union. Any one knowing his whereabouts please communicate with the above address.

Marie Panoitz, 1195 W. 11th street N. W., Cleveland, O., inquires for her brother, John Ernest Meyna, last heard from nine years ago. Anyone knowing his whereabouts please notify above address at once.

Fred G. Loftus, of Dorchester, Mass., is inquired for by his mother, No. 2 W. Vernon st., Dorchester. Please address above or W. H. Jenkins, 1244 Main ave., 21 W., Cleveland, O.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)
674 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.
CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.
TOLEDO, O.....54 Main Street
Phone Bell 1890.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.
SUPERIOR, Wis.....213 Banks Avenue
Telephone, Old Phone, 4428 L.
BAY CITY, Mich.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
KINGSTON, Ont., Canada.....(Box 96) King Street
ERIE, Pa.....305 French Street
Telephone Bell 682.
CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.
SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.
SANDUSKY, O.....510 Meigs Street

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Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

SOME SMART COASTERS.

(Continued from Page 3.)

rounded Cape Horn. The Pacific coast four-master William Nottingham, which brought a cargo of spars to Boston, was 169 days on the trip from Port Townsend, Wash., in which she butted an iceberg and had other thrilling adventures.

Though the Ames outsailed a number of square riggers on her Pacific trip, last year she was 35 days from Newport News to Boston. The four-master Lyman M. Law was 38 days from Portland to Baltimore last winter, being blown offshore. The British bark W. W. MacLauchlan was 34 days from St. John, N. B., to New York, and on her next voyage was wrecked on the west coast of Africa. The schooner Rebecca J. Moulton was 44 days from Newport News to Savannah.

As she was fated to be converted to a barge upon her arrival, the old ship C. F. Sargent might be pardoned for consuming 224 days on the passage from Astoria, Or., to New York. The British bark Ednyfed arrived at Gloucester a few years ago 111 days out from Trapani, when only Italian windjammers had been credited for such passages.

When the four-master Edwin R. Hunt sailed from St. Ann's Bay, C. B., a few years ago with a cargo of plaster for Chester, Pa., her master did not dream that his voyage would take him several thousand miles from his destination. The Hunt met heavy weather, and finally turned up at Barbados, B. W. I., whence she was directed successfully to the end of her long voyage. The British three-master Advance also was driven south to the same port after sailing from Fernandina for Halifax, and her passage occupied some four months.

The small schooners forced to scurry for shelter at each sign of bad weather, have made some rather lengthy passages lately. There might be mentioned the pilgrimages of the L. D. Remick, 93 days from Bangor to Boston; Temperance Bell, 95 days from St. John, N. B., to Boston; Vere B. Roberts, 47 days from Kingsport, N. S., to Salem; Albert Pharo, 75 days from Bangor to Boston; Regina, 42 days from Perth Amboy to Exeter.—Boston Globe.

EDUCATION IN RUSSIA.

The Board of Education has just issued another of its special reports in the shape of a contribution of over 500 pages on education in Russia by the late Mr. Thomas Darlington, one of the Board's inspectors.

The report, which is described in the prefatory note as "a labor of love," is the result of many years' work in the intervals of Mr. Darlington's official duties, and it includes an historical sketch from the pre-Petrine period down to the reign of Nicholas II, besides a bibliography.

One thing stands out clearly in the elaborate account of the educational system of that great empire, and that is state control. While religious teaching of one kind or another forms an obligatory element in every such institution in Russia, yet education owes comparatively little to the initiative of the Orthodox Church, "it has been more influenced by the action of the State than in any other country in Europe."

In summing up the prefatory note states that from the British point of view the conclusions most likely to be drawn tentatively from the report are (1) that Western learning has not been thought an unmixed blessing by some of the most serious-minded of the Russian statesmen, (2) that the educational policy of the Russian Government has not been continuous and consistent, and (3) that the universities and institutions of university rank have suffered, because they were in the first place institutions for the recruitment of the imperial services, and only in the second place institutions for the advancement of learning.

"But this last," adds the note, "is itself a West European judgment, which needs to be tempered by the recollection that a non-democratic empire must needs take steps to educate its officers, and that this need has affected the development of our Indian universities to the full as much as it has the Russian."—New York Sun.

ENGLISH CO-OPERATIVE SOCIETIES

An exhibition held in London of the productions of British labor co-operative societies led Consul-General John L. Griffiths to compile a report which shows the vitality of this industrial movement in the United Kingdom, which was started in a very small way about half a century ago. The growth of the movement is indicated by the following table:

	1883.	1908.
Societies	15	112
Capital (shares, loans and reserves)	$593,371	$9,446,421
Trade	782,295	20,510,009
*Profit	43,949	888,929
Loss	554	37,019
Dividend on wages....	Not known	118,071

*Included interest on shares but not on loans.

It will be noticed that there has been a decline in the number of the societies within the last five years. There was, however, in the same period an increase in the volume of business transacted and in resulting profits. The smaller number of societies in comparison with four years ago is partially attributed to the purchase of some of the concerns by the English Wholesale Society. The hard times which have prevailed during the last two years have also retarded the organization of new societies. Copartnership in housing is also growing very popular. In 1906, in England there were three tenant societies with a capital of $499,128. These societies expended that year $249,033 on building. In 1908 the number of the societies had trebled, the capital had grown to $1,787,329, while $729,999 was expended on building. Through these societies mechanics, artisans and clerks are enabled to secure homes, and at the same time the habit of thrift is strongly inculcated.—Bradstreets.

Extensive experiments have shown German army officers that silver gray is the least conspicuous color against rural landscapes, and it has been adopted for the field uniform of that nation's troops.

The Radium Institute of Heidelberg, to be opened before the end of the year, will be the first of its kind to begin actual work, as an endowment has been raised for it.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

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SKAGIT RIVER FISHERMEN'S UNION.
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PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
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ALASKA FISHERMEN'S UNION.

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Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

DAVITS AND LIFE-PRESERVERS.

A demonstration was given at San Francisco recently of the practical working of the Welin quadrant davit for launching lifeboats from vessels. Much interest was shown in the appliance, the operation of which it was proved, requires no special training and can be performed by two men, and even, in case of emergency, by one man.

Additional local interest was given to the demonstration from the fact that the new Matson line steamship Wilhelmina, which arrived in port a few days ago after a voyage around the Horn from Newport News, is fitted with Welin quadrant davits. The Hamburg-American line steamship Cleveland, which reached here on Monday after a 23,000-mile trip, is also equipped with these appliances.

These davits are a recent invention and are said to minimize greatly the danger of loss of life following shipwrecks at sea. Their advantages lie in the facility and certainty with which they enable lifeboats to be launched. Passengers, it is said, may even fill the boats before the chocks are released, which may afterwards be accomplished very easily from the inboard side.

When in normal position the davit arms are vertical and the turning of a screw at each davit raises the boat clear of the deck and swings it beyond the ship's side in less than a minute, even if the ship has a considerable list. During this operation it can be stopped at any point, as the davit arms always remain in a locked position. This prevents capsizing, which often occurs with the old-fashioned lowering by hand.

Valuable deck room is economized because boats can be placed nearer the edge, and no large space is required between them on account of their manipulation from the inside or deck. These davits will handle the largest lifeboats, including steam launches, as easily as the smaller craft, and one pair of davits may conveniently be used for two or more boats standing abreast if there is room.

Two mechanical points of special interest were explained at the demonstration. The advantage of the horizontal traveling motion given to the davit arm by the screw was apparent at a glance in regard to leverage. The compensating arrangement of the falls was another feature. Instead of attaching these directly to a belaying pin on the davit proper, they are first led over sheaves and then belayed to the quadrant, with the result that the pull on the falls tends to raise the boat. Part of the weight of the boat itself is thus utilized for lifting it inboard.

Speaking of life preservers, Captain A. P. Lundin said:

"The new life-preserver is called the 'A-B-C life-belt,' and is made of wood that has been discovered in South America, and which is considerably lighter than cork. This wood is coated with a chemical preparation that makes it impervious to water or dampness. The preserver is made up in a similar way to the ordinary cork or tule life-preserver and is covered with best white duck or khaki.

"The principal advantage of the new life-preserver is that it is 2½ pounds lighter than the cork belt and occupies one-third less space. It does not absorb moisture, will float for an indefinite time and will last much longer for the reason that it is protected against mildew and rotting. These life-preservers have just been approved by the United States Supervising Inspectors and are already very popular in the East, particularly among the yacht and motor-boat owners."

Speaking of the two life-saving appliances a shipping man who saw them said:

"During the last twenty years great strides have been made in improving the speed, comfort and safety of ocean-going steamships. Yet experience has shown that it is doubtful whether we shall ever be able to build unsinkable ships. For this reason various Government Inspectors have employed more rigid rules, requiring that all ships should be equipped with the most up-to-date life-saving appliances.

"From year to year these appliances have been improved in various ways, but, strange to say, it is only within the last few years that any attention has been paid to the time required to launch a lifeboat or raft. The reason for this has been that no improvements had been made which would fill the requirements and varied conditions that take place when a ship goes down, until the advent of the Welin quadrant davit."

The same company has recently begun the manufacture of lifeboats for steamers of Manganese bronze. These boats are ribbed and strengthened with transverse frames of wood, and it is the belief of experts that the life of boats so constructed will be longer than that of the vessel on which it is placed. They also manufacture launches and motor-boats of the same material.

AUSTRIA'S GREAT NAVY.

A weak wing, I hear you say. Austria has no navy. There, my friends, you are mistaken. Because Austria has not been a sea power in the past is no sign that she is not going to be one in the future. You are not aware that within two years Austria will have available thirteen of the most powerful battleships in the world? And do you appreciate that these thirteen battleships will be at the service of Germany? And do you appreciate what such an Austrian fleet can do in the Mediterranean, with no force to hold it in check? It would have Malta, Cyprus and Egypt at its mercy. Austria would not find the slightest difficulty in dispatching an expeditionary force to any of these points, and once in control of Egypt and dominating the Suez Canal she could dispatch her smaller ships to attack commerce, proceding by the Cape route to India. Thus it is clear that in case of war a powerful British fleet must be stationed in the Mediterranean, unless the British people are prepared to see their commerce destroyed, their communications with the East interrupted, their fortresses in the Mediterranean one by one attacked and captured, and staggering blows struck in every quarter against their empire. With a navy which will certainly be the most efficient in the Mediterranean in the near future, Austria may reasonably entertain daring ambitions.—Everybody's.

A Massachusetts farmer claims to have produced a hybrid vegetable that is a cross between the orange and cucumber, rich yellow in color and possessing a pleasant taste.

PORT OF SALINA CRUZ.

Salina Cruz, the Pacific terminal of the Tehuantepec National Railway, has a population of about 5000. A small foreign colony, American and English, is, with few exceptions, made up of the operatives of the railway and the port works. It has a fine harbor with protected outer and inner basins, with a minimum depth of thirty feet, and ample docks and warehouses. There is a spacious dry dock capable of docking ships of thirty feet draft and 600 feet in length. Extensive repair shops are being constructed adjacent to the dry dock. The port and dry dock are operated by the Tehuantepec National Railway, with general offices at Rincon Antonio.

Daily through service between Salina Cruz and Mexico City has recently been inaugurated, and passengers for Central and South America now prefer to come to Salina Cruz by rail and embark there.

The American-Hawaiian Steamship Company has a large fleet of splendid freight steamers plying between Salina Cruz and the Hawaiian Islands, and direct to San Diego, San Francisco and Seattle. This company also operates a similar service between Puerto Mexico (Coatzocoalcos), the Gulf terminus of the Tehuantepec National Railway, and Philadelphia and New York, thus providing shipment of freight between New York and the Pacific Coast of the United States.

Salina Cruz and Puerto Mexico, on the Pacific and Gulf termini of the Isthmus of Tehuantepec, are also the shipping ports for the Pan-American Railway, which begins at Gamboa (San Geronimo), on the Tehuantepec National Railway, and extends to the Guatemalan boundary.

There are practically no local industries on the Isthmus of Tehuantepec, except an oil refinery, Salina Cruz and Puerto Mexico being essentially ports for the transshipment of merchandise across the Isthmus of Tehuantepec.

DRYDOCK AT VANCOUVER.

A contract has been given for the immediate construction of a drydock at Vancouver, B. C.

The dock is to have a capacity for handling vessels of 10,000 tons burden. Its dimensions will be 510 feet in length, 70 feet width, and 30 feet draft over the sill. The contract for the material has been awarded to a firm which will build the dock in England and ship it out in parts.

A most accessible site for this dock has been obtained in the harbor, and it will find plenty of business, as the port is frequented by a large number of sail and steam vessels whose hulls need cleaning and painting after long voyages in the Orient and tropics, previous to making return voyages with cargoes. At present the only dockage facilities for vessels of considerable tonnage is at Esquimalt, Vancouver Island, which causes delay and extra expense for this service.

A sarcophagus of the fourth century, containing two intact human bodies and many articles of archaeological interest was recently unearthed at the site of a drydock in course of construction at Tartano, Italy.

Domestic and Naval.

The schooner G. F. French, which was recently wrecked on Mosquito Island, has been sold at auction for $530.

The resignation of ten cadets at the Naval Academy, who proved unsatisfactory in studies at the recent semi-annual examination, were accepted on February 9.

The schooner Daylight, which recently sank near Coney Island with 1000 tons of coal, is a total loss, and is now being stripped of everything that can be saved.

The report that the Red Star line, which has confined its service principally to Philadelphia and New York, has decided to include Boston in its Antwerp service has been confirmed.

The Iamao, with Captain Moore and the forty-five members of the crew of the steamship Kentucky, which foundered off the Carolina coast on February 4, arrived at Key West on the 6th.

The American steamship Solace, reported by wireless telegraphy at Savannah on February 3, passing the three-master schooner Mary J. Russell, of Leesburg, N. J., which was apparently abandoned.

The three-masted schooner Frances, Captain Coombs, from New York to Jacksonville, Fla., was driven ashore on the Hatteras coast on February 1 and was pounded to pieces. It is reported that her crew of fourteen men were lost.

The schooner Henry B. Fiske, which, in capsizing recently, is believed to have thrown her crew of nine men into a watery grave, has again become a derelict, after grounding on Davis Shoal while in tow of the revenue-cutter Gresham.

Contracts were signed in London on February 5 for the construction in the United States of two battleships of the Dreadnought class for the Argentine Republic. The vessels will be of 28,000 tons displacement each with a guaranteed speed of twenty-two and one-half knots. The cost of both will be $22,000,000.

The number of steam vessels lost, condemned, etc., during the three months ending December 31, 1909, as reported in the returns just issued by the Society of Lloyds, is shown to be 47, with a gross tonnage of 86,528; vessels under 100 tons not included. The number of sailing vessels totally lost, condemned, etc., was 49, of a gross tonnage of 27,513; vessels under 100 tons not included.

The old lighthouse tender Geranium, which was formerly in service in the Delaware Bay and at Boston, and more recently at Portland, Me., has been sold at auction for $915. The Geranium was originally named the John A. Dix and was built at Newburgh, N. Y., in 1863, and was purchased by the Government for use as a supply ship during the Civil War, after which she was turned over to the Lighthouse Board.

Anxiety is felt in shipping circles regarding the safety of the schooner Auburn, which sailed from Jacksonville for Philadelphia on December 19, and has not been heard of since. Other missing schooners are the Maggie S. Hart, which sailed from Jacksonville for New York on December 18; the Martha S. Bennett, which sailed from Jacksonville for New York on December 16, and the Anna B. Bishop, which sailed from Mayport for Elizabethport on December 9.

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Seattle, Wash., Letter List.

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Allurhson, Johannes	Lahbinen, Frank
Anderson, A. R.	Laatz, L.
Anderson, Victor	Lorin, Chr.
Anderson, Martin	Mattson, Mauritz
Anderson, Oscar	Miller, Chas. J.
Anderson, Geo.	Mikkelson, Alfred
Andreasen, O. L.	Mikkelson, Kristian
Anderson, Alf -1638	Moore, James
Anderson, Swerre	Nilson, K. E. -972
Aposlalakas, P. G.	Nielsen, C.
Beardsen, E. M.	Noselis, P.
Berendsen, A. M.	Nystedt, Albert
Bunarawitz, F.	Nuberge, H.
Bay, Geo.	Olsen, Erik K.
Brakke, Hans	Olsson, Anders
Buck, F.	Olsen, Chas.
Carlson, C. O. -1324	Olsen, Johan B.
Carlson, G. -622	Olsen, Edw.
Caldwell, W. M. G.	Olsen, Gust T.
Christiansen, And'w	Olsen, Valdemar
Christensen, N.	Olsen, Chris
Christaffersen, Edw.	Olsson, A. P.
Christensen, Viggo.	Olacsen, Andrew
Christensen, Vilhelm	Olsen, C. J.
Clauson, Carl	Olsen, J. -1046
Crosby, J., "Pckg."	Olsen, Harold
Carlder, Thos.	Omar, W.
Dreyer, H.	Osses, W. A.
Egers, John	Ouerland, T.
Ehmke, W.	Peterson, Meyer
Eklund, P. H.	Price, B.
Ellison, Chas.	Pringle, R.
Elliot, W. V.	Rasmussen, Vigo
Ericson, E. M.	Rasmussen, Akton
Espy, Orville	Ridders, Paul
Eskola, H.	Robertson, D. A.
Forslund, Victor	Ryberg, Ove
Fredriksen, B. D.	Salvenen, F.
Fredriksen, Frithjof	Samuelson, Harold
Fraberg, F.	Scanlon, H.
Hæugen, Arthur	Scohlmeister, Otto
Hansen, H. A.	Seeberg, G.
Letter and p'c'kg.	Skarin, R.
Hansen, Hans Chr.	Smith, W. C.
Hansen, Ole	Soderlund, J. F.
Hiltwood, — —	Spierling, G.
Haset, Gust.	Strom, Hans
Hoi, O.	Stone, Chas.
Jensen, S. G.	Stuhr, M.
Jensen, R. -1754	Sunde, P. P.
Jensen, Hans	Sund, J. W.
Jensen, Johan	Svendsen, Hans
Johansen, Aug. L.	Sweeney, S. B.
Johansen, Ludvig	Swenson, L.
Johansen, Olaf K.	Syvertsen, Ole
Johnson, J. P. K.	Schneikloth p'ck'g.
Johnson, C. J. -1566	Thoren, G.
Johnson, John W.	Thompson, And.
Kenealy, E. D.	Thompson, F. G.
Kreutz, Karl	Udley, Harold
Kristoffersen, Emil	Van Loo, Alfred
Kohlmeister, Otto	Vogt, C.
Larsen, S. -1081	

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INFORMATION WANTED

Nicholas R. West, supposed to be sailing on the Pacific Coast, is inquired for by his mother. Any one knowing his present whereabouts please notify the Russian Consulate at San Francisco.

David Stove, age about 28, who is supposed to have shipped on some vessel from Puget Sound in January, 1901, is inquired for. Any one knowing his present whereabouts please notify Coast Seamen's Journal.

The five sailors who left the schooner A. J. West at Honolulu, on March 30, 1908, are requested to communicate with the Secretary of the Sailors' Union of the Pacific. The libel against the A. J. West has been adversely decided by the Federal Court at Honolulu.

Erwin Bausback, born at Weilheim, Germany, is inquired for by the German Consul, San Francisco. Royal Insurance Building, 201 Sansome street

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INFORMATION WANTED.

Edward Monsen, a native of Skudesnes, Norway, about 38 years of age, last seen in New York in 1907, supposed to be on the Pacific Coast, is inquired for by his brother-in-law, K. Moklef, 150 Noe street, San Francisco, Cal.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute. 242 Steuart street, San Francisco

Henry Laurent, who has been sailing between San Francisco and Honolulu, is inquired for by his mother Anyone knowing his present whereabouts will please communicate with the Coast Seamen's Journal.

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INFORMATION WANTED.

Wilhelm Drews, born at Breitenfelde, Germany, who was first mate on the American schooner "Philippine" in 1906 at Aberdeen, is inquired

Donald Corsie, sailor, aged about 55, left the Great Lakes in 1885 for the West Coast and probably Australia, is inquired for by his brother Address Coast Seamen's Journal.

Thomas Ayres Phillips, seaman, last heard of at 44 Minna street, San Francisco, in 1902. Information wanted by British Consul, San Francisco.

The salvage claim originating through the SS. Curacao and SS. Australian has been adjusted. All money due the crew who were aboard the vessel at the time the Australian was assisted will be found in the manager's office, 112 Market street. Parties applying for such money will first apply to the head of their respective department for identification. The names of the men are as follows: F. Mason, A. Mondini, R. Nelson, J. Jonasen, J. Lorenz, C. Swenson, H. Nelson, F. Rebases, C. Chidley.

John Johnson, a native of Norway, born September 15, 1858, at Blegeleidet Bamle; last heard from in 1904 living at 230 Third street, San Francisco. Any one able to give any information kindly communicate with his nephew, M. Olsen, 165 Third street, San Francisco, Cal.

James Thoburn was at the Seamen's Institute about 1902. Letter awaiting him at 242 Steuart street, San Francisco.

John Ferdinand Petterson Fraaken, a native of Finland, is inquired for. Address Coast Seamen's Journal.

Jack McGrath, late master-at-arms on the revenue-cutter McCulloch, is inquired for. Address Coast Seamen's Journal.

World's Workers.

The miners who were on strike at the New Zealand State mine have gained their point, and work has been resumed.

A bootmaker, named Senn, in Zurich, Switzerland, has invented a new boot button, which has been sold in America for £3000.

The Trades Hall Council, Melbourne, Australia, has discussed a proposal for the adoption of a schedule for the accident insurance fund.

A number of boys employed at a Sydney (Australia) biscuit factory went on strike recently for higher wages. The dispute was afterwards settled at an open conference.

The Clarence (Queensland) Canecutters and Laborers' Union proposes to forward the funds of the Union to the New South Wales miners who are on strike.

The second reading of the Factories and Shops Act Amendment bill has been agreed to by the Victoria (Australia) Assembly. The bill enlarges the scope and powers to be placed in the hands of the wages boards.

As a result of the Newcastle coal strike in New South Wales an unusually large number of vessels are either loading or waiting to load coal at Westport and Greymouth, South Island, New Zealand.

The number of applicants under the British Unemployment Workmen's Act during the year ended March last was 193,757, being more than double the number (90,057) registered in the preceding year.

In connection with the coming Federal elections the members of the Sydney (Australia) Painters' Union have voluntarily offered to paint a number of attractive labor signs for display throughout the city and country.

Mine owners at Newcastle, Australia, state that in consequence of the strike many of the mines will be unable to produce coal for three weeks after work is resumed owing to the accumulation of water and the deterioration of machinery.

The directors of the Miller's Karri and Jarrah Company, West Australia, after negotiating with the Timber Workers' Union, have proposed a new schedule on a basis of a minimum pay of 1s. per hour for the lowest paid workers. The agreement is for three years from January 1.

The Federal Council of the Australian Butchers' Employes' Union is urging upon employers the necessity of providing a formalin solution at the various works, so that by immersing their hands in it slaughtermen might minimize the risk of infection, and consequent suffering and loss of employment.

The total membership of all trades unions in Europe is about 6,400,000. Denmark heads the list with 58 per cent of her workers organized; Sweden has 43 per cent; England has 22 per cent; and Italy has only 8 per cent. In Germany there are 2,446,489 trade-unionists—nearly half a million more than the number in England.

Seven hundred and eighty labor exchanges throughout Great Britain were opened on February 1, and by the end of July 150 more will be set going. All are under the direct control of the Board of Trade, and represent the Government's attempt to cope with the evils of unemployment, hitherto left to private or municipal enterprise.

Labor News.

The Executive Council of the American Federation of Labor will visit San Francisco and other cities on the Pacific Coast in April.

The board of arbitrators in the wage controversy between the Illinois Central Railroad and union telegraphers reached an agreement at Chicago on February 7.

The State Capitol Commission of Arkansas has decided that only union labor shall be employed in the construction of the capitol building at Little Rock.

Five hundred clerks employed in the general offices in Boston of the Boston and Maine Railroad received notice of a 10 per cent raise in wages on February 7.

A conference of the railroad managers' committee and representatives of the Switchmen's Union of the Brotherhood of Railroad Trainmen was held at Chicago on February 10, but no decision was reached.

President Lewis of the United Mine Workers says that there will be a general suspension of work in the bituminous fields of the country on April 1, if agreements on the wage scale are not reached by that date.

There will not be a walkout of American engineers and conductors in the employ of the National Railways of Mexico. The employes and the management have privately agreed upon terms of settlement of their differences.

Ninety-five per cent of the men employed in Chicago freight yards are said to have voted in favor of a strike unless railroad managers agree to an increase in wages. The men are members of the Brotherhood of Railway Trainmen.

The National Co-operative Shirtwaist and Neckwear Company, capital $100,000, was incorporated at Trenton, N. J., on January 29. It is said the company is formed to aid the shirtwaist strikers in New York and Philadelphia.

Unable to effect an organization because of the deadlock on the admission of miners' delegates from Illinois, the joint wage conference of the bituminous coal operators and miners of Ohio, Indiana and Pennsylvania adjourned at Toledo, O., on February 4 sine die.

Sixty railroads in the United States have notified the representatives of 32,000 firemen of rejection of their demands for a 20 to 25 per cent increase in wages and other concessions. The roads express a willingness to arbitrate the question of wages, but flatly refuse other demands.

According to figures given out at El Paso, Tex., on February 2 by members of the Order of Railway Conductors, 99½ per cent of the American conductors and 89 per cent of the engineers and dispatchers employed on the Mexican National lines, have voted to resign in a body on February 17.

Building trades workmen in New York City are voting on the question of striking in sympathy with the steamfitters. Leaders of the building trades unions say that it will probably be two weeks before the balloting is completed. Employers declare that a hostile move by any of the organizations will be followed by a lockout. About 150,000 men will be involved.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aas, Oscar
Aaslin, Oscar
Abrahamsen, Aslak
Abrahamson, Johan
Adamsen, W. O.
Aga, Johan K.
Ahlberg, Oscar
Ahrens, Walter
Akesson, C. A.
Andersen, Johan O.
Andresen, -1635
Anderson, Gotfried
Anderson, Vicktor
Anderson, E.
Anderson, Oscar
Anderson, -910
Anderson, John
Anderson, Ernest
Anderson, -1514
Andreasen, Mogens
Annus, John
Arnold, E. B.
Aronsen, Halfdan
Astrom, Torsten
Aunmaun, A.

Back, M.
Barm, Jacob
Bausback, -1511
Bechler, Josef
Behnke, H.
Behrendtz, -1419
Belin, Erik
Berg, Julius
Berntsen, Eilert
Blakstad, Chas.
Bliesath, Max
Blomquist, B. W.
Borresen, Niels
Bostrom, C.
Boye, Axel Hakon
Boylan, C. F.
Brant, Oscar
Brelin, Adolf
Bryde, Carl M.
Buchtman, T.
Burdick, Chas.

Carlsen, Conrad
Carlson, Axel Geo.
Carlson, Richard
Carlson, Martin
Carlsson, Alfred
Carlsson, John W.
Carlsson, Marcus A.
Carlstrom, John
Chauche, Jean A.
Christensen, -905
Christensen, J. P.
Christiansen, N.
Christensen, -1332
Christensen, Henrich
Christoffersen, Alf.
Claus, Carl
Clemmensen, Edv.
Clifton, P. S.

Dahlon, Harry
Dignes, -691
Dixon, John
Dixon, Chas.
Doose, W.
Dreier, Paul

Eckert, Fred
Edman, Oscar
Eklund, Evert
Ekvall, Gus A.
Elfstrom, Axel
Eliasen, E.
Ellefsen, Andreas
Ellingsen, -594
Engdall, Fred
Englund, Hjalmar
Eriksen, Lars H.
Erikson, Gus.
Ericksen, Geo.
Erland, Hans

Fagen, John
Faulkner, John E.
Fjelman, Jonas
Froberg, E.
Fredriksen, B. D.
Freiberg, A.
Freiberg, P.
Frose, Elias
Frose, J. J.

Gad, S. V.
Georgensen, Arthur
Gerner, Hans
Glaas, Valdemar
Gostman, A.
Gram, Eric
Grant, Stephen
Grigoleit, E.
Gronman, H. R.
Guilderson, Eugene
Gundersen, Ole
Gundersen, -785
Gundersen, Kristian
Gustafsen, Gustaf
Gustafsson, G. B.
Guthre, Raymond
Gutierrez, Arthur

Haak, Reinhold
Habedank, Fred
Hagg, Chas.
Halisten, A. H.
Hallstrom, J. E.
Halvorsen, Chas.
Halvorsen, Anton
Halvorsen, Isak
Hansen, -1224
Hansen, -1638
Hansen, Hilmar
Hansen, Max
Hansen, -794
Hansen, -1000
Hansen, Hans E.
Hansen, -1195
Hansen, Julius
Hansen, Karl
Hanson, R. W.
Heimann, Christian
Hellwig, Franz
Heltwood, O. S.
Henriksen, -1375
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Hoeppner, H.
Hogman, Viktor
Holm, Stefan
Holden, Olaf
Holmgren, G. J.
Holmstrom, C. A.
Holt, Karl C.
Houis, C.
Howard, Geo.
Huldal, Andrew
Hunter, Fred.

Ingemand, Chris.
Irwin, Robert
Ishmell, Paul
Iversen, Carl
Iversen, Fred

Jacobsen, Torgel
Jakobsen, Halvor
Jakobson, S. Thure
Jansen, -1854
Jansson, J. Axel
Jensen, -1791
Jensen, -1987
Jensen, Peter A.
Jensen, Edv. K.
Jensen, J. C.
Jenssen, -2064
Jersch, Wm.
Johansen, -2004
Johansen, Hans
Johansen, -1705
Johansson, Oscar
Johansson, -1908
Johanesen, -2071
Johannessen, -1863
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Johnson, -2060
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Johnsson, -1788
Jordfeld, Theo.
Josephson, Wm.
Jouanne, -2019
Juliussen, Carl

Kallas, A.
Kane, G.
Karlsen, -388
Kielman, Joe
Kittilsen, -595
Kjelgren, J. A.
Klemo, Alf.
Kluge, Frank
Koenig, D.
Kolkin, F.
Kolstad, Anton
Koschmieder, F. W.
Kosel, H. A. W.
Koso, Peter
Kragi, M.
Kristiansen, Krist
Kristiansen, L. A.
Krogstad, H. E.
Kvistgard, Carl

Laczkowski
Lahr, Otto
Laine, David A.
Lane, Leland
Lang, Gust.
Lanne, Rudolph
Landal, Chas.
Larsen, Kristen
Larsen, Anton
Larsen, Ludv. J.
Larsen, -1290
Larson, Alack
Lau, Gust.
Laws, Harry
Leech, Wm. A.
Lersten, J. O.
Lewis, H.
Lexburg, Gust.
Liedtke, Bernhard
Lill, Carl
Link, Alexander
Linde, O. B.
Lindkvist, A. I.
Lindstrom, A. W.
Linquist, Gust.
Linert, Arthur M.
Lorentzen, Emil M.
Ludke, Bernhard
Ludvigsen, Arne
Luman, Albert
Lund, Peter
Lund, Karl

Magnussen, Karl G.
Maherin, L. W.
Mahsing, W.
Maland, Helge
Markus, Bernhard
Martin, Howard
Mathisen, -1831
Mathews, John
Mattson, -709
Matson, Alec
McCarthy, T.
McGrath, Jack
McKeown, A. E.
McManon, John
Miller, Jas.
Moller, L.
Monesn, Andrew
Morris, Francis
Muller, Werner
Murray, E.
Murray, Ed.
Muir, F. W. D.
Musch, Carl

Nego, A.
Neilson, Sievert
Nelsen, F.
Nelson, Chas. M.
Nilsen, Andrew
Nilson, Ax.
Nilson, Nick
Norris, N. A.
Ness, E.
Newman, Nels
Newman, J. S.
Nielsen, Daniel
Nyberg, Herman
Nilsen, -972
Nystrom, Axel

Oberg, -790
Odman, -557
Ofeldt, Carl
Olausen, Kristian
Olausen, Elias
Olsen, Andrew
Olsen, Amund
Olsen, -1112
Olsen, -922
Olsen, Martin
Olsen, Otto M.
Olsen, Sam
Olsen, Siegfried
Olson, John Oscar
Olsson, Ernst
Olsson, Johan
Olsson, John W.
Ora, Johan
Osmundsen, -945
Osol, Theo.
Osolin, O.
Ostrom, Peter
Overland, Tom

Pache, Paul
Paulsen, -1146
Pearson, T.
Pedersen, Olaf
Pedersen, Olav
Pedersen, Carl
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Persson, H. W.
Petersen, S.
Petersen, Henning
Petersen, A. R.
Petersen, H. A.
Petersen, -1284
Pettersen, Alek
Petersen, -1284
Petersen, Oskar
Peterson, Gust.
Peterson, N.
Peterson, -1223
Peterson, -1208
Peterson, C. J.
Pettersen, Isak
Pettersen, O. T.
Petterson, -1065
Petterson, -1154
Petterson, -851
Petterson, Anton
Phillips, August
Pietila, -1838
Pietschmann, Geo.
Plottner, Walter
Pohlman, Hans
Polomo, M. G.
Pommer, Alex.
Purnhagen, L.

Rand, Jacob
Rasmussen, Johan
Rasmussen, Robert
Rasmussen, -525
Rasmussen, Vald.
Rathjens, Jacob
Reek, John A.
Reese, Wm. H.
Reimers, Johan
Remmer, L. E.
Roalsen, Fred
Robinet, G.
Rosenberg, Frans
Rosenvald, Isak
Roth, Svend
Rundavist, O.
Rustanius, J.
Ryits, -819

Salvesen, Jakob
Samsig, Carl
Samuelsen, Kristian
Sandberg, N. A.
Sandstrom, O. H.
Sauer, Emil
Sausin, R.
Schevig, A. B.
Schmidt, Fritz
Schmidt, -1670
Scholl, Karl
Schroeder, F. A.
Schultz, Albert
Schulz, Ernest
Schwencke, Karl
Simanofsky, P. von
Simonsen, Sigv.
Scott, Alfred
Seiron, Tom
Seppi, Pete
Sexon, Chas.
Sievers, Herman
Simonsen, Barney
Singleman, E.
Skaanes, Johan
Skold, C. A.
Smith, J. V.
Soderlund, Anton
Sorensen, -1664
Soto, Santos
Sprogue, Theo.
Stein, John
Stein, Hilmar
Stenzel, Max
Stewart, Jas. L.
Stolt, A. J.
Strahle, Carl
Suhr, Carl C.
Sund, J. W.
Sund, Alek
Sutierez, Arthur
Svanson, Fred. M.
Svendsen, Ole
Svendsen, Thorwald
Svendsen, -1050
Svendson, Otto
Svensson, Ture
Svensson, Nic.
Swansson, Emil
Swanson, Emil
Swanson, -2184

Tandberg, Einar
Teigland, Karl
Terente, M.
Thom, G.
Thomsen, O. B.
Thomsen, Karl F.
Thorne, Aug.
Thornton, John B.
Thureson, Arthur
Tiebelt, E. F. P.
Tiller, E.
Tillman, Andrew
Tillman, Chas.
Tjulander, Oscar
Torkelsen, Jonas
Torkilsen, Olaf
Tornquist, Sture
Tornquist, M.
Tralness, P.
Tramm, Hans
Turner, Jack
Turner, Ted

Udd, John
Uetland, John
Ulla, C.

Valentinsen, G.
Verdick, C.
Verto, Herman
Vestman, A.
Vetland, John
Viereck, Ferd
Virtanen, Carl

Wacogne, Victor
Wagner, Paul
Walker, Emil
Werner, Paul
Westburn, T.
Wiberg, Eric A.
Wickman, Peter
Wideberg, Oscar
Wiklund, C.
Wiking, Aug.
Winters, C. J.

Zimmermann, F.
Zimmerlink, F.
Zum, Felde Robt.

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Andersson, Vicktor
Christansen, N.
Christensen, M. H.
Grunberg, Tom
Gunnarsen, John
Halvorsen, Wm.
Heller, O.
Jansen, Edward (3)
Jensen, Hans
Johannessen, -1863
Kylander, Fred
Lane, Leland
Larsen, K. Louis
Leech, Wm. A.
Muller, Werner
Olson, John Oscar
Petersen, C. G.
Randle, David
Rasmussen, Hans P.
Rundavist, O.
Sexon, Chas.
Wahlberg, R.

Portland, Or., Letter List.

Adams, Steve
Anderson, Ole
Christensen, Emil
Carlsson, A. M.
Cooley, Howard
Ellingsen, Edward
Engberg, Oscar
Farm, J. B.
Geiger, Jos.
Grimes, Donald
Gardner, J. B.
Hansson, Chas. S.
Hogen, Lars
Ilwes, J.
Johanson, J.
Johanson, Axel
Jones, Eddie
Johanson, Hjalmar
Karlsson, A. M.
Larson, L.
Lang, Chas.
Lagerman, John Leonard
Lamberg, Albert
McMahon, Jack
Mastak, Mihkel
Newman, Joseph
Nilsen, B. P.
Nelson, Haakon
Norman, S. L.
Olson, John
Olsson, John H.
Olson, Olaf
Peterson, Paul
Peterson, Chas.
Petersen, F. G.
Ryden, Oskar A.
Eweedris, Albert
Silvan, Emil
Sorensen, A. -2118
Sandberg, Alfrid
Wychel, H.

INFORMATION WANTED.

Peter Nielsen, from Aarhus, Denmark, is inquired for by Christ Hansen, 230 W. Thirty-second street, Los Angeles, Cal.

Tacoma, Wash., Letter List.

Andersen, Lars -735
Arnold, Ernest
Ruth. Siegfried
Carson, James
Carron, Edward
Fenstad, Torger
Hetebrugge, Walter
Jacobsen, John
Jensen, Chas. -769
Kamermans, W. -708
Kimeral, Herman
Larsen, John
Lindroos, A. W.
Martin, Louis -1868
Meyers, Chas.
Ness, John
Nordgren, Chas.
Olsen, Sigwald
Pedersen, Hans Kristian
Petersen, Berthel
Petersen, Alfred -723
Poppe, George
Rasmussen, F. -381
Riverdahl, Guss
Robsham, Jens W.
Rorhus, Ole
Rune, George U.
Schwitzer, Harry
Strand, Chas.
Svanson, Ben
Veyvoda, Frank

Pt. Townsend Letter List.

Andersen, Axel C.
Akeson, H.
Bayle, John
Coye, C.
Chapman, F. J.
Condon, L.
Callam, C. Mc
Campbell, N. Mc-Donald
Duval, Benoit
Ehmke, W.
Gram, Erik
Garder, O. C.
Hillig, H. A.
Hillig, A.
Holberg, J.
Holmstrom, C. A.
Hubner, H.
Ingebretsen, O.
Johansen, J.
Knudsen, P.
Lindberg, Richard
Mullich, August
Mikkelsen, A. B.
Nagel, A. P. A.
Osmundsen, K.
Oberhauser, J.
Picard, Frank
Pemberton, D.
Petersen, Paul
Rosenfeld, J.
Shelenz, K.
Tramm, H.
Walzer, E.
Young, E.

ALASKA FISHERMEN'S LETTER LIST.

San Francisco, Cal.

Letters at the Alaska Fishermen's office will be advertised for six months only and will be returned to the Post Office at the expiration of seven months from date of delivery.

Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

Arntson, Albert
Albertsen, Paul H.
Balzani, Pietro
Bakke, Ed.
Benson, John
Christiansen, Alfred
Di Mauro, Guiseppi
Evald, Fritz
Green, John
Heckkenien, Peter
Hagen, G. L.
Johnson, Harry
Johnson, Nels
Johnson, George P.
Lagerwall, Gust.
McCarron, E. S.
Monroe, Wm.
Olsen, Oscar
Peterson, Gust.
Romero, R.
Rouzil, H. S.
Swanson, Chas.
Sorensen, Thomas
Sivertsen, A.
Thompson, A.
Tonnessen, Jorgen

Eureka, Cal., Letter List.

Anderson, H. A.
Anderson, John
Anderson, S.
Anderson, Olof
Armmi, Walter
Beary, Charles
Blunt, H.
Bostrom, C.
Brander, Frank
Christensen, Ole M.
Clemensen, Carl M.
Conaughton, H.
Gowjette, Joseph
Gottberg, Hendrick
Gustafson, Edvard
Gunther, Theo.
Horllins, Frank
Isaacson, Gustave
Johnsen, J.-25
Karlson, Anders E.
Lombar. Erminio
Lorensen, Orgt C.
Melander, G. L.
Michalsen, Johanes
Michell, Agojtino
Mittemeijer. J. F.
Niccolai, Sant
Nilsen, Ruder
Nilsson, O.
Nyland. Sven.
Olson, Bror
Oman, Victor
Pedersen, P. G.
Penny, Matthew
Salminen, K. W.
Shulls, Christ
Sjellman. Jonas
Sorosen, A.
Selander. C.
Svensen, Olof
Teigland, T.
Thoresen, Petter
Walbrath, Carl
Yani. C.

Aberdeen, Wash., Letter List.

Aken, Emil
Andreasen, O. L.
Andersen, John-1552
Andersen, Sam
Barrier, N.-1655
Bensen, John
Bertelsen, Peder
Boss, L. A.
Bregler, Fred
Brandt, Nils
Buth, Sigfried
Cappary, A.-1064
Carlson, Carl
Doll, Herman
Eliasen, H. O.-599
Facett, S.
Fisko, O.
Flenkenberg, A.
Gardiner, J.
Graves, A.
Gunther, Theo.
Gullaksen, Hans
Haesche, Harry
Hallberg, Oscar
Hagberg, Gust.
Hansen, Ole
Hansen, Oscar-1270
Handt, W.
Heldtrian, J. K.-186
Hope, Ole
Hahn, Carl
Illig, Gust.
Jacobsen, P. J.-1786
Jarf, Kristian
Jarosch, A.
Jensen, I. M.
Johnson, C.-1845
Johnson, Ray W.
Jorgensen, Chas.
Johnson, Ed.-1980
Jordt, Peter
Johnson, Hilmar
Kielman, Joe
Klingenberg, John
Krohn, Johannes
Kustel, V. J.
Lang, Chas.
Larson, M. A.
Larsens, Albin
Ledere, Albert
Lill, Carl
Lorentsen, Ernest
Loun, Albert
Lundgren, C.-1295
Lukkenen, Peter
Lundruice, Herman
Lundquist, John
Mandrick, M.
Mattson, Karl
Martinsen, A. N.
Maihahns, Hans
Mehuit, Joe
Mikkelsen, A. M.
Morris, O. P.
Myers, O. A.
Nielsen, J.-1049
Olsen, Adolf
Olsen, Valter
Olsen, Carl-545
Olsen, S.
Olsen, C. D.-1064
Olsen, O.-1059
Olsen, Wm.
Orten, Sigurd
Osterlund, Albert
Paike, Paul
Pedersen, P. M.
Petterson, Eddy
Peterson, Oscar
Pedersen, O. C.
Poppe, Geo.
Quinn, W.
Rasmussen, N. C.
Reuter, Ernest
Rogenes, A.
Rydem, Oscar
Saland, Hans
Saarnien, H.
Schluter, Paul
Schoblis, Chas.
Sjoholm, J. W.
Jjogren, John
Smith, J. J.
Smah, James
Soderstrom, J. A.
Soderstrom, Alf.
Strom, C.-1648
Stenersen, Chas.
Stevens, S. R.
Svenssen, Carlis
Swansen, M.-2184
Svedstreys, E.
Swansen, O.-2095
Syvertsen, Harold
Thompson, Chas.
Thorsen, Jens
Thulin, C. J.
Tillman, Charley
Fower, Barney
Forjusen, G.-41
Wahlstedt, A. R.
Wedeqvist, A.
Wishaar, E. B.
Zeisler, A.

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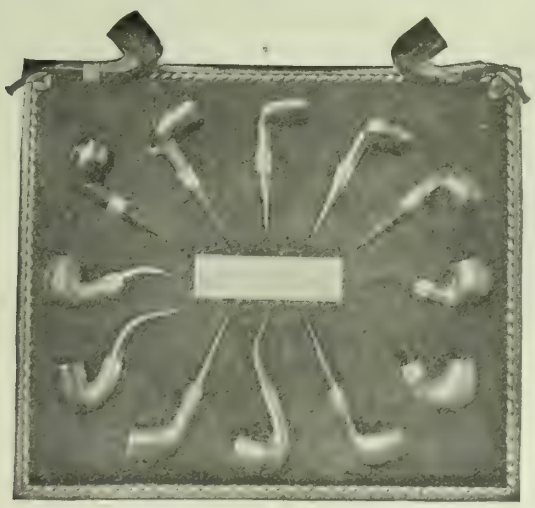
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James Sample, last heard of on ship Santa Rita in April, 1909, is inquired for by Seamen's Institute, 242 Steuart street.

Robert Fordyce Bowers, age 33 years, height over 5 feet, stout build; correspondence awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

John Ernest Meyna (Meiner), supposed to be sailing on the Pacific Coast, last heard of 9 years ago, is inquired for by relatives. Address, Coast Seamen's Journal.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England.

The following members have salvage due from the Globe Navigation Co., account of S. S. Eureka, when they picked up a Russian vessel in 1907: H. Anderson, H. Ellman, M. Gunderson, Carl Swanson, N. Nilsen and Manuel Par. Apply to P. B. Gill, Agent, Sailors' Union of the Pacific, Seattle, Wash.

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Oswald Schnaubelt, a native of Schneidemuehl, Germany, born 1883, last heard of 1903, is inquired for by his mother. Address Mrs. M. Schnaubelt, Neu Beelitz, near Bromberg, Germany.

News from Abroad.

Queensland's death rate of 9.56 in 1000 population is said to be the lowest of any country in the world.

Pawnshops in Chile are under special regulations of the general Government, enforced by local authorities.

The Parisian police figures show that 14,100 out of 84,000 buildings in the city were invaded by the flood.

On January 1, 1909, Germany had 851,319 telephone stations; Great Britain had 556,854; France, 191,159; Sweden, 156,000.

King Gustav's progress toward recovery from the operation for appendicitis continues. His strength is well maintained.

A liquor monopoly for the exclusive manufacture in Sweden of spirits was organized on February 9 with a capital approximating $4,000,000.

A dispatch from Constantinople says that the Powers will propose that Turkey sell Crete to Greece as the best solution of the difficulty.

There are three women among the nominees for the next Norwegian Parliament. One was chosen by the Liberals and two by the Socialists.

Heavy floods recently occurred in Australia. At Tamworth ten feet of water flooded the town. Several houses were swept away and four men were drowned. Thousands of sheep and large numbers of horses and cattle were drowned.

The French Antarctic expedition steamer Pourquoi Pas, with Dr. Jean M. Charcot, head of the expedition, on board, arrived at Punta Arenas, Chile, on February 11. The Frenchmen did not reach the South Pole. All the members of the crew are well, but in the voyage there were some cases of scurvy.

A steamer which had been dispatched from Port Louis, Mauritius, for a wide search for the British India Steamship Company's steamer Loodiana returned on February 11 having found no trace of the missing vessel. The Loodiana sailed from Port Louis on January 10 for Colombo, with ten European and seventy native passengers.

The French Cabinet has approved the project of a new law fixing the permanent strength of the French Navy as follows: Battle fleet, twenty-eight battleships, ten scout ships, fifty-two sea-going torpedo boats; for coast defense, ninety-four submarines, two mine-layers, and for distant foreign service, ten ships. The foregoing does not take account of the various classes of special service boats, transports and so forth.

The French Government is considering taking measures to encourage men to remain in the navy beyond the period during which they are compelled to serve. It is insisted that the existing short service system should be abolished and proportionately better pay and mark allowances given to men who guarantee to continue at sea for periods up to ten or twelve years.

The press bill, designed to suppress the dissemination of anarchistic literature, was passed by the British Indian Imperial Council on February 8. The measure requires the proprietors of newspapers and job presses to deposit with the Government a sum of money which will be forfeited should the depositor be convicted of an attempt to incite to murder or sedition or to influence the public against law and order.

With the Wits.

That's the Reason.—The Teacher—All your arithmetic problems are wrong. If this happens again, I'll tell your father.

The Pupil—But pa did 'em for me. —Comic Cuts.

Wouldn't Do.—"New-mown hay is a delightful perfume. We sell lots of it."

"Have you something with a gasoline odor? I want people to think I own a motor car, not a horse."—Life.

The Association of Ideas.—Daughter (reading)—In winter many of the animals get thicker fur coats.

Father—Hush! Not so loud. Mamma is in the next room.—Meggendorfer Blaetter.

Sarcastic.—"You will admit that a court is a necessity," said the Judge.

"Yes," answered the audacious attorney. "But I don't like to be so frequently reminded of the adage, 'Necessity knows no law.'"—Washington Star.

Spellbound—"Why don't you go on writing my speech?" said the orator.

"I'm spellbound," replied the typist.

"Has my eloquence such an effect?"

"Yes, sir; I never worked for a man who used so many words I can't spell."—Washington Star.

Waiting for the Professor.—"Who is the titled foreigner your daughter is to marry?"

"You'll have to excuse me," said Mr. Cumrox, with embarrassment. "The instructor I hired to teach me to pronounce his name hasn't yet arrived."—Washington Star.

The Meanest Janitor.—A Southside man claims that the janitor of the flat building in which he lives is the meanest janitor on earth.

"He never gives us enough steam during the day," said the complainant, "and at night the conditions are simply awful. Why, I frequently wake up and hear my wife's teeth chattering on the bureau."—Chicago Record-Herald.

Joint Accounts

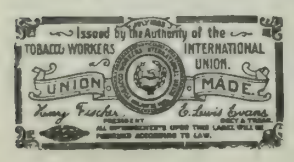
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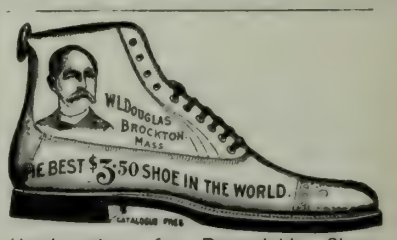
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FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXIII, No. 23. SAN FRANCISCO, WEDNESDAY, FEBRUARY 23, 1910. Whole No. 2057.

STRIKES IN PUBLIC SERVICE.

WHEN a force of organized laborers, in making a demand on their employer, stiffen it with a convincing notice of an intention to withdraw from his services in case he rejects their proposed terms, and further to withhold from him labor similar to theirs to the extent that the labor market permits them—that is a strike.

Under this definition the question arises: Can there be a real strike against a government? Or, to put the question in other words: Can government employes resort to a test of the labor market?

About two years ago I witnessed something that was called a strike by Austrian State railway employes. While traveling toward Vienna by an express train, I was informed that some of our crew—at work—were on strike. The men concerned, only certain classes of the hands, talked in excited tones over their proceeding as often as their intermittent duties gave them leisure, or they read to one another the latest news on the subject, one or two daily newspapers sympathizing with them in three-column headlines. The whole nation was excited over their action. How far the "strike" might extend no one could say. How many men were at the moment involved no one knew. A fellow-passenger described to me the methods of the "strikers." They were all at work. Who stopped might be jailed, as they were government employes. Their strike plan consisted in using up time by strictly obeying all the conflicting orders on the railway department's card of rules and regulations. Thus the service was to commit suicide. But no one striker knew just how far his comrades were carrying out the plan. To one another they were pretending to be on strike; to their superiors, to be hard at work. On the appearance of an official at any of the stations all became spectacularly busy. The poor fellows had refused to understand that their playing at strike had failed when their committeemen had been turned away from the general offices of the minister of the railways with the information that soldiers would be sent to take the places of absentees from duty. The feeble tactics of their imitation union failed after a trial of a few days. I do not know whether Austrian official economists have in their statistical tables a strike-while-at-work strike column, to illumine the annals of vain civil servants' revolts against the power of an efficient State.

The French postal employes in their demonstration of last year contemplated, not so much to seek proof that they commanded a corner in their labor market, as to play upon the public nerve. Theirs was a political move—a challenge to the ministry. The premier picked up the gauntlet, orated his way in Parliament to a vote of confidence, promptly issued unmistakable orders to a sufficient number of soldiers either to go to work in the strikers' places themselves or to compel strikers to work, and speedily restored the service to its usual discipline. The act of the labor demonstrants, however, had some success as a bid for public sympathy. Room here for another column in the economists' tables—"petition by boisterously taking a holiday in a mass."

When, six years ago, the members of the Engine-drivers and Firemen's Association on the Victorian government railways quit work, the premier refused to grant their demands because, as he said, in much the same words as more recently used by the French premier, such an act, in the circumstances, would in that respect practically transfer the government of the colony from the constitutionally appointed representatives of the people to the banded employes. He declared that the strikers, the paid servants of the State, were really rebels against their masters, the people. In presence of his authority, pugnaciously displayed, the men unconditionally surrendered and returned to work.

In our own country, President Roosevelt gave an illustration in the Miller case, arising in the national printing office, of the plain fact that a republic has the power and authority to prevent its civil servants from enacting the part of free agents against seeking to control the labor market as against the government. Any disposition toward even a protest in the printing office came to an end when every employe was compelled to take the oath of allegiance. A year later, during its long eight-hour contest the Typographical Union saw sharply defined the difference down to the roots between government service and private employment when eighty-one of its members in the Government Printing Office refused point-blank to pay their union assessments. Though expelled from the union these men remained at work in the office and the majority of them are there yet as non-unionists. The members of the union in the office, it is said, were at one moment on the point of a walk-out. That act would not have been a strike. The President would have permitted no test of a free labor market which is the essence of a strike, before filling their places. He could have ordered all civil servants who had taken the oath of allegiance and had any knowledge of the printing trade to go to work in the office, or to hold themselves ready to do so. Or he could have treated the printers who walked out as rebels. Government employ is compulsory open shop. Department orders and not union rules are to be obeyed.

Some examples of inhibition placed by the Government authority upon possible attempts by labor to make a test of market conditions through a cessation of work came under my observation when on a committee of inquiry three years ago into municipal ownership. The inhibition was exerted in some cases directly by Government officials and in others directly by the managers of companies operating under franchises. The most striking and significant of these examples related to the employes in the gas and water works of the United Kingdom operated by either municipalities or companies. The British Conspiracy and Protection of Property Act of 1875 provides that if a person employed upon a gas or water undertaking breaks a contract of service with his employer he shall be liable to a penalty of £20 or imprisonment for three months. A consequence is that the great body of the regular employes at several of the largest gas and water plants in the kingdom are kept under contract for one year, the engagements, however, expiring at various dates covering the twelve months. The men are thus precluded from quitting work in a body. Usually the chief engineer permits any man to leave singly on application, but the force as a whole is held. Another phase of indisputable authority was shown when the manager of the Glasgow municipal gas works on one occasion had a number of employes put under sentence for violating the general statute which forbids men in the industries mentioned from quitting work without giving notice for a period equivalent to the time between paydays. Some gas companies post a rule, which is legal, requiring fourteen days' notice when there is no yearly contract. The gas workers' union makes little or no headway where contract or notice is thus in force, strikes being impossible. The legal principle involved in this British gas and water works act is the same as that of the compulsory investigation measure now in operation in Canada, which applies only to those industries in which the government has imparted monopolistic powers of operation to corporations.

Here looms up the significance of "public" and "semi-public" undertakings. With it comes the query: Where Government operates industries, either of itself or through agents holding franchises, to what extent may it constitutionally enforce exactions in the conditions of service upon wage-workers? There is a general commercial qualification to its action, of course, inasmuch as it must continue inducing men to enlist.

Our own general Government forbids strikes by its soldiers, sailors, postmen, civil servants in general; it employs its soldiers to enforce transit of the mails on the highways; it permits its judges to enjoin railway workmen from striking in certain circumstances. Our local governments forbid strikes by policemen, firemen, and school teachers.

Federal and State governments may also enforce an eight-hour law and a prevailing rate of wages law on contractors and their employes. Under British precedent, established in the gas and water works, may they further cross the line and find in the restrictions put upon franchise-holding employers reasons for systematically prescribing the circumstances in which employes in semi-public services may or may not cease work? Where in public or semi-public employment does the right to strike cease? Our country stands at this stage of inquiry into the problem to-day.

In Detroit another phase of labor's disabilities as to striking under local government ownership was found in the municipal electric works, which supplied the street lighting. The linemen and other employes had just applied for an increase in salary. Having been defeated on the occasion of a walkout some years before, they were working under a scale not so good in wages and hours as that paid by the local electric company, which supplied the house lighting. In order to prepare a reply to their petition, the Municipal Lighting Commission directed its secretary to write to a score of cities to ascertain the standard of wages prevailing in the electrical industry. As a test of the labor market, this was aside from the question. To refer to an alleged common level of wages in various places is but to establish a vicious circle, out of which wage-workers forbidden to strike may not force their way.

We have been considering the arbitrary power exerted in public administration when, in cases in which in free employment there would be strikes, the officials as employers are so aroused that their government authority is finally invoked. But short of the clearly defined strike, there are in government employment numerous forms of

(Continued on Page 7.)

APPLICATIONS FOR CITIZENSHIP.

H. I. Mulcrevy, County Clerk and ex-officio Clerk of the Superior Court, in and for the City and County of San Francisco, State of California, has prepared the following brief statement for the instruction of foreign born residents who desire to become citizens of the United States of America:

The applicant shall declare on oath before the County Clerk or his authorized deputy, in the district in which such alien resides after he has reached the age of eighteen years, that it is bona fide his intention to become a citizen of the United States, and to renounce forever all allegiance and fidelity to any foreign prince, potentate, state or sovereignty, and, particularly, by name, to the prince, potentate, state, or sovereignty of which the alien may be at the time a citizen or subject. And such declaration shall set forth the name, age, occupation, personal description, place of birth, last foreign residence and allegiance, the date of arrival, the name of the vessel, if any, in which he came to the United States, and the present place of residence in the United States of said alien.

Provided, however, that no alien who, in conformity with the law in force at the date of his declaration, has declared his intention to become a citizen of the United States shall be required to renew such declaration.

Not less than two years nor more than seven years after he has made such declaration of intention he shall make and file, in duplicate, a petition in writing, signed by the applicant in his own handwriting and duly verified, in which petition such applicant shall state his full name, his place of residence (by street and number, if possible), his occupation, and, if possible, the date and place of his birth; the place from which he emigrated, and the date and place of his arrival in the United States, and, if he entered through a port, the name of the vessel on which he arrived; the time when and the place and name of the court where he declared his intention to become a citizen of the United States; if he is married he shall state the name of his wife, and, if possible, the country of her nativity and her place of residence at the time of filing his petition; and if he has children, the name, date and place of birth and place of residence of each child living at the time of the filing of his petition. Provided, that if he has filed his declaration before the passage of this act he shall not be required to sign the petition in his own handwriting.

The petition shall set forth that he is not a disbeliever in or opposed to organized government, or a member of or affiliated with any organization or body of persons teaching disbelief in or opposed to organized government, a polygamist or believer in the practice of polygamy, and that it is his intention to become a citizen of the United States and to renounce absolutely and forever all allegiance and fidelity to any foreign prince, potentate, state or sovereignty, and particularly by name to the prince, potentate, state or sovereignty of which he at the time of filing of his petition may be a citizen or subject, and that it is his intention to reside permanently within the United States, and whether or not he has been denied admission as a citizen of the United States, and, if denied, the ground or grounds of such denial, the court or courts in which such decision was rendered, and that the cause for such denial has since been cured or removed, and every fact material to his naturalization and required to be proved upon the final hearing of his application.

The petition shall also be verified by the affidavits of at least two credible witnesses, who are citizens of the United States and who shall state in their affidavits that they have personally known the applicant to be a resident of the United States for a period of at least five years continuously, and of the State, Territory or district in which the application is made for a period of at least one year immediately preceding the date of the filing of his petition, and that they each have personal knowledge that the petitioner is a person of good moral character, and that he is in every way qualified, in their opinion, to be admitted as a citizen of the United States.

That in case the petitioner has not resided in the State, Territory or district for a period of five years continuously and immediately preceding the filing of his petition he may establish by two witnesses, both in his petition and at the hearing, the time of his residence within the State, provided that it has been for more than one year, and the remaining portion of his five years' residence within the United States, required by law to be established may be proved by the depositions of two or more witnesses who are citizens of the United States, upon notice to the Bureau of Immigration and Naturalization and the United States attorney for the district in which said witnesses may reside.

Soldiers Exempt From Formalities.

Sec. 2166. Any alien, of the age of twenty-one years and upward, who has enlisted, or may enlist, in the armies of the United States, either the regular or the volunteer forces, and has been, or may be hereafter, honorably discharged, shall be admitted to become a citizen of the United States, upon his petition, without any previous declaration of his intention to become such; and he shall not be required to prove more than one year's residence within the United States previous to his application to become such citizen; and the court admitting such alien shall, in addition to such proof of residence and good moral character, as now provided by law, be satisfied by competent proof of such person's having been honorably discharged from the service of the United States.

Seamen of Merchant Vessels.

Sec. 2174. Every seaman, being a foreigner, who declares his intention of becoming a citizen of the United States in any competent court, and shall have served three years on board of a merchant vessel of the United States subsequent to the date of such declaration, may, on his application to any competent court, and the production of his certificates of discharge and good conduct during that time, together with the certificate of his declaration of intention to become a citizen, be admitted a citizen of the United States; and every seaman, being a foreigner, shall, after his declaration of intention to become a citizen of the United States, and after he shall have served such three years, be deemed a citizen of the United States for the purpose of manning and serving on board any merchant vessel of the United States, anything to the contrary in any act of Congress notwithstanding; but such seaman shall, for all purposes of protection as an American citizen, be deemed such, after the filing of his declaration of intention to become such citizen.

Any alien of the age of twenty-one years and upward who has enlisted or may enlist in the United States Navy or Marine Corps, and has served or may hereafter serve five consecutive years in the United States Navy or one enlistment in the United States Marine Corps and has been or may hereafter be honorably discharged, shall be admitted to become a citizen of the United States upon his petition, without any previous declaration of his intention to become such; and the court admitting such alien shall, in addition to proof of good moral character, be satisfied by competent proof of such person's service in and honorable discharge from the United States Navy or Marine Corps.

Applicants can procure printed forms by applying at the office of the County Clerk, Hibernia building, numbers 9 and 11 Jones street, San Francisco.

The clerk of every court exercising jurisdiction in naturalization cases shall collect and account to the United States Government for the following fees in each proceeding:

For receiving and filing declaration of intention and issuing a duplicate thereof, one dollar.

For making, filing and docketing the petition of an alien for admission as a citizen of the United States and for the final hearing thereon, and for entering the final order and the issuance of the certificate of citizenship thereunder, four dollars.

BRITAIN'S OLD AGE PENSIONS.

The old-age pension law of Great Britain applies to men and women alike who are 70 years of age or over, who, if they fall within the provisions of the law, are entitled to receive $1.21 per week from the general Government. The following statement shows the expenditures necessitated by this law, exclusive of the cost of administration, during the first eight months of 1909:

England	Pensions Paid.	No. of Pensioners.	Population.
Wales ...	$15,913,455	410,000	35,736,000
Ireland	7,499,276	184,000	4,374,000
Scotland ...	2,885,834	73,000	4,877,000
Totals ...	$26,298,565	667,000	44,987,000

It is estimated that an outlay of $38,932,000 will be required for the entire year, being one-fourth more than the original calculation. It was estimated when the bill was passed that there were 173,000 persons in Ireland 70 years of age or over, and that a considerable number in this aggregate would be ineligible to receive old-age pensions, either because they were paupers or had incomes in excess of the desginated minimum, while the number indicated above who were entitled to relief is 11,000 in excess of the estimate of the entire number of persons over 70 years of age.

The entire expense of the old-age pensions in the United Kingdom is borne by the State, no contribution being required from employers or from wage-earners, as is the practice in Germany and other countries.

Recently discovered deposits of asbestos in India are bright pink in color.

LONDON AND NEW YORK SCHOOLS.

The prompt appearance of the London report for 1909 makes possible a comparison between the school systems of two great cities, in which that of New York appears as much the larger educating machine. It is also much the largest in the world.

London spent upon its schools in 1909 $25,221,930, including payment for new buildings. Her new elementary schools cost $97 per sitting. New York's school budget for 1909 was $27,470,736.80, which did not include sites or buildings. Last year's expenditures on this score would have been some $10,000,000 more but for litigation over the debt limit. In nine years since consolidation $83,000,000 in school bonds were issued. What new schools would cost per sitting now we hardly know; perhaps three times as much as in London. If building is energetically resumed this year the total expense will be close to or quite $40,000,000.

London has 583,255 sittings; New York 689,959—not all occupied in either case. London has 5038 men teachers and 12,431 women, to 2740 men and 15,651 women in New York. As these latter figures apparently include some duplication in evening schools, London's teaching force is proportionally much stronger, especially in men. The smaller number of pupils in London means partly that more of the children of the moderately well-to-do there attend private schools; partly that the children of the London poor leave school for work at an earlier average age.

Though the New York school system is a bigger one, it is far behind London in some respects. That city has four open-air schools; New York a single classroom, just established. London has just let contracts for six more schools for mentally and physically defective children, who are apparently already well looked after, as they should be in every city.—New York World.

RAILWAY ACCIDENTS.

The railways in the United States which do not kill passengers are longer than all the railways of Europe. This is a literal statement of fact. In the three years 1906-7-8 316 companies, operating 124,050 miles of road, did not kill a single passenger. The passenger mileage of these roads surpassed by 1,000,000,000 the mileage of the roads in England which boasted of a like clean record. In fact, the length of these railways in the United States exceeded that of all the railways in England, France, Germany, Austria, Hungary and Italy combined. The freight trains over railways are a contributory cause of accidents, and the freight ton mileage of the American railways with a score clean of all fatality for three years together exceeds that of the countries of Europe named above, with Japan, Argentina and Australia thrown in.

The figures for 1909 are incomplete, but the Bureau of Railway News of Chicago has received returns enabling it to state that 340 roads, operating over 153,000 miles of railway, have kept their score clean. Ten other companies, operating 22,000 miles, were so unfortunate as to kill each a single passenger. The clean score of 23,000 miles of British railway seems not very extraordinary when compared with the deaths of only ten passengers upon a mileage exceeding all Europe combined.

It is a pity that this fine record, extending through several years, began to be blemished in the closing months of 1909. All the artificial aids to safety were certainly better than in the period for which the score was clean.—New York Times.

NORWAY'S LONG NIGHTS.

We came to know typical Norwegian households with their wholesome, serene atmosphere. Long evenings were spent among musicians, lovers of Grieg who interpreted his strange music for us as only Norwegians can. We learned much of the intimate and personal side of Ibsen and Bjornson from their own friends, and were made familiar with the artists who are making a name for the young northern school of painting.

From the children in these homes we had glowing descriptions of the famed winter sports—skee-jumping, and coasting down the mountain side and through the forests about Christiania, under electric lights, when, at the hour for eating, the snow about the quaint log hotel of Holmenkollen is planted so close with skees stuck upright in the snow as to look like some new kind of colossal porcupine.

Among the well-to-do in Norway the frequency of meals and lighter refreshments is something startling, at least to the average American; breakfast at 9; dinner at 3; coffee at 3:30; regular tea, with many dishes, in English style at 4:30; supper at 7, and at 11 nature is finally fortified with further nutriment for the long, radiant night. These long, radiant nights, by the way, are a constant peril to Christiania. They encourage many forms of dissipation and immorality, much as the corresponding darkness of the long winter brings in its train a certain sordid depression, both mental and physical.—Caroline Thurber in the Century.

STRANGE CUSTOM OF ALASKA.

Perhaps the most interesting archaeological discovery made on the north coast of Alaska has a relation to the present methods of personal decoration now used by the natives of Alaska, the most significant feature of which is the wearing of lip-buttons, or labrets, by the men. The present custom is that when a boy is 14 or 16 years of age holes are pierced in his lower lip, one below each corner of the mouth. A small wooden plug is at first inserted to keep the hole from growing together, and month by month a bigger and bigger plug is used, till finally the openings are half an inch in diameter. At this point the young man begins to wear stones or ivory plugs. These ornaments are put in from the inside ordinarily as one might insert a button into a shirt front. Usually the two buttons worn are each of a different sort, while sometimes only one of the holes is filled, and in summer men are occasionally met with who wear no buttons at all. When a visitor is seen approaching, however, the ornaments are always inserted, for one does not feel dressed without them. In preparing for sleep they are usually removed.—V. Stefansson, in Harper's Magazine.

For fair products of all kinds consult the JOURNAL'S ad columns.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Unions, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 85 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques v puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

Home News.

A slight earthquake shock was felt at Portland, Or., on February 7. It was observed chiefly in high office buildings. It did no damage.

Mayor John F. Fitzgerald paid out $10,500 to be elected Boston's chief executive under the new charter, according to his return of expenses just made.

The Senate on February 7 passed the bill providing for the extradition of criminals from one State to another on "information," as well as indictment proceedings.

A plan to let the women of New York State settle among themselves by a referendum vote the question of suffrage will be offered to the Legislature in Albany by the suffragette lobbyists next month.

That the International Harvester Company has no standing in the courts of Michigan unless it can prove that it is not a trust, was the decision of Judge Clement Smith of the Eaton County Circuit Court on February 7.

After having been "dry" for eight months, Charleston, West Virginia's State capital, is to be "wet" again. The Council on February 11 passed an ordinance providing for licenses to thirty retail liquorhouses and ten saloons.

During the last eight years Canadian immigration has been 1,336,650. Of this number 540,621 came from the United Kingdom, 425,412 from the United States and 400,617 from other countries. The total population of Canada is now estimated to be about 7,000,000.

Mrs. Pauline Brooks, the oldest resident in New York City, who has lived in three centuries, died at her home in New York on February 10. She was 113 years old. Mrs. Brooks never wore glasses and had never been so seriously ill as to require the services of a physician.

Ex-Queen Liliuokalani of Hawaii is returning to Honolulu from Washington, where she made her last and futile plea to have Congress compensate her for the Crown lands which were taken from her by the United States Government at the time of the Island revolution in 1893.

The Grand Jury at Pittsburg on February 7 returned conspiracy indictments against County Delinquent Tax Collector Max Leslie, E. H. Jennings, president of the Columbia National Bank; Charles Stewart, former Councilman, and F. F. Nicoll, retired capitalist. The indictments grew out of the selection by the Council of city depositories in 1908.

Before an audience of more than four thousand persons in the Metropolitan Opera-house, New York, on February 8, Commander Robert E. Peary, discoverer of the North Pole, was presented with a $10,000 check on behalf of the citizens of New York. Peary announced that he would turn the money into the fund for an expedition to the South Pole.

Under the authority granted by the Tariff Act of August 5, 1909, President Taft issued proclamations stating that the following-named countries do not unduly discriminate against goods imported from the United States, and, therefore, are entitled to the minimum or schedule rates of the new tariff: Argentina, Brazil, Uruguay, Paraguay, Mexico, Panama and Liberia.

SAN PEDRO, CAL.

Cannon's Clothing Store

SAN PEDRO, CAL.

BELL BRAND COLLARS AND CUFFS—UNION MADE.

We make a specialty of handling only the Best Union-Made Goods manufactured for Seamen.

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COMPLETE SEAMEN'S OUTFITTERS

Union Goods for Union Men

SAN PEDRO WHOLESALE CO.

WHOLESALE DEALER IN THE CHOICEST OF OLD WINES AND LIQUORS.

Bottlers of San Francisco and Los Angeles Beers.

All goods sold at lowest San Francisco prices. We buy direct from Kentucky Distilleries and our California Wineries. Seafaring men invited to inspect our stock.

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THE SAN FRANCISCO STORE
Now Located at San Pedro,
427 FRONT STREET.

I carry a full line of San Francisco goods for the seafaring people, having been established since 1886, and continually serving the seafaring. I am in position to know the class of goods you want. The San Francisco Hickory Shirt at 50 cents.

UNION LABEL OF THE

United Hatters of N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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Fourth Street,
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INFORMATION WANTED.

Louis Carlson, native of Finland, last heard of in Aberdeen, Wash., in 1908, is inquired for by his sister-in-law, Rika Nyman, 930 Harrison street, San Francisco.

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INFORMATION WANTED.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

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San Pedro Letter List.

Andersson, A. -1447
Anderson, S. Hugo
Anderson, Sven
Anderson, T. -557
Anderson, Gust
Alander, O. J.
Anderson, O. -1286
Andersen, Harry (package)
Andersen, P. T. (package)
Anderssen, Frank
Axelssen, C. B.
Broden, Julius
Bertilsen, Peder
Bergn, Borge
Blumquist, C.
Bostrom, W.
Bordjelm, Alex.
Bokander, J. E.
Bakke, Ed.
Brose, R.
Bjorseth, Knut
Bitila, -1338
Backman, Ernest
Berntsen, Julius
Campbell, Geo.
Carlson, Markus
Christenson, H.
Celley, Edward
Carlssen, C.
Christiansen, E.
Christiansen, Chr.
Castro, Manuel
Christiansen, Hjal.
Cnristensen, Harold
Colombay, Louis
Carlsson, N.
Cainan, George
Dudler, Hans
Dories, J. H.
Donalusen, G. C.
Enoksen, Andrew
Ericksen, Eduin
Edlund, Agaton
Emanuelsen, Anton
Edlund, Agaton
Englebright, H.
Ek, Thure
Ellingsen, F.
Edland, Gus
Fryland, C. J.
Fisher, J. -566 (photo)
Fleming, John J.
Fredricksen, H. G.
Gunther, Christian
Gunther, Hans
Graf, Otto
Gray, Gustav
Glausen, Harry
Gorgesen, Emil
Garner, Louie
Hagberg, G.
Hesse, Eric
Hentchell, Otto
Hoglund, F. V.
Hermansen, K.
Hansen, Charlie
Herner, Olof
Holstein, R.
Hilke, Carl
Hassall, G.
Horlin, Ernest
Hansen, L. -794
Hansen, Hans
Haarklau, I.
Husby, Lars
Hansberg, J. P.
Hellesto, Emil
Hansen, Rasmus
Harris, Tom
Hansen, Theodor
Heggenmuller, H.
Harmening, Fr.
Hage, Arne
Ingbrethsen, Daniel
Jacobsen, E. -1898
Johansen, J. -1462
Jeshke, H.
Jensen, Wilhelm
Johnsen, Charlie
Jensen, Chas. -169
Jensen, Hans
Jeffersen, V.
Jobsen, Ch.
Johansen, Johan -880
Jensen, -1311
Jorgensen, Emil
Klausen, Chas.
Kristiansen, G. -1054
Klaesson, K. A.
Kolostoff, J.
Kluver, George
Kalberg, Wm.
Kuhme, Wilh.
Louis, Michael
Larsen, Chris. T.
Larsen, Christian
Larsen, Marinius
Larsen, K. Louis
Lepp, August
Lindroth, Erik
Ludlow, J. J.
Lewis, G.
Lundberg, F.
Lange, Friedrich
Lehtonen, John
Lane, Emil
Lerch, Paul
Lueman, A.
Lundquist, F.
Le Joffie, Wm. Goffie
Mortensen, K. F.
Maroth, Richard
Mulley, James
Morin, E. H.
Mortensen, K. F.
Mathisen, H. -1831 (package)
Mygind, W. F.
Mardisan, Andrew
Mookala, John
Mueller, Hugo
Nelson, John C.
Nystrom, Ragnar
Nelson, Jack
Nicholson, Joseph
Ness, John
Nordgren, Chas.
Nelson, C. -663
Nelson, Harry
Nord, G. E.
Nelsen, Eddie
Nordstrom, Gust
Nyberg, Erick
Nestor, Wilson
Ohman, P. W.
Olsen, Hagbart
Olson, W. -753
Olsen, Soren
Olsen, Geo.
Olsen, Adolf
Orten, Sigurd
Ohm, Gunwall
Odman, Gus
Ott, John
Olssen, L.
Olsen, G. A.
Ohlsen, Ch.
Permin, Jens
Pettersen, Peder. O.
Peratis, John
Pedersen, J. -1110
Peterson, Chas.
Peterson, Hans
Persson, B. S. -754
Passou, T.
Peters, J.
Pihpic, C.
Pedersen, Julius
Pihpic, J.
Pedersen, A. -1341
Petersen, Bertel
Pedersen, Julius
Petersen, H. -1067
Petersen, Oscar
Paulssen, Adolf
Rokow, Stefan
Randle, David
Reuter, Ernest
Rasmussen, R. -1525
Reuten, Axel.
Rasmussen, Emil
Reed, L. C.
Rudland, Jake
Rueter, Herman
Remme, F.
Rodriguez, M.
Reimon, L.
Schluter, Paul
Sauer, Emil
Skold, C. A.
Saarinen, H.
Shephard, W.
Scholtens, Ben
Strand, Olav
Singleman, E.
Steen, Hilmar
Schultz, Albert
Sandstrom, J. -1347
Sandstone, Emil
Sundquist, W. W.
Swensen, B. -1932
Steen, Ivar -1999
Sonne, Rudolf
Swanson, Chas.
Samuelsen, W. L.
Scott, E. G. -2041
Samuelsen, V.
Spearing, G.
Schlitt, James
Scarabosio, M.
Stiles, Everet
Stephan, M.
Staelsten, Karl
Smith, John
Southerland, A.
Silverberg, Harry
Scott, E. G.
Steen, J. C.
Spearing, Gustav
Tillman, Chas.
Thingberg, Oscar
Thompson, W. J.
Thomas, Joseph W.
Tommis, Frank
Toren, Gustaf
Tufte, A. Paulsen
Thompson, C.
Thomasen, A.
Thompson, T.
Torres, V. L.
Tuominen, Alfred
Touanne, Walter
Wiemer, Paul
Warkkula, John
Wilhelm, Heinrich
Warren, Louis
Werner, A.
Westad, Johan
Zuhne, W. (registered letter)

INFORMATION WANTED.

John M. Murphy, dark hair, blue eyes, height 5 feet 8, smooth face. Last heard of at Oakland. Any information, communicate Seamen's Institute, 242 Steuart street, San Francisco.

Pacific Coast Marine.

Captain George Naunton, a well-known shipmaster and former British Shipping-Commissioner, died at Oakland, Cal., on February 18, aged 74 years. Deceased was a native of Ipswich, Eng., and arrived on the Coast in 1866.

The great liners of the North German Lloyd Steamship Company may ply between San Francisco and the Orient within the year, according to Count Charles S. von Helmot, manager of transportation, who is now on the Coast.

The new equipment of the Point Loma wireless station, which has just been completed, is being tested and the results thus far show that it is the highest-powered station on the Pacific Coast. It has a radius of 3000 miles.

The Benson Logging Company of San Francisco is preparing to build four great rafts at Portland this spring for towing to San Diego. The rafts will be built at Wallace Slough on the Lower Columbia.

The steamship Victoria, once the most handsomely equipped passenger vessel on Puget Sound, was sold at United States Marshal's sale at Seattle on February 15 for $15,050 to W. D. Hofius, of that city, who, it is said, intends to dismantle her.

The Pacific Navigation Company's steamer Lima went ashore on one of the islands of the Huamblin passage of the Straits of Magellan, on February 5, and probably will be a total loss. The chief pilot and fifty passengers were drowned.

The fishing steamer Zapora, Captain Johnson, arrived at Tacoma on February 12 from the halibut banks with a record catch of 120 tons of halibut, worth $24,000 at present prices. Her holds were overflowing and she carried a deckload of 30,000 pounds.

A. Dunham and associates, who own the steamship Newport, have purchased the entire fleet of river boats operating on the Coquille River, and they are now planning to build a modern passenger and freight steamer to ply between Portland, Bandon and points on Coos Bay.

The following changes of masters were recorded at the San Francisco Custom-house on February 17: Steamer Pike County, T. C. Krohnske vice C. A. Bartholomew; steamer Orisbo, F. L. Kato vice A. R. Paul; steamer Thomas L. Wand, Olof Johnson vice Henry Petersen.

One man was killed, five were badly burned, one of whom may not survive, and two were painfully scalded about the face and hands as the result of a boiler tube blowing out in the forward battery of the torpedo boat destroyer Hopkins at San Diego, Cal., on February 14.

The Alaska Steamship Company's steamship Yucatan, bound from Valdez to Seattle with sixty-five passengers, struck an iceberg in Icy Strait on February 16 and sank eight minutes later in six fathoms of water. There was no loss of life, and so far as known, no person was injured.

The Alaska Coast Company announces that the steamship Bertha will take the run of the wrecked steamer Yucatan to Southern Alaskan ports. The Bertha will leave Tacoma on February 24th, carrying freight and passengers for both the Alaska Coast Company and the Alaska Steamship Company.

The Bay steamer Napa Valley was launched from the Union Iron Works, San Francisco, on February 12. The new craft is owned by the Monticello Steamship Company, and is intended for the trade between San Francisco and Vallejo. She will carry 1800 passengers and has a speed of twenty knots.

A suit in admiralty was filed in the United States District Count at San Francisco on February 17 by Haviside, Withers & Davis against W. J. Woodside and other owners of the schooner San Buenaventura to recover a balance of $736.76 with interest for repairs and supplies alleged to have been furnished.

The Alaska-Pacific Steamship Company of Tacoma, operating the steamships Watson, Buckman and Admiral Sampson, has issued its annual report for last year. The company's gross earnings were $154,000, expenses $94,000, showing an operation profit of $60,000. The steamship Watson earned $55,000, Buckman $53,000 and Sampson $42,000.

The following changes of masters were recorded at the San Francisco Custom-house on February 15: Steamer Watson, E. B. Wood, vice John Griffith; steamer Dow No. 1, Arthur A. Turnbull, vice Chester E. Dow; steamer Constance, B. F. Beringer, vice F. L. Kato. The schooner Lucy, J. Fisher master, was enrolled.

The Merchants' Transportation Company of Tacoma has been awarded a contract to carry mail between Tacoma and Seattle, via the west passage on the west side of Vashon Island. The contract runs for four years, requiring a daily delivery of mail except on Sunday. The company operates the steamer Sentinel on this route.

Three new liners, larger than the ones now on the Victoria-Hongkong run, are to be put in the Oriental service by the Canadian Pacific next year, according to semi-official reports received at Victoria, B. C. Three of the Empress liners now on the run will be withdrawn from the Pacific and operated between Canada and Cuba.

Parrott & Co. filed a suit in admiralty in the United States District Court at San Francisco on February 18 against the ship William P. Frye to recover $3212 alleged damages to 880 rolls of roofing. It was a part of a consignment of 1000 rolls from New York to San Francisco and is alleged to have been ruined by careless stowing.

Swain & Hoyt of San Francisco will operate a line of steamers between Portland and Long Beach, beginning in July, according to advices received at Portland on February 14. The company will be called the Western Steam Navigation Company. Three boats will be operated, one of which is the Navajo, now being built at Long Beach.

The following changes of masters were recorded at the San Francisco Custom-house on February 14: Steamer Richmond, John A. Hackey vice N. E. Disk; schooner Oceania Vance, Hans Larsen vice A. Anderson. The following vessels were enrolled: Steamer Riverside, L. C. G. Hansen master; schooner Ellen, J. Miller, master; schooner Verbena, E. Lynch master; barkentine James Tuft, August Fridberg master; schooner Inca, R. P. Rasmussen master.

The American-Hawaiian Steamship Company has decided to name the three steamers it is having built by the Maryland Steel Company the Honoluluan, Kentuckian and Georgian. The two latter will carry freight only, and will run between Puerto Mexico and Philadelphia and New York. The Honoluluan is a passenger and freight steamer, and will ply between San Francisco and the Islands. These vessels are 414:2 long, 55:6 beam and 39 feet depth of hold, with a register of 6100 gross tons each.

On her last voyage around Cape Horn the well-known American ship Shenandoah, Captain James Murphy, sailed from San Francisco on February 16, destined for New York and Philadelphia. She was laden with a cargo which consisted of 1120 tons of scrap iron, 2000 tons of asphalt, 300,000 feet of lumber and shipments of general merchandise. While the deal has not yet been consummated the Shenandoah will, no doubt, be sold to the Government or private parties when she reaches her destination on the Atlantic and she will be cut down into a barge.

Bringing nineteen survivors of the ill-fated steamer Farallon, which was wrecked near Iliamna Bay, Alaska, on January 6, the steamer Victoria arrived at Seattle on February 13 from Valdez, Alaska. Captain Hunter believes that the boat's crew that left the camp on January 7 is safe. The two seamen, Nelson and Peterson, had fished along the coast of Kodiak Island and are thoroughly familiar with that part of the Alaskan coast. Captain Hunter said that he believes the men will be found at Kodiak and that if they have not reached there already they may have taken refuge at some Indian village.

The extensive work which has been going on in connection with the overhauling of the steamer Sierra of the Oceanic Steamship Company, is rapidly nearing completion. The Sierra is still on the ways at the Union Iron Works, at San Francisco, and when she comes off it is declared she will surprise those who may have the impression that the vessel is not a good sea traveler. In addition to having changes made to her hull and engine, the steamer has been refitted throughout her passenger accommodations. The steamer Alameda of the Oceanic fleet will be laid up upon her return from Honolulu and her place on the Island run taken by the Sierra.

The sale of two well-known sailing vessels was announced at San Francisco on February 12, both having changed hands to enter the cannery trade. The ship Sintram goes to the Naknek Packing Company on private terms from Eschen & Minor, while the bark St. Katherine has been purchased by the Red Salmon Canning Company from the Matson Navigation Company. Both vessels have done service in the northern salmon fleet. They are both Maine built vessels, the Sintram having been launched at Freeport in 1887 and the St. Katherine at Bath in 1890. The Sintram is of 1495 net tons, 215 feet long, 42 feet beam and 24 feet depth of hold. The Katherine is of 1090 net tons, 202 feet long, 39 feet beam and 10 feet depth of hold.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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Sub-Agency:

CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO
BY THE
SAILORS' UNION OF THE PACIFIC
Established in 1887

WALTER MACARTHUR.....Editor
PAUL SCHARRENBERG.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, FEBRUARY 23, 1910.

LIBERTY MUST BE PRESERVED.

The article, "Strikes in Public Service," published on page 1 of this issue, is significant in more ways than one. The author, Mr. J. W. Sullivan, is an old trade-unionist, a recognized authority upon all economic questions and a man of great capacity for observation and sound judgment. The views expressed by him regarding the position of the employe in public or quasi-public service, with reference to the right to strike, are entitled to the greatest respect at the hands of trade-unionists and all others interested in the question under discussion.

Of course, if it be admitted that employment in the conduct of a public utility involves of right and necessity a limitation or surrender of the power to quit work in a body, i. e., to strike, the fact would constitute a strong argument against the extension of public, as distinguished from private, activity in the ownership and management of such utilities. In this way the showing made by Mr. Sullivan is fatal to the theory of Socialism, which, of course, is a theory of greater freedom on the part of the people. The JOURNAL, however, does not believe that public ownership necessarily involves a limitation of the right to strike. We can see no reason, in the nature of things, why the man who works in a civil capacity for the public, in either municipal, State or National affairs, should surrender any of the liberties that inhere in the citizen. On the contrary, we believe that the preservation of these liberties is, if anything, more essential to the citizen in public employment than to his fellow in private employment. The public, in its capacity as an employer, differs not one whit from the individual who acts in that capacity. Both are governed by economic law; both are subject to the same impulses in dealing with labor, and therefore both must be subject to the same restrictions on the part of labor, through organization, the right to strike, etc., if the public service is to be maintained at a level above the mere "subsistence limit."

It is not to be denied, but rather to be recognized that the sentiment in favor of limiting, and in fact prohibiting the strike among employes in the public or quasi-public service, is widely prevalent among academic students of public affairs. Herein lies the danger in the situation. To the extent that this sentiment grows the right to strike in any calling is endangered, since, of course, there is no assurance that the line between public and private service will not be gradually pushed back until it disappears altogether. The only safeguard against this tendency lies not in opposing public ownership of public utilities, but in declaring for and firmly maintaining the right to strike and all other rights of personal liberty among civil employes in the public service. And this not to further strikes, but to prevent them. It remains to be said that the rights of personal liberty are superior to all other considerations among a people that would be free, and that these rights must be maintained inviolate, even if in doing so we should revert to a state of untrammeled "private enterprise" in all matters of public necessity. In other words, the private ownership by man of his own body is of greater importance in the sum of things than the public ownership of public utilities.

Comrade Jens Peter Rasmussen died at San Francisco on February 15. The deceased comrade was suddenly attacked by brain fever and died within a few days. "Pete" Rasmussen was one of the oldest and best known members of the Sailors' Union of the Pacific, having joined the Union in January, 1887. He was active, intelligent and loyal, and commanded the respect of the entire membership. Comrade Rasmussen recently served as Agent of the Union at Honolulu and made a good record in that responsible position. The funeral, which took place on the 18th, was conducted jointly by the Sailors' Union and Lodge No. 212, F. and A. M., of San Francisco. After the conclusion of the impressive Masonic service the remains were escorted by a delegation of members of the Union to Greenlawn Cemetery, where a brief service was performed by Comrade Walter Macarthur. Comrade Rasmussen was a native of Denmark, aged 50 years. He leaves a sister in the old country. Peace to his ashes!

Our contemporary the Labor Clarion, of San Francisco, with its issue of the 18th inst., enters upon its ninth year. Congratulations are in order from the labor press, and these are hereby heartily extended. The Clarion was established with high hopes that it would render a useful and necessary service to the labor movement of San Francisco and California. These hopes have been more than realized. Under the able management of Editor Will J. French, the Clarion has gained a place second to none in the ranks of labor journalism. We wish our contemporary a continuance and increase of the power and prosperity which it has so well earned.

Read the official call for an International assessment, published on page 7 of this issue, and be on hand to vote "Aye" on that proposition. An affirmative vote will do much to inspire the comrades on the Great Lakes at the opening of the season's battle for the right to organize.

AN OLD FRIEND.

Our old friend Robert Starkey, of Marshfield, Or., after a long silence, writes the JOURNAL to say that the loss of the steamer Czarina was probably due to "overloading and schedule," i. e., to the attempt to make schedule time regardless of the state of the weather. Accompanying his views on the Czarina wreck, Mr. Starkey submits the following tribute to another well-known correspondent:

TO "HAWSERLAID BILL."

O, "Bill," my boy, I've read with joy
Your manifold essays;
Whate'er the tale, you never fail
To win a note of praise.

And when each swain who plowed the main
Sought a few moments' rest,
He'd scan with glee tales of the sea,
And read them with a zest.

'Twas with a thrill I missed you, "Bill,"
A thrill that sorrow brings.
I thought, quite oft, you'd flown aloft,
Dressed with angelic wings.

At last, indeed, I found a lead—
"El Tuerto" filled the bill.
Now, no more sad, but feeling glad,
That "Bill" is with us still.

Seamen should know a friend or foe,
And all together stand.
You are a friend we must commend;
Adios! and here's my hand.

Both "Star Key" and "El Tuerto" are valued correspondents of the JOURNAL, and their work is highly appreciated by our readers. It is especially gratifying to note that our correspondents appreciate each other, which fact is an assurance that their work is the "real thing" in the way of depicting sea life.

Every member of the Sailors' Union of the Pacific should prepare to take part in the "Silver Anniversary" on March 7. The Committee on Arrangements is at work on a programme designed to outstrip all previous records for the Sixth of March. The usual features of parade, mass-meeting, etc., will be carried out, but each will be on a larger scale than before. Grand Marshal Ed. Andersen, the veteran of a quarter century, is now in daily attendance at Headquarters for the purpose of drill and instructions. Every comrade who takes a pride in the Union should lend a hand to make the forthcoming celebration a thing to be remembered for the next twenty-five years at least.

The Official Proceedings of the recent convention of the International Seamen's Union of America are now in the hands of the affiliated unions. Copies may be had at Headquarters and agencies in the respective Districts. Every member of the International should secure a copy and familiarize himself with the contents in order that he may be informed as to the progress of organization in the seafaring craft. The power of the International to accomplish results in the future is proportioned to the knowledge of what has been done or attempted in the past.

The "Mariners' Handbook," just to hand, is a valuable publication issued by the International Correspondence Schools, of Scranton, Pa., for the use of seamen in the Navy and merchant service. The Handbook contains a fund of information, tables, etc., upon almost every subject of interest to seamen and navigators. Every seaman, whether before or abaft the "stick," should secure a copy. The work will be found equally useful both for "settling an argument" and navigating a ship.

STRIKES IN PUBLIC SERVICE.

(Continued from Page 1.)

effective filchers' "strikes" and spurious unionism. The weakness of the public (the Government) as employer is mostly exhibited in those long seasons between elections when the politicians and the public employes are awake to their own interests and the sovereign people are asleep in their capacity of ultimate masters. Politicians, generous with the taxpayers' money when their own future is at stake, then can extend encouragement to selfish combinations of public employes with votes. A few illustrations: The Secretary of the Trustees of the Wheeling Municipal Gas Works described the gas workers' "strikes" in that city as not trade-union but political, connived at by council members and other city officials. When asked, "Who fix wages and conditions at the works?" his reply was, "The men." Their votes might at election carry a balance of power. In Syracuse at the water works the $1.50 a day rate went to the working laborers and the $2 rate to the working politicians. In Allegheny, at the machine-managed municipal electric works, a number of the employes in soft berths received from 50 to 100 per cent more than the prevailing rate in similar private employ in Pittsburg.

As the vote-force of a union is cultivated, however, its strike-force decays. The Wheeling Central Labor Union once had wages raised for the municipal gas workers, who, satisfied with this solution of the social problem, thereupon let their own union dissolve. Precisely the same sequence of events happened with the municipal gas works employes at Rotherham, England; they took an advance in wages obtained through the efforts of Sheffield union leaders, and then, safe themselves, left the union fold. At Leicester, England, the municipal gas works men, whose wages are taken care of by city councilmen, refused, on appeal, to contribute to the gas workers' union. In Great Britain, the Municipal Employes' Association, with 13,000 members, for years followed the practice of absorbing miscellaneous occupations and of influencing councilmen through politics, a course which finally brought out a vote of disapproval from the Trade-Union Congress, and five-sixths of the Tramway and Vehicle Workers' Union, in municipal employ, derived their strength largely from judiciously swinging their votes, or threatening to do so.

In starting a union a shrewd and energetic organizer may find out that officeholders are at the quiet early stage "more easily handled" as employers than managers of private concerns, since vicarious wealth disbursers under pressure are prone to be sympathetic and good hearted toward labor. Later, however, the organizer may discover, as have some of his predecessors, first, that he has built up, not a solid union, but what is in most part a vote trafficking association liable to neglect the spirit and obligations of the general union movement; and secondly, that in time of crisis the crook of the finger of the head of the government—president or premier—or even of the municipal gas manager, may shiver not only the political wing but the labor organization wing of his union to their foundations.

Short of brusquely invoking the government authority at their command, politicians sometimes play tricks to match the club-swinging tactics of the mock unions of public employes. In Glasgow and Liverpool, benevolent societies promoted by the managers, who forbid political activity on the part of their subordinates, serve to shut out union organization.

On the whole, government employment presents these among the phases of the wage problem especially pertinent to our present topic of the strike: Deprivation of the employes' liberty to test the labor market. Variation from the level of rates established in a free market, i. e., occasionally high compensation for employes who may help in wielding a balance of political power, occasionally disgracefully low compensation and slavish work for those classes of employes whose political weight is so slight that it may be neglected.

Broad facts, at the basis of our study, we have seen, are:

(1) In private industry, employes are free to strike; hence unionism therein flourishes.

(2) In the public service, Government authority prohibits strikes, rendering unionism therein non-existent to the extent that orders are enforced.

(3) In semi-public services, those operated by corporations holding franchises, legislative and judicial action in this country and in Britain impose restrictions, relating to the circumstances in which employes may or may not work or may not cease work, which might act as precedents to reduce unionism in such services to diminishing degrees of liberty, bringing it when essential public supplies are menaced with discontinuance to a state tantamount to non-existence as a power to enforce a test of the labor market.

These basic facts present a point of departure on the road leading trade-unionists toward their own interests. Clearly, the less in number the government services the larger is the field for freedom in the spread of a solid unionism, as equally for freedom of the citizens in all other respects.

And yet, despite such facts as these—obvious, incontrovertible, pertinent and covering the question—apparently sane men persist in talking of "liberty" under Socialism, "a system of Government ownership and operation of all the media of production."—J. W. Sullivan, in American Federationist.

INTERNATIONAL ASSESSMENT.

To the Affiliated Unions of the International Seamen's Union of America:

Greeting—Acting by authority of the Executive Committee, and in conformity with the Constitution of the International Seamen's Union (Art. XII), I hereby issue this call for an assessment of three ($3.00) dollars upon each member of all affiliated unions, in aid of the members of the affiliated unions in the Lake District, who have been on strike since May 1, 1909, against the attempt of the Lake Carriers' Association to destroy organization among the seamen on the Great Lakes.

AS REQUIRED BY ART. XII, SEC. 2, SUB-SEC. 1, I HEREBY NAME MARCH 15, 1910, AS THE LIMIT WITHIN WHICH AFFILIATED UNIONS SHALL VOTE UPON THE ASSESSMENT.

Following are the provisions of the International Constitution governing the vote upon assessments:

ARTICLE XII.

Section 1. This Constitution can be amended in the following manner: By the Convention in regular session, in which case a two-thirds majority shall be required to carry such amendment.

Sec. 2. The Convention may by a two-thirds majority refer any amendment to a referendum vote. All propositions submitted to referendum by the Convention or the Executive Board shall be voted upon in the manner prescribed as follows:

(1) The Secretary-Treasurer shall issue a notice of referendum vote in the official paper, stating the question to be voted upon and the limit that has been fixed to the time in which such vote shall be taken and the results returned.

(2) He shall prepare and cause to be printed and distributed to local unions and the branches thereof a sufficient number of ballots containing the subject-matter to be voted upon. Such ballots shall be arranged with voting squares for "Yes" and "No," and members shall signify their choice by marking an X in either square. The ballots shall bear the seal of the International Seamen's Union of America, and none but such official ballots shall be used by local unions for this purpose.

(3) Members shall be qualified to vote (a) if they are in good financial standing in their local union, and (b) if their local union is in good financial standing with the International Seamen's Union of America.

(4) The Convention or the Executive Board may order the polls kept open during any number of consecutive meetings not exceeding four, or any number of consecutive days not exceeding seven. Local unions may regulate the manner of voting and of canvassing the vote, but shall permit no member to vote more than once on the same proposition.

(5) Within twenty-four (24) hours after the vote has been counted, Secretaries of local unions shall return all used ballots to the Secretary-Treasurer, together with a report of the results obtained in headquarters and the branches. Such report shall bear the seal of the local union and shall be certified to by the chairman of the meeting in which report is made.

(6) The Secretary-Treasurer shall deliver said returns to the Ballot Committee, which shall be composed of three members of a local union, to be designated by the Executive Board, and who shall be elected for this purpose by said local union. Such committee shall canvass the returns and make a correct transcript thereof to the Secretary-Treasurer, who shall cause the same to be printed in the official paper.

(7) If the proposition has received a majority of all the votes cast by local unions in good standing, the Secretary-Treasurer shall declare the same carried.

The members of the affiliated unions in the Lake District are making a splendid stand for the maintenance of the right to organize. The result of the struggle on the Great Lakes will materially affect the welfare of every union within the jurisdiction of the International Seamen's Union. Our comrades on the Great Lakes are fighting not only for themselves, but for the seafaring craft at large. It is therefore our imperative duty to aid the sister unions in the Lake District, and to do so promptly and generously.

Fraternally yours,
WM. H. FRAZIER,
Secretary-Treasurer,
International Seamen's Union of America.

Boston, Mass., Feb. 7, 1910.

Federal Inspectors Bolles and Bulger passed sentence of ten days' suspension at San Francisco on February 15 on Captain J. O. Sanford of the steamer Del Norte for running his vessel into the lightship at Blunt's Reef. It was styled "inattention and neglect of duty." Testimony showed that Sanford was on deck just before the collision and, being aware of the position of the vessel and the course steered, should have altered that course, which was directly for the lightship.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Feb. 21, 1910.

Regular weekly meeting was called to order at 7:30 p. m., Paul Scharrenberg presiding. Secretary reported shipping slack but improving in sailing vessels. Shipwreck Benefit was ordered paid to four members who lost part of their clothing in the steam-schooner Jim Butler.

JOHN H. TENNISON, Secretary pro tem.

44-46 East St., Pacific Phone Kearny 2228. Home Phone J 2228.

Vancouver, B. C., Feb. 14, 1910.

Prospects for organizing work very encouraging.

JOHN PEARSON, Agent.

122 Alexander St. P. O. Box 1365.

Tacoma Agency, Feb. 14, 1910.

Shipping fair; prospects uncertain. Men scarce.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Feb. 14, 1910.

Shipping rather dull.

P. B. GILL, Agent.

1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Feb. 14, 1910.

Shipping poor; prospects uncertain.

WALTER MOLLER, Agent.

229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Feb. 14, 1910.

Shipping fair; prospects uncertain.

H. G. LUNDBERG, Agent pro tem.

P. O. Box 6. Tel. 225.

Portland, Or., Agency, Feb. 14, 1910.

Situation unchanged.

D. W. PAUL, Agent.

51 Union Ave. Tel. East 4912.

Eureka Agency, Feb. 14, 1910.

No meeting; no quorum. Shipping poor; prospects uncertain.

JOHN W. ERICKSEN, Agent.

227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Feb. 14, 1910.

Shipping dull; prospects poor.

HARRY OHLSEN, Agent.

P. O. Box 67. Tel. Main 662.

Honolulu Agency, Jan. 31, 1910.

Shipping and prospects poor.

CHAS. SORENSEN, Agent.

Cor. Queen and Nuuanu Sts. P. O. Box 314.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Feb. 17, 1910.

Regular weekly meeting was called to order at 7 p. m., Dan Fulton in the chair. Secretary reported shipping slow.

EUGENE STEIDLE, Secretary.

Phone Kearny 5955.

Seattle Agency, Feb. 10, 1910.

Shipping quiet. Agency is voting on renewal of the old agreement with the Puget Sound Steamship Company.

LEONARD NORKGAUER, Agent.

P. O. Box 1335. Phone Sun Main 2233.

San Pedro Agency, Feb. 15, 1910.

No meeting. Shipping slow; plenty of men ashore; prospects uncertain.

ED. BARRY, Agent.

P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Feb. 14, 1910.

General outlook good.

V. A. OLANDER, Secretary.

674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Feb. 15, 1910.

Shipping good.

WM. H. FRAZIER, Secretary.

1½A Lewis Street.

DIED.

J. Peter Rasmussen, No. 84, a native of Denmark, aged 50, died at San Francisco, Cal., on February 15, 1910.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

AID FROM THE PACIFIC.

The Marine Firemen, Oilers and Water-Tenders of the Pacific Coast have voted the sum of $20,000 to be used in carrying on the fight against the Lake Carriers' so-called "Welfare" plan. This makes $40,000 given by the Sailors and Firemen of the Pacific, and puts the Lake seamen's unions upon a good financial footing. The timely and generous conduct of our comrades on the Pacific has had a very good effect upon the men on the Lakes, who are now firmly convinced that they will receive all the assistance they need, and as a result things begin to look brighter. The attendance at the regular meetings is increasing each week; the men are taking hold outside of meetings and working harder for the good of the cause, feeling more and more sure of themselves, and of their ability to win the struggle still before them. But through it all we are not deceiving ourselves as to the quality of the fight; we know it is going to be a bitter one, and that we must work hard to win. With that knowledge comes the greater determination to fight and win. We wish and we are going to secure the complete abolition of the "Hellfare" plan, the shipping-master and all idea of an "Institution." We wish decent opportunities to be as other men are, and that is not much; only what any man who labors for his bread is entitled to, and what the Constitution of the United States guarantees to every man.

Conneaut, O. W. H. JENKINS.

TO WIDEN CHANNELS.

The Board of Engineers made their recommendations for harbor improvements at Ashtabula and Conneaut to the Rivers and Harbors Committee of the House of Representatives on February 7. They outline improvements amounting to $1,338,681 at Conneaut and to $1,385,529 at Ashtabula. At Conneaut they recommend a twenty-one-foot channel, in place of the present twenty-foot channel. The breakwater is to be extended 1,000 feet west and one arm is to be extended 3,700 feet toward the shore. About 600 feet of the west breakwater and 500 feet of the east breakwater are to be removed.

At Ashtabula an extension of the breakwater 27,000 feet toward the shore is recommended. The west arm is to be extended 1,700 feet west and 1,700 feet into the Lake.

These recommendations were made just in time to get into the Rivers and Harbors bill, which was reported to the House last week. A proposition to increase the Livingstone channel in the Detroit River from 300 feet to 450 feet in width was taken up by the committee on the 7th. This would cost $1,500,000.

The Lake Seamen's Union hall at Erie, Pa., has been moved to 328 German street. Thomas J. McCoy is in charge, as Ashtabula has been closed for the winter months.

Demand the blue label of the Cigarmakers when purchasing cigars!

JANUARY LAKE LEVELS.

The United States Lake Survey reports the stages of the Great Lakes for the month of January, 1910, as follows:

Lakes: Superior, 601.96 feet above tide-water, New York; Michigan-Huron, 579.96; Erie, 571.26; Ontario, 244.94.

Lake Superior is 0.33 foot lower than last month, 0.27 foot higher than a year ago, 0.41 foot below the average stage of January of the last ten years, 0.82 foot below the high stage of January, 1901, and 0.86 foot above the low stage of January, 1893. It will probably fall 0.2 foot in February.

Lakes Michigan-Huron are 0.12 foot lower than last month, 0.27 foot higher than a year ago, 0.18 foot below the average stage of January of the last ten years, 2.71 feet below the high stage of January, 1886, and 0.88 foot above the low stage of January, 1896. They will probably remain about stationary in February.

Lake Erie is 0.15 foot lower than last month, 0.22 foot lower than a year ago, 0.45 foot lower than the average stage of January of the last ten years, 2.29 feet below the high stage of January, 1886, and 0.30 foot above the low stage of January, 1896. It will probably fall 0.1 foot in February.

Lake Ontario is 0.27 foot lower than last month, 0.23 foot lower than a year ago, 0.41 foot lower than the average stage of January of the last ten years, 2.66 feet below the high stage of January, 1886, and 1.14 feet above the low stage of January, 1896. It will probably rise about 0.1 foot in February.

HARBOR IMPROVEMENTS.

Buffalo marine interests, in fact the whole Chain of Lakes, will be pleased at the announcement which came from Washington recently that Congressman Alexander, chairman of the Rivers and Harbors Committee of Congress, has introduced in the House a bill calling for the following appropriations:

Buffalo harbor, $37,400.

Black Rock harbor and channel, $1,000,000.

Tonawanda harbor and Niagara River, $10,000.

The first item is for a survey of the harbor entrance and the outer harbor. This means the widening of the entrance and the dredging of bad spots in the outer harbor. In heavy weather it is almost impossible for steamers to make port without taking serious chances and several bad shoals make the entrance more dangerous. With the entrance widened and the harbor dredged, Buffalo will have one of the finest harbors along the Lakes.

The $1,000,000 is for carrying on the work of constructing the new ship canal. Several millions have already been appropriated by the Government for the building of the new lock at Black Rock, dredging and other improvements.

The Tonawanda appropriation is for improving the harbor at that place and for dredging Niagara River.

DAM WILL COST $1,000,000.

When the International Waterways' Commission opened its two-days' session at Buffalo on January 7 the proposed Lake Erie dam to secure a higher and more stable water level in the interests of navigation came up for discussion.

It is estimated that the construction of the proposed dam at the foot of Porter avenue would involve an expenditure of $1,000,000. The claim is made that the dam would be of great advantage in the navigation of the Upper Lakes by rendering shallow channels passable and submerging dangerous shoals. The cost would be met by Government appropriation.

An alternative plan is to build a submerged weir east from the Canadian bank of the river to within 200 or 300 feet of the American side, with stone abutments acting as supporters for steel water gates. The commission's report is voluminous and embodies mathematical calculations that have occupied it since its formation in 1902.

NEW BOATS FOR 1909.

During 1909, exclusive of Canadian yards, Lake shipyards launched thirty-nine vessels, of which seventeen were bulk freighters, five package freighters, five passenger steamers, six tugs, five lighters and one survey boat. Of this program the American Shipbuilding Company built twenty, thirteen of them being bulk freighters, two package freighters, two passenger steamers, two tugs and one oil barge. The Great Lakes Engineering Works, Detroit, built ten, of which three were bulk freighters, three package freighters and four lighters. The Toledo Shipbuilding Company, Toledo, O., launched one bulk freighter; the Manitowoc Drydock Company, Manitowoc, Wis., two passenger steamers, one survey boat and one lighter.

FIRST BOAT DOCKED.

The immense new dock of the Buffalo Dry Dock Company in the Buffalo river, near Ganson street, was put into service for the first time on January 12, when the big freight boat Legrand S. Degraff was placed in it for repairs.

The new dock is 618 feet long and can accommodate the largest boats on fresh water. The Degraff is one of the largest freighters on the Lakes, being 606 feet in length.

The Buffalo Dry Dock Company, which is the local branch of the American Shipbuilding Company, has spent thousands of dollars in building the new dock and making other extensive improvements and enlargements to its plant. It is now one of the most up-to-date shipbuilding plants on the Great Lakes.

Captain La Framboise will bring out the 600-foot steamer W. B. Schiller, building at Lorain, for the Pittsburg Steamship Company. He sailed the steamer Mauna Loa of that fleet last season.

STEAMERS TO BE IMPROVED.

Improvements which are to be made on the big passenger steamers Eastern and Western States before spring will give each vessel fourteen additional staterooms on the upper deck and will afford seating space near the bow to approximately 300 people. As planned, there will be three rooms on each side of the boat forward, just back of the captain's cabin, while aft there will be four rooms on each side. These rooms will be fitted up to correspond with the rest of the ship's accommodations.

The promenade deck will be carried forward clear to the stem, and this will provide the additional space for passengers who may desire to sit out on the decks.

Work is under way on the Western States at the Orleans street yard of the Detroit Shipbuilding Company, and when it is finished the Eastern States will be taken on.

SEIZED FOR SALVAGE.

The steamer Saturn, owned by the Gilchrist Transportation Company, was seized by the United States marshal recently for libel, under a claim of the Mutual Transit Company for $15,000 against the steamer for salvage. The company sued for this sum in the United States District Court.

The Saturn, found helpless, was towed by the plaintiff's ship Northern Queen, it is alleged, to Marquette. In filing its claim against the Saturn the Mutual Transit Company demands salvage for the sum named and says that, although request has been made of the Gilchrist Company to pay, no answer has been made to its communications.

STEAMER JOHN P. REISS SOLD.

The 9000-ton steamer building at Lorain, which was ordered by John J. Barlum of Detroit, was sold recently to the Reiss Coal Company of Sheboygan. The steamer was one of the first freighters ordered last summer for 1910 delivery. The price was not given out, but it is understood that Mr. Barlum made a big profit on his contract. The steamer will be named John P. Reiss. She will be operated by the Wisconsin Transit Company, which also owns the steamers America and Brazil.

The steamer is 524 feet over all, 504 feet keel, 56 feet beam, 30 feet deep. She will have triple expansion engines and Scotch boilers. The new boat will be operated in the coal and ore trade.

STEAMERS TO BE CONVERTED.

The Port Huron-Duluth Steamship Company has given an order to the American Shipbuilding Company to convert the Wolvin and Cambria, purchased from the Pittsburg Steamship Company, into passenger and freight steamers. The work will be done at Milwaukee.

Cabin accommodations will be built on the spar deck containing eighty staterooms. The company operated the Pere Marquette No. 5 last season after the Russia was lost. The headquarters of the company are at Port Huron and the ports of call are Alpena, Sault Ste. Marie, Houghton, Hancock and Duluth.

LAID UP AT TONAWANDA.

The following vessels are laid up at Tonawanda:

Steamers—H. E. Packer, Clyde, Veronica, Fleetwood, C. F. Curtis, Edward Smith, Lycoming, C. H. Green, C. H. Bradley, Zillah, L. Edward Hines, S. K. Martin, F. A. Buehl.

Schooners—Our Son, Genoa, Grace Holland, Iron City, Sweetheart, Buffalo, J. I. Case, William McGregor, Ashland, Go-Case, William McGregor, Ashland, Goshawk, Moravia, Pennington, Peshtigo, Jenness, Mary Woolson, Emma Hutchinson, Dorcas Pendall, Brightie, Mingo anad whalebacks 118, 131 and 133.

CAPTAINS FOR CLEVELAND FLEET.

No change has been made in the line up of the masters for the boats managed by W. H. Becker, of Cleveland, for next season. The captains and the boats they will sail, follow:

Steamer.	Captain.
Francis Widlar	Henry Hinslea
B. F. Jones	C. M. Ennes
James Laughlin	F. G. Simmons
W. G. Pollock	Clarke Byers
J. W. Rhodes	C. L. Ennes
E. N. Ohl	F. B. Chilson
A. W. Thompson	Robert McDowell
J. A. Donaldson	Thomas Beggs
F. L. Robbins	A. J. Greenley

THE MITCHELL LINE-UP.

The ships of the Mitchell fleet are laid up at the following ports:

Duluth—W. H. Gratwick, W. E. Reis, James Gayley, Loftus Cuddy, J. J. McWilliams, John J. Albright.

Chicago—Lagonda, Major, R. L. Fryer.

South Chicago—S. M. Clement, F. H. Goodyear.

Lorain—Joseph Selwood, E. A. S. Clarke, M. A. Hanna.

Cleveland—Hugh Kennedy.

Buffalo—Walter Scranton.

Milwaukee — Moses Taylor, Pendennis White, H. S. Holden.

FISHING REGULATIONS.

President Taft on February 2 transmitted to Congress the system of uniform and common international regulations for the protection and preservation of food fishes in boundary waters of the United States and Canada.

The resolutions were prepared by a joint commission, the United States being represented by David Starr Jordan, and Canada by Edward Ernest Prince.

Legislation is needed to carry the regulations into force, and a draft of a bill is submitted through the State Department by Mr. Jordan. He suggests that the new regulations shall be put into force January 1, 1911. The commission has formulated rules to govern observation of seasons and methods, nets and appliances to be used, a system of patrol of boundary waters, etc.

Captain Ralph J. Lyons has been appointed to sail the new United States Transportation Company's steamer Jno. B. Cowle, building at Lorain. She will be launched February 26.

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Wm. A. Nicholson, No. 13,156, Lake Seamen's Union, is inquired for by his sister, Miss Alice Nicholson, 356 Lake street, Oak Park, Ill.

John Diskin, No. 10763 Lake Seamen's Union, commonly known as "Yorkie," is inquired for by his mother, 411 W. 40th St., New York City.

Comrade William Burke, of the Marine Firemen, Oilers and Water Tenders of the Great Lakes, is inquired for by his sister, Miss Ella Burke, Little Falls, New York.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

Marie Panoitz, 1195 W. 11th street N. W., Cleveland, O., inquires for her brother, John Ernest Meyna, last heard from nine years ago. Anyone knowing his whereabouts please notify above address at once.

Fred G. Loftus, of Dorchester, Mass., is inquired for by his mother, No. 2 W. Vernon st., Dorchester. Please address above or W. H. Jenkins, 1244 Main ave., 21 W., Cleveland, O.

An appropriation of $489,000 for extending the breakwater at Marquette harbor, Michigan, and dredging within the harbor, has been recommended to Congress by the War Department.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

674 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.

TOLEDO, O.....54 Main Street
Phone Bell 1890.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.

SUPERIOR, Wis.....213 Banks Avenue
Telephone, Old Phone, 4428 L.

BAY CITY, Mich.....108 Fifth Avenue

OGDENSBURG, N. Y.....70 Isabella Street

KINGSTON, Ont., Canada.....(Box 96) King Street

ERIE, Pa.....305 French Street
Telephone Bell 682.

CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.

SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.

SANDUSKY, O.....510 Meigs Street

HOSPITAL AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

A FRESH WATER SEAL.

The seal is a typical marine animal, and hence the occurrence of a species of phoca in Lake Baikal, which is of fresh water, and has no connection with the sea, is of special interest. And recently Dr. Charles Hose has obtained skins and skulls of two specimens of the Baikal seal (phoca Sibenica), which have been offered to the Museum of Natural History, where the species has not hitherto been represented. It is the only seal which habitually lives in fresh water, though the common seal will often resort to estuaries, and even ascend rivers. The Vikare seal, again, common in the Arctic regions, and also found in the north of the Baltic, occurs in Lakes Ladoga and Onega. It is able, however, to reach these from the Baltic by means of the rivers Neva and Svir. The Baikal seals, on the other hand, have no means of communication with the ocean.

Their occurrence in Lake Baikal, along with abundant salmon, points to a change in the physical geography of the district. They suggest that in former times an arm of the sea stretched from the Arctic Ocean to the site of the present lake. An elevation of the land then cut off a salt water lake containing seals and salmon, and in the course of ages this freshened to the present lake. Salmon and seals adapted themselves to the very gradually changed conditions. It is pointed out that the Baikal seal closely resembles that of the Baltic and Arctic (phoca Faetida), of which it may, perhaps, be looked upon as a local race.

Seeing that Lake Baikal is frozen over from November to May, it may be asked, How do the seals survive the winter? Probably they ascend the rivers which feed the lake. It is also to be remembered that hot springs exist on the margin of the lake, and this will keep certain parts open to serve as winter retreats. The seal fisheries of Lake Baikal are of some importance during the summer months.—London Globe.

LIVING IN AUSTRIA.

Since the announcement that the Government of Austria would take steps to check the advance of prices for provisions the large landowners have made known the conditions upon which they would consent.

By the new treaties with the Balkan States the importation of meats into Austria-Hungary will be permitted, but only in limited quantities. The large landowners, will, however, insist upon the following concessions before granting their consent. They desire that both the importation of live stock and meats be prohibited from Bulgaria; also further restrictions regarding veterinary inspection, and that steps be taken to compensate them for any losses sustained through the importation of meats from the Balkan States. They also demand the establishing of a financial institution to act as broker for the cattle breeders' association, and further desire the establishment of an agrarian bank, with branches in the leading cities of Austria, and the taking over of the Vienna slaughter-house, or a new similar institution established, and that the prices for meat shall not be a source of profit, but shall be in proportion to the prices for cattle, and that branch meat markets be established in all the leading cities in Austria.

The agrarians also desire that the cattle and meat business of Vienna be taken over by the newly proposed agrarian bank. Another demand is the establishment of a central office for the utilization of cattle products, with branches in Austria and foreign countries, and to be supported by the proposed agrarian bank. To carry out this project will require $4,060,000.

Since 1907 the following articles have advanced in price as indicated by percentage, and for the better qualities even greater advances have been made: Lard, 17; butter, 20; flour, 50; potatoes, 25; buttermilk, 10; bread, 40; meal, 40; sugar, 20; veal, 12; pork, 10. In October the coffee houses in Prague made a further advance in prices, averaging 10 per cent. Prices of fuel have also advanced; in fact almost every article entering into household expenses has advanced in price.

WEALTH OF UNITED STATES.

We have to-day 80,000,000 of people, occupying 3,000,000 square miles of territory, and they own $120,000,000,000 of wealth. On farms valued at $25,000,000,000 we produce annually agricultural products valued at $8,000,000,000. It is nothing that we produce annually 2,500,000,000 bushels of corn and 11,000,000 bales of cotton, if there is no demand for the corn and cotton and if the demand is not at a fair return. But we have the market. Our 5,500,000 people, who produce $15,000,000,000 of manufactured products annually, and receive in wages $230,000,000, make the market. These figures apply only to finished product. We get the products to the consumer by 250,000 miles of railroad, which is three times the railroad mileage of Great Britain, France and Germany combined. When sidetracks are taken into account, we have more railroad mileage than all the rest of the world. On these railroads we have 100,000 engines, carrying millions of cars and hauling 2,000,000,000 tons of freight. This practically equals all the tonnage carried by all the railroads and all the ships of the rest of the world. This monstrous task is performed by 5,500,000 of employes, who are yearly paid $2,300,000,000, and this vast business is conducted by $150,000,000,000 of bank clearances. Do we prosper? Only two decades ago we were second to Great Britain in the output of iron and steel. To-day our output equals all the rest of the world. We live well and have happy homes, filled with comforts and luxuries. Yet we are a saving people. We have in savings banks $3,500,000,000, in national banks $4,500,000,000, and in State banks $5,000,000,000—in all, $13,000,000,000. The per capita of money in the country is larger than in any other save one, France, and amounts to $35 for each of our 80,000,000 people. The business of the country amounts to over $3,000,000,000 annually. How do we such a monstrous business which is also profitable? It is because we have confidence in ourselves and the other nations of the globe have confidence in us.—Leslie's Weekly.

A plan for world-wide weather reports by wireless to increase the information available for forecasters, will be discussed at an international meeting of meteorologists in London next month.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

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The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA
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GERMAN INDUSTRIAL CENSUS.

The revised figures of the industrial census of Saxony, taken in June, 1907 (simultaneously with the rest of the Empire), as now published, afford a valuable view of the present tendencies of industrial activity in the Kingdom.

The census is highly important; as nowhere else in Germany is manufacturing so highly developed or so dominant a factor in the economic life of the people. The last previous census was taken in June, 1895, so that comparisons cover a period of 12 years. The population of Saxony was, in 1871, 2,566,000; in 1882, 3,015,000; in 1895, 3,753,000; and in 1907, 4,586,000. As the population has nearly doubled in the course of 36 years it means that a revolution of considerable importance has taken place in the economic equilibrium of Saxony. The proportion of the population occupied with manufacture and commerce has steadily grown, while the agricultural contingent has been forced to occupy constantly a relatively less important position.

During the past period of 12 years the percentage of the entire population occupied in gainful occupations remained almost stationary. It was 44.05 per cent in 1895 and 44.09 per cent in 1907.

The same may be said with regard to the proportion of females engaged in gainful occupations. In 1895 they formed 31.54 per cent, and in 1907, 31.53 per cent. The actual number of female domestic servants shows a very marked decrease from 87,214 in 1895, to 81,577 in 1907. It is to be noted that the problem of domestic service in Saxony is steadily becoming acute. Young women are turning in increasing number from domestic service to seek occupation in factories or as clerks.

In the matter of independent industrial activity the census shows a very marked retrograde movement. The number of workers not receiving salaries or wages was 417,074 in 1895, or 26.32 per cent; 440,729 in 1907, or 22.72 per cent. These figures show clearly the tendency of the day toward consolidation and the elimination of the independent artisan or farmer and the small tradesman.

The growth in the number of those engaged in different occupations shows wide divergencies. In the 5 chief classes the increase during the 12 years was 19.18 per cent in agriculture, 35.93 per cent in manufacturing, 48.71 per cent in trade and transportation, 9.06 per cent in domestic service, and 21.92 per cent in civil service.

Still more variable are the relative changes in the number of independent workers and high-grade employes in the different classes. The following increases and decreases by percentage are recorded for the 12 years:

	Independent.	High-grade employes.
Agriculture	— 2.64	+ 2.74
Manufacturing	— 4.11	+160.10
Trade and transportation	+19.99	+ 93.16

The disappearance of the independent worker is most strongly marked in certain industries in which so-called "cottage labor" was formerly the rule. This is seen in the decreases of 38.08 per cent in the textile industries, of 10.16 per cent in the clothing industries, and 8.45 per cent in the woodworking industries.

On the contrary, the increased proportion of ordinary operatives in several occupations is very marked. During the 12-year period the number of operatives in laundry and cleaning works increased 371 per cent, transportation (not including railways or the postal service) increased 299 per cent, machine works increased 280 per cent, and clothing industries increased 221 per cent.

These data all tend to show that in Saxony powerful influences are at work changing rapidly the whole fabric of industrial organization. Concentration and consolidation are dominant features, and the elimination of independent individual units is equally characteristic of this epoch of transformation.

CHINESE INVADING ENGLAND.

But what is the attitude of Liverpool to scenes like these in the midst of its great city? It is one of indifference. The problem seems to have been regarded from the outset as too difficult to remedy. There certainly was a great scare over the Chinese some time ago, but the feeling has died away for no strong man dealt with the subject in the manner it deserved. Since then the Chinese have increased their numbers fairly considerably, and there are now about six hundred of them in the city, slowly but surely extending their activity. They are being in no way discouraged; in fact, they are welcomed, and one of the results is a regular Sunday gathering, which is of an extraordinary character, for it takes the form of a Sunday-school for Celestials. The promoters are men of the very best intentions. They are endeavoring to make Christians of the Chinese in Liverpool, holding out as an inducement excellent facilities for learning English. They have gathered no fewer than seventy Chinese into the class, and a large proportion have been baptized and confirmed; but whether their assimilation of religious knowledge is merely a cover for their quite evident desire to learn English remains a speculation.

I am told that at Formby, on the outskirts of Liverpool, a Chinese firm has secured a tract of land, which they are converting into a farm. Here the resource of the Chinese will be displayed to its fullest extent. As a preliminary the demands of Liverpool's Celestial population are to be catered for. Delicacies, which are dear to the heart of every Chinese, but very difficult to obtain in England, are to be cultivated by Chinese laborers. The people who desire these delicacies are here already in their hundreds, represented at every port of consequence, and with that market in view the Chinese will cultivate at their farm.

At first, of course, the work will be only on a small scale. For instance, they will endeavor to grow vegetables similar to those under cultivation in China. The Celestial at home has his cabbage, but it is larger in the leaf, and has a slightly different taste, to that of our own. By bringing over roots from China, the thing may be cultivated here. Then there are turnips, beans, potatoes, tomatoes—all of them relished by the Chinese, who desire to grow their own. Wherever there is a chance of introducing the Chinese variety it will be taken, and, failing that, the best English substitute will be provided.

The Chinese coming into this country can just as easily take up agricultural work as they can laundry work. Many, in fact, prefer it.

In short, one has an impression that this experiment has only to achieve the slightest success to make affairs decidedly uncomfortable for many English farmers in the future.

And then, when the farm work has identified itself with the district, in the same manner that the Chinese laundries have already succeeded, what is to prevent the establishment of carpenters' and joiners' shops, such as those in Australia; what is to prevent them becoming domestic servants, as in British Columbia and other places? What, in fact, can not they tur ntheir nimble fingers to if we continue our policy of encouragement?

So far, it is only the laundry proprietors who have been hit, but what would happen if the Chinese took to hair-dressing and shaving on the same scale? The British people have been slow to recognize these possibilities, but it may be taken for granted that the Chinese are by no means oblivious to them. They are feeling their way, and we are helping them as much as we possibly can.

How long will it be before we see the folly?—Ideas, Liverpool, England.

WHY THE CANAL COSTS MORE.

In the annual report of the Isthmian Canal Commission, Colonel George W. Goethals, chairman and chief engineer, gives a succinct explanation of the jump in the canal estimates from the original $144,232,000, figured by the board of engineers in 1899-01 and incorporated in the Act of 1902, to the present estimate of $375,200,000.

The initial estimate covered everything, including the purchase price, sanitation and police. The minority report of the board of consulting engineers, which put the cost at a higher figure, was adopted by Congress in 1906, raising the estimate to $139,705,000, not counting the purchase price, cost of sanitation or civil government. This was based upon an increase in price units in the preceding seven years, caused by greater prosperity at home boosting the cost of material and labor and the reputation of the isthmus regarding its healthfulness, which made it necessary, he says, to pay from 30 to 60 per cent more wages and sometimes a gratuity to get American skilled labor to go there. Also the extension of the eight-hour law to Panama increased the cost. Since then enough work has been done to make a practical calculation from experience, and it has been found that 50 per cent more work will have to be done than was estimated originally, while the actual figures show an enhancement of 20 per cent in cost units. This has brought the estimate for the entire construction up to $297,766,000, which, with the purchase price, sanitation and civil government outlay added, will mean a round total of $375,200,000.

The official statement will answer many questions originating from popular misapprehension regarding the doubling of the original estimates. It is encouraging to gather from the balance of the report that the work is now on a businesslike basis, and that the latest figures on the probable total cost are likely to stand.—Pittsburg Dispatch.

The Smithsonian Institution will erect a substantial observatory on the summit of Mount Whitney, Cal., to enable investigators to study the atmospheric conditions at a great altitude in dry, clear air.

Domestic and Naval.

The deepest spot in the sea is 100 miles off the Island of Guam, where soundings made by Dr. Charles H. Townsend of the Albatross expedition recorded a depth of 31,000 feet, nearly six miles.

The rescued crew of the schooner George A. McFadden, wrecked on Diamond Shoals, arrived in New York on January 29, where they recounted a thrilling story of their all-night battle against death in terrific seas.

The House Committee on Naval Affairs has rejected the proposal to confer the rank of rear-admiral upon Commander Peary, but has suggested that he may be presented with a medal in recognition of his discovery of the North Pole.

Attention is directed in an official report by Rear-Admiral Schroeder, commander of the Atlantic fleet, now engaged in practice maneuvers in Guantanamo Bay, Cuba, to the fact that more than 2500 men in the fleet cannot swim.

Private advices received at Philadelphia on January 26 are to the effect that the missing schooner Edgar C. Ross, which sailed from Charleston for New York on December 22, has arrived at Bermuda. All on board are reported well.

Wreckage is still coming ashore from the schooner Frances, which went to pieces on the shoals near Hatteras during the severe storm on February 1, but there has been no indication of the fate of the crew. It is believed that all perished.

The annual statement of the Hamburg-American Steamship Company, made public on February 8, shows a dividend for 1909 of 6 per cent as against no dividend in 1908. The gross profits for the last year were about $8,000,000, as compared with $3,950,000 for the preceding year.

The submerged wreck of a sailing vessel was passed on January 28 by the steamship Mae. The wreck was in latitude 35.23 N. and longitude 75.15 W., bearing south, 60 W. (true), 15 miles from Cape Hatteras lighthouse and south 5 (true), 18 miles from Diamond Shoal lightship.

With a fire in her cargo, the steamer Virgil put into Norfolk, Va., on February 7. Captain Gavin drove the vessel at top speed to Hampton Roads, where a tug went alongside and forced steam and water into the burning hold. The vessel, which is of steel, is not thought to be damaged.

The Bureau of Navigation reports that 74 sail and steam vessels, of 15,275 gross tons, were built in the United States during January. The largest steel vessel included in these figures is the A. A. Augustus, of 6390 gross tons, built at Lorain, O., for the Pioneer Steamship Company.

The steamer Cearenz, from Southampton, arrived at New York on February 9, with the largest and most valuable cargo of crude rubber which has ever reached the United States. The cargo weighs 1400 tons, worth $3900 a ton, or about $5,460,000. The rubber was loaded at Manaos, about 1000 miles up the Amazon.

Approximately $40,000,000 will be carried in the Rivers and Harbors bill for the next fiscal year. This was conceded after to-day's session of the House Committee on Rivers and Harbors. Ohio River, the Great Lakes and other sections are provided for in items passed upon, but the amounts were not made public.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Allurhson, Johannes	Lahblnen, Frank
Anderson, A. R.	Laatz, L.
Anderson, Victor	Lorin, Chr.
Anderson, Martin	Mattson, Mauritz
Anderson, Oscar	Miller, Chas. J.
Anderson, Geo.	Mikkelson, Alfred
Andreasen, O. L.	Mikkelson, Kristian
Anderson, Alf -1638	Moore, James
Anderson, Swerre	Nilson, K. E. -972
Aposlalakas, P. G.	Nielsen, C.
Beardsen, E. M.	Noschis, P.
Berendsen, A. M.	Nystedt, Albert
Bunarawitz, F.	Nuberge, H.
Bay, Geo.	Olsen, Erik K.
Brakke, Hans	Olsson, Anders
Buck, F.	Olsen, Chas.
Carlson, C. O. -1324	Olsen, Johan B.
Carlson, G. -622	Olsen, Edw.
Caldwell, W. M. G.	Olsen, Gust T.
Christiansen, And'w	Olsen, Valdemar
Christensen, N.	Olsen, Chris
Christaffersen, Edw.	Olsson, A. P.
Christensen, Viggo.	Olacsen, Andrew
Christensen, Vilhelm	Olsen, C. J.
Clauson, Carl	Olsen, J. -1046
Crosby, J., "Pckg."	Olsen, Harold
Darbler, Thos.	Omar, W.
Dreyer, H.	Osses, W. A.
Egers, John	Ouerland, T.
Ehmke, W.	Peterson, Meyer
Eklund, P. H.	Price, B.
Ellison, Chas.	Pringle, R.
Elliot, W. V.	Rasmussen, Vigo
Ericson, E. M.	Rasmussen, Akton
Espy, Orville	Ridders, Paul
Eskola, H.	Robertson, D. A.
Forslund, Victor	Ryberg, Ove
Fredriksen, B. D.	Salvenen, F.
Fredriksen, Frithjof	Samuelson, Harold
Fraberg, F.	Scanlon, H.
Haugen, Arthur	Scohlmeister, Otto
Hansen, H. A. Letter and p'c'kg.	Seeberg, G.
	Skarin, R.
Hansen, Hans Chr.	Smith, W. C.
Hansen, Ole	Soderlund, J. F.
Hiltwood, — —	Spierling, G.
Haset, Gust.	Strom, Hans
Hoi, O.	Stone, Chas.
Jensen, S. G.	Stuhr, M.
Jensen, R. -1754	Sunde, P. P.
Jensen, Hans	Sund, J. W.
Jensen, Johan	Svendsen, Hans
Johansen, Aug. L.	Sweeney, S. B.
Johansen, Ludvig	Swenson, L.
Johansen, Olaf K.	Syvertsen, Ole
Johnson, J. P. K.	Schneikloth p'ck'g.
Johnson, C. J. -1566	Thoren, G.
Johnson, John W.	Thompson, And.
Kenealy, E. D.	Thompson, F. G.
Kreutz, Karl	Udley, Harold
Kristoffersen, Emil	Van Loo, Alfred
Kohlmeister, Otto	Vogt, C.
Larsen, S. -1081	

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INFORMATION WANTED.

Nicholas R. West, supposed to be sailing on the Pacific Coast, is inquired for by his mother. Any one knowing his present whereabouts please notify the Russian Consulate at San Francisco.

David Stove, age about 28, who is supposed to have shipped on some vessel from Puget Sound in January, 1901, is inquired for. Any one knowing his present whereabouts please notify Coast Seamen's Journal.

The five sailors who left the schooner A. J. West at Honolulu, on March 30, 1908, are requested to communicate with the Secretary of the Sailors' Union of the Pacific. The libel against the A. J. West has been adversely decided by the Federal Court at Honolulu.

Erwin Bausback, born at Weilheim, Germany, is inquired for by the German Consul, San Francisco. Royal Insurance Building, 201 Sansome street.

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INFORMATION WANTED.

Edward Monsen, a native of Skudesnes, Norway, about 38 years of age, last seen in New York in 1907, supposed to be on the Pacific Coast, is inquired for by his brother-in-law, K. Moklef, 150 Noe street, San Francisco, Cal.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

Henry Laurent, who has been sailing between San Francisco and Honolulu, is inquired for by his mother. Anyone knowing his present whereabouts will please communicate with the Coast Seamen's Journal.

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When making purchases from our advertisers, always mention the Coast Seamen's Journal.



INFORMATION WANTED.

The salvage claim originating through the SS. Curacao and SS. Australian has been adjusted. All money due the crew who were aboard the vessel at the time the Australian was assisted will be found in the manager's office, 112 Market street. Parties applying for such money will first apply to the head of their respective department for identification. The names of the men are as follows: F. Mason, A. Mondini, R. Nelson, J. Jonasen, J. Lorenz, C. Swenson, H. Nelson, F. Rebases, C. Chidley.

John Johnson, a native of Norway, born September 15, 1858, at Blegeleidet Bamle; last heard from in 1904 living at 230 Third street, San Francisco. Any one able to give any information kindly communicate with his nephew, M. Olsen, 165 Third street, San Francisco, Cal.

Jack McGrath, late master-at-arms on the revenue-cutter McCulloch, is inquired for. Address Coast Seamen's Journal.

Ole Jenson Lovig (sometimes written Oluf Jenson Lovig), native of Norway, born at Stavanger, Hogsijord; about 54 years old; height, 5 feet, 9 inches; weight, about 170 pounds; light complexion; blue eyes; last seen at Vancouver, B. C., in 1905. Any one able to give any information kindly communicate with his brother, Jonas Lovig, No. 2414½ 30th st., Tacoma, Wash.

World's Workers.

It is estimated that there are 30,000 Asiatics in Australia.

Sydney (Australia) rockchoppers have voted all the funds of their union to the miners on strike.

The English national wealth in property is estimated at £5,500,000,000; in gold, at £167,900,000.

Women employed in France at sewing shirts, skirts, etc., work ten hours a day and earn from £4 5s. to £9 10s. per year.

A co-operative party of miners has been formed at Mount Chalmers to work the Australian Commonwealth leases on tribute.

A French law has been promulgated granting working women eight weeks rest before and after confinement, without losing employment.

The Federated Marine Stewards and Pantrymen's Association of Australia have stated a case for the Federal Arbitration Court.

The Stage Employes' Unions in the various Australian States have become federated, and an injury to one is now an injury to all of them.

The Berlin Domestic Servants' Union has issued a blacklist of the names of undesirable mistresses for the information of its members.

By the provisions of the Unemployed Act in England the minimum pay for unskilled labor is 4½d. per hour for men employed on relief work.

Rents charged by the London County Council for tenements in working class dwellings owned municipally, average 2s. 10½d. a room per week.

The Industrial Court, Sydney, Australia, has granted the application to prosecute the ringleaders of the strike of boys which took place recently at Hardman's biscuit factory.

The Auckland (N. Z.) Harbor Board is about to erect a waiting room on a new wharf in course of construction, for the convenience of wharf laborers seeking employment.

New Zealand coal miners have bluntly informed the colliery owners that they will not cut coal for delivery in New South Wales while the Newcastle strike lasts.

The Manchester and Salford (Eng.) Trades Council recently expelled from membership the local branches of the Coachmakers' Society, in consequence of their differences with an allied trade-union.

The Clerks' Union of Sydney, Australia, has published a report giving rates of wages paid in that city. In one bank the scale of salaries was reported to run: First year, £40; second year, £60; third year, £80; fourth year £101. "The position after the fourth year," the report adds, "is heaven help you."

All the unionists at Broken Hill, Australia, are contributing to the Newcastle strike, and at a recent meeting of the Broken Hill Journalists' Union the following motion was carried: "That the Broken Hill Journalists' Union expresses its cordial and fraternal sympathy with the coal miners now on strike to secure the redress of their undoubted and legitimate grievances, and supports them in their demand for an open and unconditional conference with the coal owners." It was further resolved that a levy of 2s. 6d. per member per week be struck to assist the coal miners in their struggle.

Labor News.

The Supreme Court of Missouri on February 12 decided the law prohibiting bakeries from working more than six days a week unconstitutional.

Terms of settlement of the shirtwaistmakers' strike in Philadelphia were agreed upon on February 5. The manufacturers have agreed to take back 70 per cent of the strikers at once and the remaining 30 per cent within a month.

As a result of President Schwab refusing to treat with the strikers at the Bethlehem Steel Works until after the men return work, 250 molders walked out on February 9 and 300 more foreigners joined them. About 2000 men are idle.

The possibility of a strike of 4000 switchmen employed in the Chicago switching district of eighteen railroads, probably was averted when the parties at dispute agreed to submit the question to the Illinois State Board of Arbitration.

President Lewis of the Mine Workers of America began a conference at St. Louis on February 12 with the miners and operators of the Southwest. The two organizations, according to Lewis, are at outs over wage scales and breach of faith on contracts.

A lockout was declared against seventy machinists of Sparks, Nev., on February 17, when the Oregon Short Line shops were closed indefinitely. The machinists walked out on the 11th, following the refusal of the company to reinstate two men who were dismissed for incompetency.

The Journal of Commerce and Industry, the organ of the Russian Ministry of Finance, prints a warning to Russian emigrants of alleged false representations made by Hawaiian immigration agents, who promise high wages on the farms of Hawaii and other conditions favorable to Russian immigrants.

A warrant charging Martin Wallace, missing secretary-treasurer of the California State Miners' Union, No. 2, with embezzlement, was issued at Grass Valley on February 11. He disappeared some time ago, taking the books of the union with him, and it is believed that he has gone to Africa or Australia.

Twenty-five hundred operatives at the thread mill of J. & P. Coates, Limited, at Pawtucket, R. I., are affected by an order closing the mill for an indefinite period because of a strike of back boys, girl twister tenders, mule spinners and a few carders. The strikers demand a ten per cent increase of wages.

Martin B. Madden, former president of the Building Trades Council; M. J. Boyle, an official of the Electrical Workers' Union, and Fred Pouchot, former business agent of the Metal Workers' Union, were sentenced at Chicago on February 10 to pay a fine of $500 each, following their conviction May 29 of conspiracy to extort money. A motion for a new trial was overruled.

The effects of the increased cost of living on the working classes are shown in the largely expanded number of applications to New York City for aid as disclosed in figures made public on February 5. During the last twelve months more than 60,000 persons sought relief, an increase of more than 80 per cent in five years. Suicides increased nearly 50 per cent from 1904 to 1909.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aas, Oscar
Aaslin, Oscar
Abrahamsen, A.
Abrahamson, Johan
Adamsen, W. O.
Ahrens, Walter
Ahern, D.
Akesson, C. A.
Allen, James
Andersen, Johan O.
Andresen, -1635
Andersen, Toleif
Andersen, Soren M.
Andersen, -1560
Back, M.
Bakman, Karl
Barm, Jacob
Bausback, -1511
Bechler, Josef
Beck, John A.
Behne, -1316
Behnke, H.
Behrendtz, -1419
Belin, Erik
Berg, H. G.
Berg, Julius
Berntsen, Eilert
Carlson, Richard
Carlson, Martin
Carlsson, Alfred
Carlsson, John W.
Carlsson, Marcus A.
Carlstrom, John
Chauche, Jean A.
Christensen, J. P.
Dahl, Olaf
Dahlon, Harry
Eckert, Fred
Edman, Oscar
Eklund, Evert
Ekvall, Gus A.
Elfstrom, Axel
Ellefsen, Andreas
Ellingsen, -594
Fagen, John
Faulkner, John E.
Fjelman, Jonas
Fredriksen, B. D.
Gad, S. V.
Georgensen, Arthur
Glaas, Valdemar
Gostman, A.
Gram, Eric
Grant, Stephen
Grigoleit, E.
Guilderson, Eugene
Haak, Reinhold
Habedank, Fred
Hagg, Chas.
Hallsten, A. H.
Hallstrom, J. E.
Halvorsen, Chas.
Halvorsen, Anton
Halvorsen, Isak
Hansen, -1224
Hansen, Hilmar
Hansen, Max
Hansen, -794
Hansen, -1000
Hansen, Hans E.
Hansen, -1195
Hansen, Julius
Hansen, Karl
Ingemand, Chris.
Isamell, Paul
Isaksen, Kristen
Jacobsen, Tom
Jakobsen, Halvor
Jakobson, S. Thure
Jansen, Edward
Jansen, N.
Jensen, Jens K.
Jensen, Edward
Jensen, -1946
Jensen, -2014
Jensen, -1791
Jensen, -1987
Jensen, Peter A.
Jensen, Edv. K.
Jespersen, M.
Johansen, Hans
Johansen, A. F.
Kane, G.
Karlsen, -388
Karlson, Richard
Kittilsen, -595
Kjelgren, J. A.
Klasson, Axel
Klebingat, Fr.
Kolkin, F.
Laczkowski
Lahr, Otto
Laine, David A.
Lane, Leland
Lanne, Rudolph
Landal, Chas.
Larson, -1370
Larsen, -1290
Larsen, Peder G.
Larson, C.
Larsen, Kristen
Larsen, Anton
Larsen, Ludv. J.
Larsen, -1290
Larsson, Karl
Laws, Harry
Lebrun, Ernest
Lee, Ole
Lersten, J. O.
Magnussen, Karl G.
Maherin, L. W.
Markus, Bernhard
Martin, Howard
Mathews, John
Mathews, Fred
Mathisen, Nils L.
Mattson, -709
Matson, Alec
McCarthy, T.
McGrath, Jack
Naumann, Alf.
Nego, A.
Neilson, Sievert
Nelsen, B. P.
Nelsen, F.
Nelson, Chas. M.
Nelsson, -552
Anderson, Gotfried
Anderson, Vicktor
Anderson, E.
Anderson, Oscar
Anderson, John
Anderson, Ernest
Andersson, Emil
Andersson, Carl O.
Andersson, -992
Andreasen, Mogens
Andresen, Anton
Annus, John
Antell, Fred
Astrom, Torsten
Bjork, Algot J.
Black, Victor
Blakstad, Chas.
Block, B.
Borresen, Niels
Bostrom, C.
Bourbigou, Louis
Boylan, C. F.
Brant, Oscar
Brelin, Adolf
Bryde, Carl M.
Buchtman, T.
Burdick, Chas.
Christiansen, N.
Christensen, -1332
Christensen, Henrich
Christoffersen, Alf.
Claus, Carl
Clemmensen, Edv.
Clifton, P. S.
Dixon, John
Dreier, Paul
Engdall, Fred
Englund, Hjalmar
Eriksen, Lars H.
Erikson, Gus.
Ericksen, Geo.
Erland, Hans
Freiberg, A.
Freiberg, P.
Frose, Elias
Frose, J. J.
Gundersen, Ole
Gundersen, -785
Gundersen, Kristian
Gustafsen, Gustaf
Gustafsson, G. B.
Guthre, Raymond
Gutierrez, Arthur
Hanson, R. W.
Heimann, Christian
Hellwig, Franz
Heltwood, O. S.
Henriksen, -1375
Henriksen, A. G.
Hoeppner, H.
Hogman, Viktor
Holm, Stefan
Holden, Olaf
Holmgren, G. J.
Holmstrom, C. A.
Holt, Karl C.
Houis, C.
Howard, Geo.
Huldal, Andrew
Hunter, Fred.
Iversen, Carl
Iversen, Fred
Johansen, -1656
Johanson, E. R.
Johannesen, -1549
Johannessen, -1863
Johansson, -2036
Johansson, Ragnar
Johnson, F. E. J. J.
Johnson, -2060
Johnson, -1547
Johnson, Ivar
Johnson, Emil
Johnson, -1566
Jones, Harry
Jordt, -1737
Jouanne, -2019
Juliussen, Carl
Koschmieder, F. W.
Koso, Peter
Kristiansen, Krist
Kristiansen, L. A.
Kristoffersen, Alf.
Krogstad, H. E.
Kvistgard, Carl
Lewald, Harry
Lewis, H.
Lexburg, Gust.
Liedtke, Bernhard
Lill, Carl
Lind, Gus
Lind, Gust. A.
Lindholm, -1274
Lindroth, Erik
Link, Alexander
Lindkvist, A. I.
Linquist, Gust.
Lohne, E.
Ludke, Bernhard
Ludvigsen, Arne
Luhrs, L.
Luman, Albert
Lund, Karl
McLoughlin, M.
McManon, John
Meyer, Frank
Mikkelsen, A. M.
Miller, Jas.
Moller, L.
Monesn, Andrew
Morris, Francis
Muller, Werner
Murray, E.
Murray, Ed.
Ness, E.
Nielsen, -1030
Nilson, Ax.
Nilson, Nick
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Norris, N. A.
Nystrom, Axel
Oberg, -790
Odman, -557
Ofeldt, Carl
Olesen, Marinus
Olsen, Andrew
Olsen, Amund
Olsen, -1112
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Olsen, John O.
Olsen, Martin
Paulsen, -1146
Pearson, T.
Pedersen, Olav
Pedersen, Carl
Pedersen, -782
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Pedersen, M. P.
Pedersen, P. M.
Pedersen, Sofus R.
Pedersen, -1015
Pedersen, -1086
Pedersen, -1289
Persson, H. W.
Petersen, S.
Petersen, Henning
Petersen, -1284
Pettersen, Alek
Petersen, -1284
Petersen, Oskar
Rand, Jacob
Rasmussen, Johan
Rasmussen, Robert
Rasmussen, -525
Rasmussen, Vald.
Rathjens, Jacob
Reek, John A.
Reese, Wm. H.
Reimers, Johan
Salvesen, Jakob
Samuelsen, Kristian
Sandberg, N. A.
Sandstrom, O. H.
Sausin, R.
Schmidt, Fritz
Schroeder, F. A.
Schultz, Albert
Schulz, Ernest
Schwencke, Karl
Simanofsky, P. von
Simonsen, Sigv.
Scott, Alfred
Seiron, Tom
Seppi, Pete
Sexon, Chas.
Sievers, Herman
Simonsen, Barney
Singleman, F.
Skaanes, Johan
Skold, C. A.
Smith, J. V.
Tandberg, Einar
Teigland, Karl
Terente, M.
Thom, G.
Thomsen, O. B.
Thomsen, Karl F.
Thornton, John B.
Thureson, Arthur
Tiebelt, E. F. P.
Tiller, E.
Udd, John
Uetland, John
Valentinsen, G.
Verdick, C.
Verto, Herman
Vestman, A.
Wacogne, Victor
Wagner, Paul
Walker, Emil
Westburn, T.
Wickman, Peter
Zimmerlink, F.
Olsen, Otto M.
Olsen, -499
Olsen, Siegfried
Olson, -562
Olson, John Oscar
Olsson, Ernst
Olsson, -677
Ora, Johan
Osmundsen, -945
Ostrom, Peter
Peterson, N.
Peterson, -1223
Petrow, Ferdinand
Pettersen, Aksel
Pettersen, S. A.
Petterson, -1062
Pettersen, Isak
Petterson, -1154
Petterson, -851
Phillips, Aug.
Pietschmann, Geo.
Pirnke, Carl
Pohlman, Hans
Polomo, M. G.
Pommer, Alex.
Poulsen, -1229
Pratt, Louis
Price, C. G.
Purnhagen, L.
Remmer, L. E.
Roalsen, Fred
Robinet, G.
Rosenberg, Frans
Rosenvald, Isak
Roth, Svend
Rundavist, O.
Rustanlus, J.
Ryits, -819
Soderlund, Anton
Sorensen, -1664
Soto, Santos
Sprogue, Theo.
Stein, John
Stein, Hilmar
Stewart, Jas. L.
Strahle, Carl
Sund, J. W.
Sund, Alek
Sutierez, Arthur
Svanson, Fred. M.
Svendsen, Ole
Svendsen, Thorwald
Svendsen, -1050
Svendson, Otto
Svensson, Ture
Svensson, Nic.
Swansson, Emil
Swanson, Emil
Swanson, -2184
Tillman, Andrew
Tillman, Chas.
Tjulander, Oscar
Torkelsen, Jonas
Torkilsen, Olaf
Tornquist, Sture
Tralness, P.
Tramm, Hans
Turner, Jack
Turner, Ted
Ulla, C.
Vetland, John
Viereck, Ferd.
Virtanen, Carl
Wideberg, Oscar
Wiklund, C.
Wiking, Aug.
Winters, C. J.
Zum, Felde Robt.

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Andersson, Vicktor
Berglund, K. R.
Christansen, N.
Christensen, M. H.
Damiano, Alex.
Grunberg, Tom
Halvorsen, Wm.
Heller, O.
Jansen, Edward (3)
Hansen, -1229
Hinner, Paul
Holden, Olaf
Jensen, -1342
Jensen, Hans
Johanson, -1677
Johannessen, -1863
Kirst, Hans
Lane, Leland
Leech, Wm. A.
Mattler, Franz
Muller, Werner
Olson, John Oscar
Petersen, C. G.
Poulsen, -1229
Rahange, J. F.
Randle, David
Rundavist, O.
Schager, E. L.
Sexon, Chas.
Siegurd, J. I.
Steen, Hilmar
Wahlberg, R.

Portland, Or., Letter List.

Adams, Steve
Andersen, Ole
Andersen, Fred
Alander, Karl
Bucktmann, F.
Backman, Paul
Brodie, W. G.
Blecha, Alfons
Carlson, Oscar
Carlsson, Walter
Carlson, A. M.
Christensen, Emil
Corty, Chas.
Farm, J. B. -612
Geiger, Jos.
Gudmunsen, Martin
Glaas, Waldemar
Grimes, Donald
Gardner, J. B.
Hassell, S. G.
Heggum, L.
Hansson, Chas. S.
Hogen, Lars
Jones, Eddie
Johnson, Axel
Johansen, J.
Johanson, Hjalmar
Karlsson, A. M.
Kohlmeister, Otto
Klorning, Martin G.
Larson, L.
Lagerman, Johan L.
Lang, Chas.
Lamberg, Albert
Lindberg, John
Ness, Aksel
Norman, S. L.
Nilsen, B. P.
Newman, Joseph
Nagel, Al.
Nielsen Andreas E.
Olson, Anton
Olson, John
Pedersen, Christian
Peterson, Chas.
Pehrsen, John
Rytko, Otto -716
Sunde, Albert
Sandberg, Alfred
Scott, Wm.
Sorensen, A. -2118
Sillvan, Emil
Viebrock, Chas.
Wychgel, -970

INFORMATION WANTED.

Peter Nielsen, from Aarhus, Denmark, is inquired for by Christ Hansen, 230 W. Thirty-second street, Los Angeles, Cal.

Tacoma, Wash., Letter List.

Andersen, Lars -735
Arnold, Ernest
Buth, Siegfried
Carson, James
Carron, Edward
Fenstad, Torger
Hetebrugge, Walter
Jacobsen, John
Jensen, Chas. -769
Kamermans, W. -708
Kimeral, Herman
Larsen, John
Lindroos, A. W.
Martin, Louis -1868
Meyers, Chas.
Ness, John
Nordgren, Chas.
Olsen, Sigwald
Pedersen, Hans Kristian
Petersen, Berthel
Petersen, Alfred -723
Poppe, George
Rasmussen, F. -381
Riverdahl, Guss
Robsham, Jens W.
Rorhus, Ole
Rune, George U.
Schwitzer, Harry
Strand, Chas.
Svanson, Ben
Veyvoda, Frank

Pt. Townsend Letter List.

Andersen, Axel C.
Akeson, H.
Bayle, John
Coye, C.
Chapman, F. J.
Condon, L.
Callam, C. Mc
Campbell, N. Mc-Donald
Duval, Benoit
Ehmke, W.
Gram, Erik
Garder, O. C.
Hillig, H. A.
Hillig, A.
Holberg, J.
Holmstrom, C. A.
Hubner, H.
Ingebretsen, O.
Johansen, J.
Knudsen, P.
Lindberg, Richard
Mullich, August
Mikkelsen, A. B.
Nagel, A. P. A.
Osmundsen, K.
Oberhauser, J.
Picard, Frank
Pemberton, D.
Petersen, Paul
Rosenfeld, J.
Shelenz, K.
Tramm, H.
Walzer, E.
Young, E.

ALASKA FISHERMEN'S LETTER LIST.

San Francisco, Cal.

Letters at the Alaska Fishermen's office will be advertised for six months only and will be returned to the Post Office at the expiration of seven months from date of delivery.

Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

Arntson, Albert
Albertsen, Paul H.
Balzani, Pietro
Bakke, Ed.
Benson, John
Christiansen, Alfred
Di Mauro, Guiseppi
Evald, Fritz
Green, John
Heckkenien, Peter
Hagen, G. L.
Johnson, Harry
Johnson, Nels
Johnson, George P.
Lagerwall, Gust.
McCarron, E. S.
Monroe, Wm.
Olsen, Oscar
Peterson, Gust.
Romero, R.
Rouzil, H. S.
Swanson, Chas.
Sorensen, Thomas
Sivertsen, A.
Thompson, A.
Tonnessen, Jorgen

Eureka, Cal., Letter List.

Andersen, Lars T.
Andersen, John
Andersen, Olof
Anderson, S.
Armmi, Walter
Blunt, H.
Bostrom, C.
Brown, C. A.
Bryan, G. T.
Bulander, B.
Carlson, Gust.
Carlmark, Barthold
Counaughton, H.
Ekwall, G. A.
Grant, John
Gunther, Theo.
Gustafson, Edvard
Gowjette, Joseph
Hollins, Frank
Hummel, Fritz
Ingebretsen, Alfred
Isaacson, Gustave
Jensen, Hans -2014
Johnson, J.
Karlson, E.
Kittelsen, Christ
Lombar, Eminio
Lorensen, Orgt. C.
Malmberg, Elis
Menz, Paul E.
Michalson, Johannes
Micheli, Agojetino
Mettemeijer, J. F.
Niccolai, Sant.
Nilsson, O. -936
Nilsen, Ruder
Nordblom, Ben.
Nylund, Sven
Olsson, Bror
Olsen, Peder. A.
Oliver, G.
Oman, Victor
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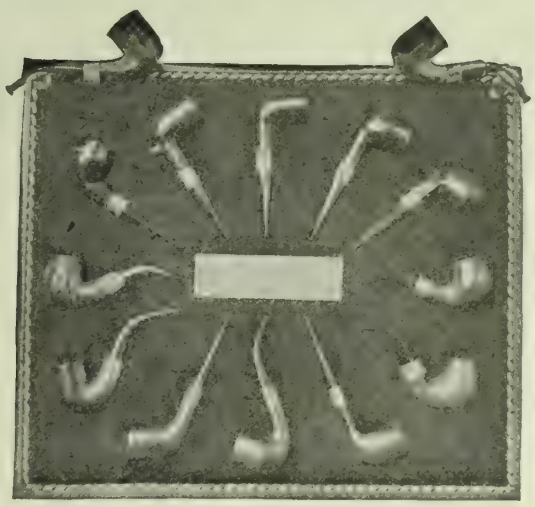
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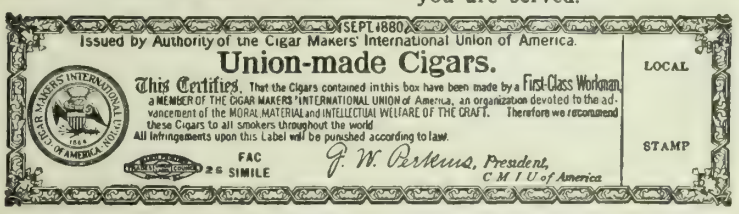
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Thomas Ayres Phillips, seaman, last heard of at 44 Minna street, San Francisco, in 1902. Information wanted by British Consul, San Francisco.

Robert Fordyce Bowers, age 33 years, height over 5 feet, stout build; correspondence awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

John Ernest Meyna (Meiner), supposed to be sailing on the Pacific Coast, last heard of 9 years ago, is inquired for by relatives. Address, Coast Seamen's Journal.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England.

The following members have salvage due from the Globe Navigation Co., account of S. S. Eureka, when they picked up a Russian vessel in 1907: H. Anderson, H. Ellman, M. Gunderson, Carl Swanson, N. Nilsen and Manuel Par. Apply to P. B. Gill, Agent, Sailors' Union of the Pacific, Seattle, Wash.

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Oswald Schnaubelt, a native of Schneidemuehl, Germany, born 1883, last heard of 1903, is inquired for by his mother. Address Mrs. M. Schnaubelt, Neu Beelitz, near Bromberg, Germany.

News from Abroad.

The Bank of France has consented to advance $20,000,000 without interest for five years to small commercial and industrial concerns ruined by the flood.

Serious riots have occurred in various parts of Germany as a result of dissatisfaction with the proposed Franchise law. Many persons have been seriously injured by the police.

Heavy shipments of ore are again being made from the old Avino and Panuco mines, near the Gabriel station, on the International division of the National Railways of Mexico.

One of the greatest civic and economic problems confronting the authorities and public servants in the federal district of Rio Janeiro is that of providing homes for the working classes.

The total length of railway under construction or immediately projected in India is 3222 miles, of which about one-third is by the British Government and the rest by private companies. The estimated cost is $12,000,000.

The French steamer General Chanry, bound from Marseilles for Algiers, was driven ashore near the island of Minorca during a heavy storm on February 11. Only one passenger, out of a total of 157 passengers and crew, was saved.

The new marriage law now under consideration in Victoria, Australia, has as its object the prevention of clandestine marriages. It provides that no clergyman shall perform the ceremony unless the couple applying shall have obtained a license.

Harold Vanderbilt of New York was condemned on February 10 by the Tribunal of the Seine to pay $4500 damages to a harnessmaker who was knocked down and injured by Vanderbilt's automobile near Valence in February, 1907.

Bjornstjerne Bjornston's remarkable vitality seems to have pulled him through another crisis, his condition being reported as better. A few days ago it was thought the death of the Norwegian poet and novelist was imminent.

The Parramatta, first unit of the Australian navy, was launched at Govan, Scotland, on February 9, Mrs. Asquith, wife of the British Premier, doing the honors. The Parramatta is a torpedo-boat destroyer of the improved river class, and registers 700 tons.

The British steamer Greenland of the Liverpool and Hamburg line arrived at Hamburg on February 15 and reported having run down and sunk an unknown fishing steamer off Cape La Hague, in the English Channel. All the crew of the fisherman were lost.

The French Chamber of Deputies has unanimously voted $4,000,000 for the aid of the flood victims. The Government contemplates loans amounting to $20,000,000 for relief purposes, 75 per cent of which will be upon personal security and the balance upon real estate.

Speeches attacking the refusal of the Government to permit further immigration to the Pacific Coast have been made by Progressists in the Japanese Diet. One of the leaders said that the policy was resulting in the destruction of the business of Japanese in California, where two banks and twenty Japanese business houses had to close.

With the Wits.

Bad Mistake.—"Cohen's ill in bed, I hear?"

"Yes. He smoked a cigar from the wrong pocket."—London Opinion.

Long Indeed.—A teacher asked her scholars for some very long sentences. One boy wrote: "Imprisonment for life."—Exchange.

Evidence of Faith.—Mrs. Brooke—Have you any faith in life insurance?

Mrs. Lynne—Yes, indeed; I've realized one hundred thousand dollars from two husbands, and they weren't very good ones, either.—Judge.

The Wise Husband.—"My husband wants me to get a new hat just like Mrs. Von Fliers'."

"Well?"

"I'm going to make my old hat do."—Exchange.

Paucity of Ideas.—"'Tis one of the saddest things about married life."

"What is?"

"The fact that the wife can't think of anything new for dinner, and the husband, while dissatisfied, can't suggest anything."—Kansas City Journal.

Caught.—Gracie—Oh, Mr. Nocoyne, how lovely of you to bring me these beautiful roses! How sweet they are, and how fresh! I do believe there is a little dew on them yet!

Nocoyne—W-well, yes, there is, but I'll pay it to-morrow.—Punch.

Bad for Him.—Jones—That young man who plays the cornet is ill.

Green—Do you think he will recover?

Jones—I fear not. The doctor who is attending him lives next door.—London Spare Moments.

Slightly Twisted. — Mrs. Hub — What's this thing the expressman just brought?

Mr. Hub—The settee you asked me to get.

Mrs. Hub—Mercy, what a man! I didn't say a settee; I told you a tea set.—Boston Transcript.

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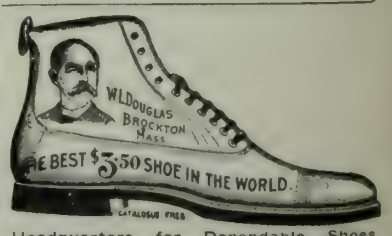
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VOL. XXIII, No. 24. SAN FRANCISCO, WEDNESDAY, MARCH 2, 1910. Whole No. 2058.

COERCION IN AUSTRALIA.

THE STRIKE of coal-miners in New South Wales has been taken advantage of by the Government of that State as an excuse for the enactment of the most drastic anti-labor legislation in the annals of modern industry.

Under the provisions of the new law any meeting of two or more persons for the purpose of "instigating to or aiding in a lockout or strike," or for the purpose of "managing, directing, controlling or aiding in the continuance of a lockout or strike already in existence," is declared to be unlawful. Any person taking part in such meeting shall be liable to imprisonment for twelve months. Police officers are authorized to break into "suspected" meetings and to "seize any documents which they reasonably suspect to relate to any lockout or strike, or intended lockout or strike." Agreements to "restrain the trade of the State in any necessary commodity to the detriment of the public," or to "monopolize any part of the trade of the State with intent to control, to the detriment of the public, the supply or price of any necessary commodity," are punishable by a fine not to exceed five hundred pounds.

The enactment of this legislation is the more significant when it is remembered that Australia has been widely hailed as a country of advanced legislation on the labor question. The Coercion law, so far from being inconsistent with the record of the "country without strikes," is a natural and inevitable revulsion against the attempt to abolish the strike by placing it under the ban of law. The Coercion law and the incidents accompanying its passage are thus described in The Worker, of Sydney, N. S. W.:

New South Wales Legislative Assembly has been the scene of many disgraceful exhibitions of brute force, but nothing more humiliating than the proceedings of Thursday and Friday last (December 16 and 17), has ever occurred within its walls. On Thursday, Mr. Wade introduced his Coercion Bill. He made no pretense of arguing for the measure—did not even place it before the House until far into Friday morning—but drove it through by sheer brute force. The chairman went stone blind on the Opposition side when the bill got into committee, and not a single Opposition member was called. Gag—gag—gag. From first to last, not one word was uttered in committee in explanation of the clauses or in defense of the bill. Government supporters did not even stay in the House. They trooped in for divisions and trooped out for drinks, making history with supreme contempt of consequences.

The Labor party put up a gallant fight. At every stage they pleaded for fair play, but the authors of the bill had no time for anything but the Vend's business. The Newcastle criminals must be put down; the sacred right of Jimmy Hogue and the Vend to do as they darned well pleased with common working trash must be preserved at all hazards.

There were some lively scenes, and personal recriminations were freely indulged in; and it was not until after 8 a. m. that the bill was bludgeoned through.

When the House assembled, it was quickly seen that something unusual was afoot. Members rolled up in great force, and the galleries were crowded. Appropriately enough, police were everywhere.

The provisions of the bill are as follows:

1. This Act may be cited as the "Industrial Disputes (Amendment) Act, 1909."

2. Section four of the Industrial Disputes Act, 1908, is amended by inserting after the definition of "Minister," the following definition:

"Necessary commodity" includes—

(a) Coal;

(b) Gas for lighting, cooking, or industrial purposes;

(c) Water for domestic purposes; and

(d) Any article of food, the deprivation of which may tend to endanger human life or cause serious bodily injury.

3. Section 42 of the said Act is amended—

(a) By omitting the words "or (b) instigates to or aids in any of the above-mentioned acts";

(b) By inserting next before the proviso the following words: "If any person instigates to or aids in any of the above-mentioned acts he shall be liable to imprisonment for a period of twelve months."

4. The following new sections are inserted next after Section 42 of the said Act:

42A. If any officer of police of or above the rank of sergeant has reasonable grounds to believe that any building or place is being used for a meeting for the purpose of instigating to, or aiding in or managing or aiding in, the continuance of a lockout or strike, he may enter such building or place, and may, if necessary, obtain assistance and use force by breaking open doors or otherwise for making such entry, and may seize any documents which he reasonably suspects to relate to any lockout or strike, or intended lockout or strike.

42B. A meeting of two or more persons assembled for the purpose of—

(a) Instigating to or aiding in a lockout or strike; or,

(b) Managing, directing, controlling, or aiding in the continuance of a lockout or strike already in existence,

shall, where such lockout or strike is in respect of a necessary commodity, or in respect of the transport services of the State in relation thereto, be and is hereby declared to be unlawful.

Any person taking part in any such meeting who has reasonable grounds to believe that the probable consequences of a continuance of such lockout or strike will be to deprive the public either wholly or to a great extent of the supply of a necessary commodity, shall be liable to imprisonment for a period of twelve months.

42C. Any person who, either as principal or as agent, makes or enters into any contract or agreement, or is or continues to be a principal of or engages in any combination or conspiracy with intent to restrain the trade of the State in any necessary commodity to the detriment of the public shall be liable to a penalty not exceeding five hundred pounds.

42D. Any person who monopolizes or attempts to monopolize or combines or conspires with any person to monopolize any part of the trade of the State with intent to control, to the detriment of the public, the supply or price of any necessary commodity, shall be liable to a penalty not exceeding five hundred pounds.

5. Section 45 of the said Act is amended by omitting "the three last preceding sections," and inserting in place thereof the words and figures, "sections 42, 42B, 42C, 42D, 43 and 44."

Under the title, "Back to Lagdom," the scope and effect of the law are dealt with editorially by The Worker, as follows:

The methods adopted by the Government to prevent a settlement of the strike are heroic. Magna Charta is torn in tatters. Trial by jury is denied. The sanctity of the home is invaded. The worker who defies Wade's law is worse than a murderer—worse than a paricide—worse than the most degraded criminal in the most degraded portion of the British Empire. All these may interpose a jury of their countrymen between their liberty and the tyranny of a Judge. Only to the working man in New South Wales struggling to improve the lot of his fellows is this right denied. Under Wade, the working man who advises his fellows to resist the tyrannies of a combine is denied what Britishers everywhere regard as the first essential to a fair trial—a right that would not be refused to a soulless harpy who boiled babies in oil. Indignity to Labor is a main plank of the Deform Platform.

The Wade party are heirs to the traditions of Lagdom. Their miserable provincialism has been handed down from the days of Lang, the first Australian statesman, whom their political ancestors fought even as Wade is fighting the workers of the State to-day. Their love of repression, their hatred of liberty, their contempt for the best traditions of the race, all of these have come to them in unbroken descent from the men who did not flog Wentworth and Lang only because they dared not. Wade would have made an excellent military despot in the bad old days, and the ease with which he carried his Coercion Bill indicates that at heart the Reform Party is little better than its leader.

Read in the calm light of afterwards, the Wade law is grimly humorous. Behind it one sees a very excited and a very frightened man—and withal a man who has learned nothing from the history of his race, and who knows next to nothing of the people over whom, by some strange deviltry of fate, he is called temporarily to govern. A hopeless man is Wade. Even the Judges cannot be trusted; discretion is wrested from them, and twelve months' jail is handed out automatically alike to the trembling wretch who falteringly "seconds the motion" as to the lover of truth and justice, who, glorying in the traditions of his race and soaked in the lore of its martyrs, in words of flame describes Wade's law as the vile thing it really is.

"RED" HALVORSEN'S TREASURE.

In depicting the chief incidents in the following story I shall have to rely largely upon hearsay evidence submitted to me at the time of their occurrence. As the said evidence was amply verified by an independent investigation subsequently instituted by the British Consul-General in Lima, I think it may in the main be accepted as reliable.

"Red" Halvorsen, a Norwegian of gigantic stature and strength, was a beachcomber in Callao in the middle '70's. This statement, considered by itself, may not be very important, for Callao at that time was infested by the toughest gang of beachcombers that ever cursed a seaport, and "Red" Halvorsen was by all accounts the toughest of the lot. But there was something about the man, nevertheless, which distinctly differentiated him from the rest of that lawless crew. This something was the stamp of refinement which early mental training in the higher branches of education always leaves on a man, and which no amount of excesses in after life can ever wholly efface. This, and the heroic mold in which Nature had cast his form, gained for him an ascendency over his fellow toughs which nothing else could have won for him. Of course this, in a way, is merely affirming a well-known principle in the workings of human nature in the rough; but in story-telling, as in logic, stating the obvious is often a necessary premise to what follows.

When yet a callow youth, barely out of his teens, "Red" Halvorsen had been a promising student at the University of Christiania. His parents, who were wealthy, supplied him liberally with money, with the usual result to a temperamental young fellow who has never been taught self-restraint. Instead of applying himself to his studies he launched forth upon a life of pleasure such as only a great city can offer to the votaries at the shrine of the forbidden fruit. One night during a drunken brawl he had the misfortune to kill his dearest friend, a classmate, with a blow of the fist. From that hour none of his relatives or friends ever saw or heard of him again. It was generally believed, even by his family, that he had committed suicide, and only when the British Consul-General in Lima began the investigation which I have already adverted to was it learned that the mother of young Halvorsen had all along known that her boy was a wanderer upon the face of the earth; had wept and sorrowed over him as he aimlessly roamed the seven seas with no other object in view seemingly than to bridge as quickly as might be the little stretch that yet remained of his allotted span of life. Mathematicians may marshal axioms and logicians posit postulates in efforts to prove that, barring space and time, all things are finite and measurable, but who shall presume to measure the depth and intensity of mother love?

When "Red" Halvorsen struck the beach in Callao he was still in the prime of young manhood, not yet forty, and apparently unhurt by his youthful follies. The homely fare of the forecastle and rigorous discipline of life before the mast had tended to conserve his naturally great vitality, and to leave all his faculties unimpaired. Withal he was good to look upon. A typical Norseman such as our imagination conjures up when we read about those Viking heroes whose deeds of valor on storied fields and seas were sung by rhyming bards and chronicled in the Eddas, his steady, deep-blue eyes looked at one as straight as a gun-barrel, with a frank, unwavering intentness which was almost disconcerting. Wavy, blond hair, a fiery red beard, from whence his sobriquet was derived, and a Roman nose of aristocratic mold, completed a face of a type sometimes seen on the obverse side of a medal or coin.

Among the notable waterfront characters in Callao in the '70's was one Manuel, a Quichua Indian, so bent, and withered, and parchment-faced, that he was generally believed to be over one hundred years old. The two ruling passions of his life were an undying hatred of all Spaniards and an overweening love of "pisco." It was whispered abroad that he was a sun-worshiper after the manner of his fathers. Certain it was that he had been seen by more than one startled person making strange obeisances and passes at the rising sun. When in his cups he sometimes boasted that he was the lineal descendant of the imperial Incas, the ancient rulers of Peru. He had even intimated on occasions that with him alone reposed the secret of the whereabouts of a great treasure of gold which the last Incas had contrived to hide away from the rapacious Dons, and had once actually exhibited a curious-looking papyrus chart purporting to show the exact location of the treasure. But while it is said that "in vino veritas," the same can hardly be claimed for "pisco" when lining the inside of an Indian in his dotage, so not much attention was paid to old Manuel's pretensions, the more so as when sober he would vigorously deny that he knew of any hidden treasures, or even who his father was.

Manuel had somehow taken a great liking to "Red" Havorsen, and often invited him to "tomar algo." It may be that the golden hair, blue eyes and red beard of the latter reminded him of the sun-god that stood in the great temple of his ancestors. A more probable explanation was, perhaps, that Halvorsen, who spoke excellent Spanish, and had read much about the outrages perpetrated on the Incas by Pizarro and his followers, could sympathize intelligently with Manuel in his hatred of the Spaniards. Whatever the cause of their intimacy they were frequently seen holding earnest conversation, and many there were who secretly marveled that a man like "Red" Halvorsen could find anything to interest him in the doddering old fellow's patter.

But, "mors omnibus communis." Late one evening word was brought to "Red" Halvorsen by a little Indian lad that Manuel was ill and wanted to see him. Halvorsen at once went to the hut of his old friend and found him very low with what looked like calenture. What transpired between the two men on that night was never divulged that I know of, but the next morning the news went around the beach that Manuel was dead and that "Red" Halvorsen had declared his intention of going to sea again.

About this time I arrived in Callao before the mast on the Boston ship Gladiator, in ballast from Coquimbo. After waiting a week or so we received orders to go down to Pabellon de Pica and load guano for Hamburg. Pabellon de Pica, Punto Lobos, and Huanillo (all three were a few years afterward overwhelmed by a tidal wave) were three little towns located near one another some sixty or seventy miles south of Iquique on the narrow, shelving, sandy beach which at that point skirts the Andes mountain range. A year or two previously rich and extensive deposits of guano had been discovered there, for the working of which a syndicate of European capitalists obtained a concession from the Peruvian government. An idea of the magnitude of the undertaking may be had when it is known that abreast of each town on an average two hundred large square-rigged sailing ships lay anchored the year 'round, some loading and others waiting for their turn. The population of Pabellon de Pica, the largest of the three towns, was 3,000, a mixture of all races, native Indians predominating. Chinese coolies worked in the diggings and I distinctly remember how shocked I was to see them shackled together with chains and driven with a lash like dumb brutes. Frontier's law governed the community, every man being his own policeman, and killings were of almost daily occurrence.

While in Callao several of our men ran away, and one of the men shipped in their places was "Red" Halvorsen. From the very first look I had of the man I became interested in him, he was so different from the ordinary run of Callao pick-ups. Contrary to age-long custom he was dead sober when he came onboard, not even having a bottle for the delectation of his new shipmates. His dungharee suit was spotlessly clean, and fitted his stalwart proportions with a degree of nattiness which indicated a proper regard for appearances. Like many big, powerful men he was quiet-mannered, deliberate of action, and chary of speech to the point of taciturnity. English he spoke without a trace of foreign accent. As we found out afterward he was a dandy shantyman, having a sonorous baritone voice of great flexibility and compass, and his singing-out on a rope always brought the skipper's wife and daughter on deck to listen with rapt delight. Despite his great size there was a freedom about his movements suggesting a reserve fund of vast strength, and the hard, steely glint which sometimes shot from the blue eyes was a danger signal which none could mistake. Here, I told myself, was a man with whom the mates would take no liberties, and it subsequently proved to be even so. The mates, who were what might be called near-buckoes, had mighty little to say when "Red" Halvorsen was around, being perceptibly overawed by his bulk and the lurking, Berserker fierceness in those steady, deep-blue orbs.

During the greater part of the year the wind on the Peruvian coast blows from the southward with the strength and steadiness of a trade-wind. Hence we had to beat, tack and tack, every mile of the way down to Pabellon de Pica, arriving there after a passage of twenty-four days. By this time "Red" Halvorsen and I had become fast friends; for beneath the man's rugged exterior I found a warm heart and the mind of a born speculatist, which made him a delightful companion in the night watches on deck when, with the stars overhead and the sea beneath, men somehow fall to speculating on those abstruse problems of the why and the how of

that baffling mystery called life which have from the beginning of time vexed the minds of philosopher and sciolist alike.

As soon as we had anchored off Pabellon de Pica we got the gig out, and "Red" Halvorsen, myself and two more pulled the skipper ashore to report our arrival. Hardly had the skipper disappeared up the street before "Red" Halvorsen followed him, saying, with a bland wave of his hand and a curious smile playing about his mouth:

"So long, boys. Sorry to leave you, but have a little business to transact here which will detain me for some time. Good luck to you all. See you again in Liverpool."

"Poor devil," I thought to myself as I watched the retreating figure; "the call of the beach was too strong for him. And such a good man, too. But, then, it's the good that go wrong—when they don't die young."

With which bit of sophistry I dismissed the incident from my mind for the time being as something which after all was none of my business. When the old man returned and was informed that "Red" Halvorsen had left us his only comment was:

"Oh, let the — — go to hell."

From which we concluded that he was rather pleased than otherwise with the turn affairs had taken. For one thing, the ship was due to lie there at least six months, and perhaps nine or ten. For another, the maxim that one can't have too much of a good thing does not apply to men. I have always noted that these old skippers and mates, though continually hollering about the difficulty of getting "good men," generally balk at shipping a man whose seamanship, like that of "Red" Halvorsen, is apt to shine by comparison with their own.

But now I must follow the further doings of the hero of this tale, as gathered from various sources. After leaving us "Red" Halvorsen proceeded south along the beach in the direction of Punto Lobos. When distant about two miles from Pabellon de Pica he came to a deep, narrow, brambled gully running up the slope of the Andes at right angles to the shore, evidently the dry bed of some prehistoric stream or cataract. Pausing to scan the face of the mountain above him, and to make sure that no one was observing him, he presently disappeared up the gully.

That evening, just as Max Eckenheimer, the Rothschild of Pabellon de Pica, was going to put up the shutters for the night and call it a day, he was agreeably surprised to see a tall, blond, red-bearded stranger enter and throw a heavy canvas bag filled with broken gold ingots on the counter.

"Let me have coin for that," the stranger said.

"All right, mein friend," retorted Mr. Eckenheimer, as he carefully weighed the contents of the bag. It was known to him that a great number of gold ornaments, ingots and nuggets had from time to time been found by prospectors delving into ancient battlefields where the Incas and their followers had buried them before engaging in combat with the Spaniards. Hence he evinced no surprise, but calmly counted out the money, saying:

"Call again, sir, if you fint some more."

"I may," the stranger replied, "provided you say nothing to anybody about this."

"Oh, dot vos understood," hastily rejoined the banker with a knowing smile. "To geep quiet pout leedle pitzness deals, dot, sor, is mein special pitzness."

About six or seven weeks after "Red" Halvorsen had left Callao, "Handsome" Harry, his successor as "admiral" of "de gang," was having a siesta one afternoon on the backstoop of La Casa Amarilla, a "fonda y posada" where the gang customarily rendezvoused, and kept by one Norah Hernandez, a comely daughter of old Erin married to a homely gentleman of old Castile. "Handsome" Harry was credited with a checkered past. It was whispered around, as such things are, that he had been a lieutenant in the British navy; had got into trouble of a serious nature over a woman; could have saved himself by calling on the lady in question to testify in his behalf, but rather than endanger a woman's reputation had chosen disgrace and exile for his portion, etc., etc. Anyway, here he was, a beachcomber doing his best to forget the past and hasten the future.

Presently la senora Hernandez, followed by a postman, came and shook him by the shoulder.

"Mishter Pugh," she said, "here be a registered letter for yez."

And, sure enough, there it was, a real letter addressed to "Henry Pugh, Esq.," etc. With eager fingers he tore off the envelope, and nearly fell off the stoop when his eyes lit on a bank draft for £200 made out in his favor, more money than he had fingered for, lo, these many years. The letter was dated from Pabellon de Pica, and read:

Dear Harry:—

I have struck it rich at last. Take the first steamer leaving for this port, and bring the gang with you. I have an option on a little Chilean schooner that will take us all over to Australia. There we will divide the swag—there is enough of it to make every one of us a Monte Cristo. Now, understand, don't take any of the latecomers on the beach with you—just the old guard, the true and the tried, that hangs out around Norah's place. Old wine, old songs, old friends are the best as you know, and you boys were my friends when all the world was turned against me; so come one and all of you and share with me the smiles of Dame Fortune.

With my regards to yourself and the boys, I am, ERIC HALVORSEN.

"Handsome" Harry read the letter over and over to make sure that it wasn't all a vagary of the imagination, a fantasy born of the libations of which he had partaken just before going to sleep. But, no; there was the draft for £200 to prove the reality of the thing. And then he suddenly remembered that on parting with him Halvorsen had told him, jokingly, that he was going to collect a legacy which he had just inherited. Soon his thoughts reverted back to the night when old Manuel lay dying in his hut with none but "Red" Halvorsen near; to the strange friendship between the two men; to Manuel's persistent claims of knowing the whereabouts of a great hidden treasure, till at last a light broke upon his understanding. "Red" Halvorsen had found the treasure of the Incas, of which Manuel alone had had knowledge! With a glitter of excitement in his eyes such as no one had ever seen there before "Handsome" Harry arose, went in to the bar, ordered a big drink, gulped it down with feverish haste, after which he made a bee-line for the beach.

When, two days later, the Pacific Steam Navigation Co.'s steamer the Arequipa left Callao for southern ports she carried among other first cabin passengers the following gentlemen:

"Handsome" Harry, "Slick Dublin," "Dingo" Pete, "Scotty" Campbell, "Geordie" Tom, "Frenchy," "Swansker" Bill, "Bismarck," "Greek" Jack, "Cockney" Bob, and " 'Frisco Mac."

Of course, those names did not appear on the passenger list, that document as usual, placidly exhibiting the signatures of a number

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Unions, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 85 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques v puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

Home News.

United States Senator Tillman of South Carolina is seriously ill at Washington, D. C., and is not expected to recover.

Secretary Ballinger of the Interior Department on February 17 temporarily withdrew from coal entry 2,068,492 acres of public land.

Mrs. Merilla Ricker has announced her candidacy for Governor of New Hampshire. Mrs. Ricker is 65 years of age and wealthy.

By a vote of 100 to 3, the House of Representatives of South Carolina on February 15 ratified the Income Tax amendment to the Federal Constitution.

A bill making eligible for pensions widows of soldiers of the Civil War married since 1890 was reported to the Senate on February 16 from the Committee on Pensions.

Thirteen native-born Chinese registered to vote the Seattle (Wash.) election March 8. The Chinese vote will be cast solidly for candidates agreed upon.

The First National Bank of Nortonville, Ky., has closed its doors. The officers announce that the bank has not proved a paying concern, but that depositors will be paid in full.

Officials of the Western railroads are openly charging the Postoffice Department with sharp practice in weighing in order to reduce the basis of pay for transporting mails.

A measure now before Congress, if passed, will require every householder in the country to provide a mail box for the convenience of letter-carriers. The cost is estimated at $20,000,000.

Chairman Ritter and Expert Examiner Frank Brown announced on February 16 that they had found more evidences of probable graft in the Ohio State Printing Department.

More than 1,000,000 Red Cross stamps were sold in New York City during the holidays, according to the report made public on February 16. The amount realized was $10,254.

Official announcement is made by the Canadian Pacific Railway that the company will build 300 miles of new road this season in Saskatchewan, Alberta and Southern British Columbia at a cost of $10,000,000.

The citizens of Cleveland, O., by referendum vote on February 17 adopted the three-cent car fare law, thus ending the fight carried on by Tom L. Johnson during his four terms as Mayor.

Lady Laurier, wife of Canada's Premier, was fined $20 and costs by Magistrate O'Keefe at Ottawa on February 17, because her automobile exceeded the speed limit of ten miles an hour. The judge held the owner and not the driver of the machine guilty.

For the colonization of Jewish farmers drawn largely from the crowded sections of Chicago and other cities, 35,000 acres of land in Pierce County, Georgia, have been purchased by Rabbi A. R. Levy, pastor of B'nai Abraham congregation of Chicago.

Plans are being formulated by the Western Union Telegraph Company for a "night letter service." This proposed service will permit anyone to send fifty words at night for the cost of ten words sent during the day, with one-fifth of the day rate for each additional ten words or fraction of ten.

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BELL BRAND COLLARS AND CUFFS—UNION MADE.

We make a specialty of handling only the Best Union-Made Goods manufactured for Seamen.

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532 BEACON & 531 FRONT, next to Fritz & Ernest

SAN PEDRO CAL.

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Union Goods for Union Men

SAN PEDRO WHOLESALE CO.

WHOLESALE DEALER IN THE CHOICEST OF OLD WINES AND LIQUORS.

Bottlers of San Francisco and Los Angeles Beers.

All goods sold at lowest San Francisco prices. We buy direct from Kentucky Distilleries and our California Wineries. Seafaring men invited to inspect our stock.

Beacon Street, near Fourth, SAN PEDRO, CAL.

M. BROWN

THE SAN FRANCISCO STORE
Now Located at San Pedro,
427 FRONT STREET.

I carry a full line of San Francisco goods for the seafaring people, having been established since 1886, and continually serving the seafaring. I am in position to know the class of goods you want. The San Francisco Hickory Shirt at 50 cents.

UNION LABEL OF THE

United Hatters of N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

CHAS. A. LUCAS

Undertaker and Embalmer

Fourth Street,
Between Front and Beacon Sts.,
SAN PEDRO.

WALK-OVER SHOES

SOLD EXCLUSIVELY BY

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Keeps the Best Brands of CIGARS AND TOBACCO.

Also a Large Assortment of STATIONERY AND NOTIONS.

FRONT STREET, bet. 4th and 5th, Front of Union Saloon, SAN PEDRO, CAL.

SAN PEDRO NEWS CO.

Sixth and Beacon Sts., San Pedro, Cal.

Dealers in

CIGARS, TOBACCO, STATIONERY.

Los Angeles Examiner and All San Francisco Papers on Sale.

Agents Harbor Steam Laundry.

H. N. STONE CO.

DRUGGISTS,

Headquarters for Pure Drugs, Patent Medicines, Soaps and Toilet Articles.

FRONT ST., OPP. S. P. DEPOT, SAN PEDRO, CAL.

Named shoes are frequently made in Non-Union factories.

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INFORMATION WANTED.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

INFORMATION WANTED.

Louis Carlson, native of Finland, last heard of in Aberdeen, Wash., in 1908, is inquired for by his sister-in-law, Rika Nyman, 930 Harrison street, San Francisco.

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS

San Pedro Letter List.

Andersson, A. -1447
Anderson, S. Hugo
Anderson, Sven
Anderson, T. -557
Anderson, Gust
Alander, O. J.
Anderson, O. -1286
Andersen, Harry
Anuersen, P. T. (package)
Andersen, Frank
Axelssen, C. B.
Broden, Julius
Berthsen, Peder
Bergn, Borge
Blumquist, C.
Bostrom, W.
Bordjelm, Alex.
Bolander, J. E.
Bakke, Ed.
Brose, R.
Bjorsetn, Knut
Bitila, -1338
Backman, Ernest
Berntsen, Julius
Campbell, Geo.
Carlson, Markus
Christenson, H.
Celley, Edward
Carlssen, C.
Cnristiansen, E.
Cnristiansen, Chr.
Castro, Manuel
Christiansen, Hjal.
Cnristensen, Harold
Columbay, Louis
Carlsson, N.
Calnan, George
Dudler, Hans
Dorles, J. H.
Donaldsen, G. C.
Enoksen, Andrew
Ericksen, Eduin
Edlund, Agaton
Emanuelsen, Anton
Edlund, Agaton
Englebright, H.
Ek, Thure
Ellingsen, F.
Edland, Gus
Fryland, C. J.
Fisher, J. -566 (photo)
Fleming, John J.
Fredricksen, H. G.
Gunther, Christian
Gunther, Hans
Graf, Otto
Gray, Gustav
Glausen, Harry
Gorgesen, Emil
Garner, Louie
Hagberg, G.
Hesse, Eric
Hentchell, Otto
Hoglund, F. V.
Hermansen, K.
Hansen, Charlie
Herner, Olof
Holstein, R.
Hilke, Carl
Hassall, G.
Horlin, Ernest
Hansen, L. -794
Hansen, Hans
Haarklau, I.
Husby, Lars
Hansberg, J. P.
Hellesto, Emil
Hansen, Rasmus
Harris, Tom
Hansen, Theodor
Heggenmuller, H.
Harmening, Fr.
Hage, Arne
Ingbrethsen, Daniel
Jacobsen, E. -1898
Johansen, J. -1462
Jeshke, H.
Jensen, Wilhelm
Johnsen, Charlie
Jensen, Chas. -169
Jensen, Hans
Jeffersen, V.
Jobsen, Ch.
Johansen, Johan -880
Jensen, -1311
Jorgensen, Emil
Klausen, Chas.
Kristiansen, G. -1054
Klaesson, K. A.
Kolostoff, J.
Kluver, George
Kalberg, Wm.
Kuhme, Wilh.
Louis, Michael
Larsen, Chris. T.
Larsen, Christian
Larsen, Marinius
Larsen, K. Louis
Lepp, August
Lindroth, Erik
Ludlow, J. J.
Lewis, G.
Lundberg, F.
Lange, Friedrich
Lehtonen, John
Lane, Emil
Lerch, Paul
Lueman, A.
Lundquist, F.
Le Joffie, Wm. Goffie
Mortensen, K. F.
Maroth, Richard
Mulley, James
Morin, E. H.
Mortensen, K. F.
Mathisen, H. -1831 (package)
Mygind, W. F.
Mardisan, Andrew
Mookala, John
Mueller, Hugo
Nelson, John C.
Nystrom, Ragnar
Nelson, Jack
Nicholson, Joseph
Ness, John
Nordgren, Chas.
Nelson, C. -663
Nelson, Harry
Nord, G. E.
Nelsen, Eddie
Nordstrom, Gust
Nyberg, Erick
Nestor, Wilson
Ohman, P. W.
Olsen, Hagbart
Olson, W. -753
Olsen, Soren
Olsen, Geo.
Olsen, Adolf
Orten, Sigurd
Ohm, Gunwall
Odman, Gus
Ott, John
Olssen, L.
Ohlsen, Ch.
Permin, Jens
Pettersen, Peder. O.
Peratis, John
Pedersen, J. -1110
Peterson, Chas.
Peterson, Hans
Persson, B. S. -754
Passou, T.
Peters, J.
Pihpic, C.
Pedersen, Julius
Pihpic, J.
Pedersen, A. -1341
Petersen, Bertel
Pedersen, Julius
Petersen, H. -1067
Petersen, Oscar
Paulssen, Adolf
Rokow, Stefan
Randle, David
Reuter, Ernest
Rasmussen, R. -1525
Reuten, Axel.
Rasmussen, Emil
Reed, L. C.
Rudland, Jake
Rueter, Herman
Remme, F.
Rodriguez, M.
Reimon, L.
Schluter, Paul
Sauer, Emil
Skold, C. A.
Saarinen, H.
Shephard, W.
Scholtens, Ben
Strand, Olav
Singleman, E.
Steen, Hilmar
Schultz, Albert
Sandstrom, J. -1347
Sandstone, Emil
Sundquist, W. W.
Swensen, B. -1932
Steen, Ivar -1999
Sonne, Rudolf
Swanson, Chas.
Samuelsen, W. L.
Scott, E. G. -2041
Samuelsen, V.
Spearing, G.
Schlitt, James
Scarabosio, M.
Stiles, Everet
Stephan, M.
Staelsten, Karl
Smith, John
Southerland, A.
Silverberg, Harry
Scott, E. G.
Steen, J. C.
Spearing, Gustav
Tillman, Chas.
Thingberg, Oscar
Thompson, W. J.
Thomas, Joseph W.
Tommis, Frank
Toren, Gustaf
Tufte, A. Paulsen
Thompson, C.
Thomasen, A.
Thompson, T.
Torres, V. L.
Tuominen, Alfred
Touanne, Walter
Wiemer, Paul
Warkkula, John
Wilhelm, Heinrich
Warren, Louis
Werner, A.
Westad, Johan
Zuhne, W. (registered letter)

INFORMATION WANTED.

John M. Murphy, dark hair, blue eyes, height 5 feet 8, smooth face. Last heard of at Oakland. Any information, communicate Seamen's Institute, 242 Steuart street, San Francisco.

Pacific Coast Marine.

The smartest passage made this season between San Francisco and Port Townsend is credited to the schooner Philippine. She was less than five days on the passage.

The old American bark Louisiana, which recently sailed up the Coast from San Francisco to Seattle, is to be converted into a rock barge on the Sound for the use of the Griffiths Company.

The first vessel of the American merchant marine to come to a dock at the wharves recently constructed by the American Government at Manila was the Great Northern Steamship Company's liner Minnesota.

The largest seagoing merchant steamer built in the United States last year is the Matson Navigation Company's liner Wilhelmina, which recently went into service on the San Francisco-Honolulu run.

The German auxiliary ship R. C. Rickmers, now at San Francisco from Europe, is reputed to be the largest sailing vessel in the world, having five masts, with a spread of 56,000 square feet of sail and a cargo capacity of 8000 tons dead weight.

Captain Otto Lembke, who has just resigned his command, has sold his interest in the schooner Comet at San Francisco and will go on to the Government land that he secured during the drawing at the Flathead Indian reservation in Montana last July.

Cable advices to San Francisco on February 19 reported the loss at sea of the well-known Italian ship F. S. Ciampa with her entire crew. While on a voyage from Mejillones for Falmouth the Ciampa went down off Dunworly Bay. The Ciampa was well known on the Coast, having been at San Francisco several years ago.

For the first time in several years a shipment of wheat will be made to the Far East from Portland the coming month. It will be dispatched on the Oriental liner Hercules and will comprise 1000 tons or about 40,000 bushels. The shipment will be consigned to an importer in Kobe.

J. A. Carson was recorded at the San Francisco Custom-house on February 24 as master of the steamer Modoc, vice B. N. Rideout. The barkentine Geneva, W. H. Smith master, was registered. The schooner R. W. Bartlett, Matthias Olsen master, and the steamer Shna-Yak, William E. Hutton, master, were enrolled.

After a stay in Portland of nearly two years the British ship Leyland Brothers, Captain Morgan, 2238 tons net register, has been fixed and will take a cargo of lumber from Portland to some port in South Africa for the L. P. Lee Lumber Company. The Leyland Brothers arrived in Portland on March 6, 1908, from Valparaiso.

The ship Jabez Howes, owned by C. Boudrew of San Francisco, which has been laid up at Winslow, Wash., since October, 1908, has been sold to the Columbia River Packers' Association for $12,000. The new owners of the Howes will use the ship as a tender to a new cannery to be erected at Tin Point, near Unga, in Southwestern Alaska.

The Pacific Mail Steamship Company is to have a competitor for business between San Francisco and Isthmian and Atlantic ports. It is to be known as the Bates & Chesebrough Steamship Company, with headquarters in San Francisco, and expects to have at least two large vessels and probably more in operation within six weeks or two months.

The following changes of masters were recorded at the San Francisco Custom-house on February 23: Schooner Eveline, N. C. Jensen, vice Anton Engelbritzen; steamer Gold, B. J. Benson, vice J. A. Petersen; steamer Standard, William A. Hubbard, vice Henry T. Park. The schooner Bangor, C. Peterson master, was enrolled.

The following changes of masters were recorded at the San Francisco Custom-house on February 18: Steamer George W. Elder, C. J. Hannah vice G. N. Jessen; schooner Ida McKay, E. T. Erickson vice Oscar Johnson. The steamer Impossible, A. G. Coykendall master, and the schooner Wonder, C. Olson master, were enrolled.

Except for the sailing of the British steamer Earl of Elgin it will be impossible to state when another vessel of the Australian line of steamers operated by Frank Waterhouse & Co. will leave San Francisco owing to the labor troubles in the Colonies. Three of the Australian Mail line steamers are now tied up at Newcastle, being unable to get bunker coal.

The following changes of masters were recorded at the San Francisco Custom-house on February 16: Ship Shenandoah, I. F. Murphy, vice O. E. Chapman; bark W. R. Flint, Rudolf Schmehl vice A. Ridersen. The steamer G. C. Lindauer, O. L. Sundman master, and the schooner Samoa, M. F. Asmussen master, were enrolled.

The schooner Lucy, bound from San Diego for the North, put into San Francisco on February 13 for repairs, having sustained damages in heavy weather encountered on her long passage of twenty-four days up the Coast. On February 1 in latitude 36 north, longitude 127 west, the schooner had her foremast head carried away and was otherwise damaged.

A suit in admiralty was filed in the United States District Court at San Francisco on February 23 by Whittier, Fuller & Co., against the ship William P. Frye to recover $1194.27 damages on a shipment from New York to San Francisco. It is alleged that twenty-eight cases of spirits of turpentine and 260 cases of lubricating oil were ruined by careless stowage.

An admiralty suit was brought in the United States District Court at San Francisco on February 15 in the name of the United States against the American-Hawaiian Steamship Company's Barge No. 2 for a collision at 5:45 p. m., October 2, 1909, with the Government tug General Mifflin as she was docking near Folsom-street wharf. A claim is set up for $250 damages.

The German steamer Utgard, which was wrecked some months ago in the Straits of Magellan, has been sold with what cargo remains in her for £130. The Utgard, while on a passage from Portland for the United Kingdom, went ashore on the high spring tide in the Straits and and was condemned. A good portion of her cargo of grain was removed and transported to Europe in two steamers.

Steamer advices report that the hulk of the Japanese training ship Tsukishima Maru, lost eight years ago with all hands, including seventy cadets from Tokyo Training School, has been found by fishermen off Yoshinaga Bay, Shidzuoka. A body, believed to have been that of the captain, was found near the same place after the disaster, but no other trace of the tragedy was discovered until the fishermen brought up part of the long-lost wreck.

The steam-schooner Washington, which is being repaired at Portland, has been sold to the Inter-island Steam Navigation Company of Honolulu and will leave for there as soon as she has been placed in good seaworthy condition. The craft belonged to the Washington Marine Company of Seattle. It had been the company's intention to place her in the San Francisco-Portland lumber trade.

The Matson Navigation Company's bark Annie Johnson, Captain Nilson, which arrived at San Francisco on February 24, twelve days from Hilo, is credited with the smartest passage from the Islands to San Francisco made in the last few years. The Annie Johnson holds the record for the run to and from the Islands. A number of years ago she went down in eight days and four hours, and her record time coming this way is nine days and sixteen hours.

That enforcement of the fisheries recommendations recently made to the State Department by Dr. David Starr Jordan, chairman of the International Fisheries Commission, would mean the confiscation of half the fish traps in Puget Sound waters, entailing a loss to salmon trapmen and packers running into the millions, is the statement made by T. J. Gorman, president of one of the largest salmon packing companies on the Coast.

In the opinion of marine underwriters, 1909 was one of the most disastrous years known to Pacific Coast shipping. The number of disasters during the year was appalling, particularly to the underwriters. A report issued covering the first seven months shows that the premiums for the entire year amounted to $1,250,000, while the losses for the first seven months alone reached $800,000. The closing five months were even more disastrous, while the first month of 1910 started with a record of heavy loss.

In ballast, the American ship William P. Frye, Captain Nickerson, of the Bates & Chesebrough fleet, sailed from San Francisco on February 26 for Kahului, where she will load a full cargo of sugar for Delaware Breakwater. The ship John Ena of the same fleet, which arrived at San Francisco several days ago from the Atlantic Coast with general merchandise, will follow the Frye as soon as she completes the discharge of her heavy cargo. The Manga Reva is now loading for New York and Philadelphia direct, and will get away within a few days. She will be laden with 1500 tons of iron scrap, 100 tons of tin scrap, 800 tons of wine, 700 tons of asphalt and a heavy shipment of canned goods.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

Affiliated with
AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer,
1½A Lewis St., Boston, Mass.

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OGDENSBURG, N. Y., 40 Ford St.
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SUPERIOR, Wis., 213 Banks Ave.
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ERIE, Pa., 328 German St.
CONNEAUT HARBOR, O., 992 Day St.
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SANDUSKY, O., 510 Meigs St.

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DETROIT, Mich., 7 Woodbridge St.
MILWAUKEE, Wis., 157 Reed St.
ASHTABULA, Ohio, 85 Bridge St.
CONNEAUT, Ohio, 995 Day St.
TOLEDO, Ohio, Cherry and Summit Sts.
WEST SUPERIOR, Wis., 401 Tower Ave.
SOUTH CHICAGO, Ill., 83 Ninety-second St.
OGDENSBURG, N. Y., 8 Judson St.
BAY CITY, Mich., 208 Fraser St.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
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Branches:
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TOLEDO, Ohio, 1702 Summit St.
NORTH TONAWANDA, N. Y., 154 Main St.
OGDENSBURG, N. Y., 94 Hamilton St.
BAY CITY, Mich., 919 Water St.
ASHTABULA HARBOR, Ohio, 74 Bridge St
CLEVELAND, Ohio, 929 Superior Ave.
CHICAGO, Ill., 242 South Water St.
MILWAUKEE, Wis., 317 Virginia St.

Sub-Agency:
CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO
BY THE
SAILORS' UNION OF THE PACIFIC
Established in 1887

WALTER MACARTHUR.....Editor
PAUL SCHARRENBERG.....Manager

TERMS IN ADVANCE.

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Headquarters of the Sailors' Union of the Pacific, 44-46 East Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, MARCH 2, 1910.

"RALLY 'ROUND THE FLAG!"

The celebration of the Sixth of March, to be held next Monday, will be the greatest of such events in the history of the Sailors' Union of the Pacific. This year's celebration marks the twenty-fifth anniversary of the establishment of the Union, and the ceremonies will be equal to the occasion. Every member of the Union in port should do his utmost to make the celebration a complete success.

The programme will begin with a torchlight parade in uniform, starting from Headquarters promptly at 7 P. M. After paying the usual visit to Folsom Street dock, the spot on which the Union was organized, the parade will march out Market street to Valencia, thence to the Valencia Theatre. The literary exercises will consist of addresses by Judge Maguire, James H. Barry, Herman Gutstadt and Andrew J. Gallagher.

"Billy" Hynes and "Dick" Whelan will render a number of the selections for which they are famous. Comrade Ed. Andersen will act as Grand Marshal of the parade, E. A. Erickson will lead the advance guard, and Walter Macarthur will preside at the exercises. Schuppert's band will provide an excellent musical entertainment.

The Valencia Theatre is one of the largest and finest halls in the city and will provide ample accommodations for a large audience. The lady friends of the Union and of the individual members, who, of course, are cordially invited, may rest assured of every comfort and convenience during the evening. Invitations have been extended to the sister-unions affiliated with the International Seamen's Union, and a large representation from these bodies is expected to participate. The labor movement at large and its friends among the public are also invited and will doubtless be present in large numbers.

So far as lies within the power of the committee on arrangements, the success of the celebration is assured. It only remains for the members to do their individual share. This latter essential is also assured by the experience on former occasions. Sentiment and association are important elements in the strength and character of every organization. Organizations grow in proportion as they are loyal to the principles upon which they are founded. With a few exceptions, the Sailors' Union has celebrated the 6th of March every year with a rally 'round the old lumber pile on Folsom Street dock, followed by a meeting at which the early hopes and struggles were recounted. Without a single exception, the result of these ceremonies has been good; the members have felt a greater pride in the Union, and the public has gained a better understanding of and a larger sympathy with the seamen's work of self-improvement.

The motive of the 6th of March celebration is stronger this year than ever before. It is hoped, and fully believed, that the members will rise to the occasion and make the turnout of next Monday the greatest by long odds of all events of the kind. Let us show ourselves as we are, the greatest seamen's union in the world, and one of the best labor organizations in the country.

The Labor Temple of Los Angeles, Cal., was formally dedicated on Washington's Birthday. The ceremonies were attended by a large gathering of trade-unionists, including delegations from San Francisco, San Jose and other cities. The Labor Temple is a splendid seven-story structure, built upon the most up-to-date lines, a credit alike to the city and to the cause to which it is dedicated. We congratulate the labor movement of Los Angeles upon the successful conclusion of a great undertaking. May the Labor Temple long stand as a monument to the courage and fidelity of its builders and as an inspiration to future generations of trade-unionists.

Next week's JOURNAL will be a special issue in honor of the twenty-fifth anniversary of the Sailors' Union. The issue will be illustrated and will contain articles by Samuel Gompers, Andrew Furuseth, Victor A. Olander, William H. Frazier and others. A history of the Union will be a prominent feature of the contents. Every member should secure a copy and preserve it as a souvenir of an event that happens but once in a lifetime.

Comrades Ed. Andersen and E. A. Erickson will be in attendance at Headquarters every forenoon during the present week for the purpose of drilling the advance guard and instructing the members in the details of the Sixth of March parade. Uniforms will be given out by the Secretary on Saturday, Sunday and Monday. Members intending to parade should secure their uniforms early.

The Sailors hope to see all their old friends at the Valencia Theatre on March 7. Come early and avoid the rush. Exercises will begin about 8:30.

The Sailors' Union expects every member to do his duty! Get in line for the 6th of March celebration next Monday!

Every demand for the union label is a blow struck for the principles of the labor movement.

For fair products of all kinds, consult the JOURNAL's ad columns!

THE PRO-INJUNCTION BILL.

The so-called Anti-Injunction measure favored by President Taft as a means of allaying public indignation at the misrule of Government by Injunction was introduced in the House of Representatives on February 18 by Representative Moon of Pennsylvania. The bill is herewith published in full, as follows:

A BILL

To Regulate the Granting of Restraining Orders and Injunctions.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That no injunction, whether interlocutory or permanent, shall be issued by any Federal court or judge without previous notice and an opportunity to be heard on behalf of the parties to be enjoined; but if it shall appear to the satisfaction of the court or judge, from the evidence or showing made, that immediate and irreparable injury is likely to ensue to the complainant, and that the giving of notice of the application or the delay incident thereto would probably permit the doing of the act sought to be restrained before notice could be served or hearing had thereon, the court or judge may, in his discretion, issue a temporary restraining order without notice. Every such order shall be entered of record, and shall define the injury, state why it is irreparable and why granted without notice, and also shall have indorsed thereon the date and hour of its issuance. Every such order issued without notice and an opportunity by the defendant to be heard shall expire within such time after service is made or notice given, which shall be made or given as speedily as possible, not to exceed seven days, as the court or judge may fix, unless within the time so fixed the order is extended or renewed by the court or judge, for good cause shown, after previous notice and an opportunity to be heard.

It will be seen that the gist of the measure lies in the provision for "previous notice and opportunity to be heard" prior to the issuance of an injunction. It will also be seen that this provision is nullified by the further provision that such notice and opportunity may be dispensed with at the option of the judge. In practice, therefore, the measure would make no change in the present custom of the courts. However, the real objection to the Moon bill is fundamental. That measure, if enacted, would legalize a practice which now rests upon nothing more substantial than custom, a practice in direct conflict with the principles of equity jurisdiction. This view is well expressed by President Gompers in an interview which we herewith reproduce from the press dispatches, as follows:

Washington, February 26.—Samuel Gompers, President of the American Federation of Labor, told Attorney-General Wickersham yesterday that the Moon bill, now under consideration by the Judiciary Committee of the House, was a pro-Injunction measure, that it did not fulfill the promise of the Republican platform on the Injunction question, and that it would give statutory authority for the issuance of injunctions.

"If our constructive and conservative labor movement is outlawed," he said, "it will give way to another movement, not constructive and not conservative in character. The labor movement is not a trust. None of its achievements in behalf of its members and society at large can properly be confounded with the pernicious and selfish activities of the illegal trusts."

The Sherman Anti-Trust law, Gompers averred, should be "amended or ended." The relation between employer and employe, he said, could not be considered as a property right, unless it were held that the employer had a vested right in the labor of a workman.

The Moon bill is meaningless and illogical; it pretends to give with one hand, while in reality taking away with the other hand. It is in fact a pro-Injunction bill, and as such it should be defeated. The only means by which the evil of Government by Injunction can be remedied is by a law which shall specifically limit the issuance of injunctions to cases affecting property rights, leaving personal rights free from interference. Such a measure must be enacted if personal liberty is to survive the natural tendency of courts to "extend their jurisdiction."

THE SEAMEN'S BILL.

Congress now has an opportunity to pass a practicable measure for the "rehabilitation of the American merchant marine." This opportunity is provided by a Seamen's bill which was recently introduced in the Senate by Senator La Follette of Wisconsin and in the House by Congressman Spight of Mississippi. Bills almost identical have been offered before and have been smothered by the "pressure of other business," but the present measure has mustered a backing that gives hope of its passage, and as justice to the seamen is absolutely necessary, if the Nation is ever to have a merchant marine worthy of the name, it should be passed without further delay.

The La Follette-Spight bill calls for regular intervals of work and rest at sea, except when circumstances require additional labor; prohibits unnecessary work on Sundays and holidays in port; protects the seamen against the crimp by providing for the more prompt payment of wages at the end of a voyage; lessens the inducements to desert by abolishing the custom of "no money in port except at master's option," which usually compels the seaman to sign away his right to receive half of his wages at every port of lading and discharge; provides that a majority of a ship's crew may call a survey upon a vessel in a foreign port; abolishes the penalty of one month's imprisonment for desertion in a foreign port; provides that forecastles must contain a space of 100 cubic feet and not less than sixteen square feet for each seaman; makes the ship as well as the shipmaster liable for the ill-treatment of seamen, and provides for numerous other improvements calculated to benefit the men who man American ships.

Every change called for by the proposed measure is a reasonable one. The seamen ask only for justice, and it is to the interest of humanity to see to it that the men who do so much to enrich the world are treated as fairly as the toilers of the land.—The Bulletin, San Francisco.

The Seamen's bill for the regulation of the personal and general administration of the American mercantile marine is a tardy measure of right and expediency that ought to have been enacted long ago. It is true that the American mercantile marine is mostly extinct as far as foreign trade is concerned, but there remains an extensive coastwise and river traffic. As to the latter The Call has taken pains to expose the inhuman conditions that used to obtain and reforms have followed. But these matters should not be left to the discretion of owners and it is the enlightened practice to enact strict regulations governing them. As to the pending measure the Coast Seamen's Journal says:

"The Seamen's bill has been prepared upon the basis of much experience and a careful comparison of the laws of other nations. In the latter connection it is to be noted that the proposed measure, although an improvement upon existing conditions, is still behind rather than ahead of the law as it exists in some other countries. The bill should receive the earnest consideration of Congress, as it probably will, the more certainly in proportion as it shall be supported by the press and enlightened public opinion."

The bill may be commended to the attention of the California delegation in Congress because this commonwealth is vitally interested in all matters pertaining to water transportation.—The Call, San Francisco.

THE SAILORS' CELEBRATION.

One of the foremost of the trade-unions of San Francisco is the Sailors' Union of the Pacific. On Monday, March 7th, it will celebrate its twenty-fifth anniversary. Elaborate preparations have been made to make the silver jubilee a noteworthy event. A procession, composed of two companies of sailors in uniform, with an advance guard of fifty men, will march to the Valencia Theatre under the leadership of Edward Andersen. Walter Macarthur will preside over the literary exercises. Among the speakers will be James H. Barry, James G. Maguire and Andrew J. Gallagher. Musical specialties will be intertwined with the flights of oratory. After a more or less stormy voyage o'er the sea of unionism, the sailors find themselves to-day affiliated with an organization of recognized standing that has done wonders to improve their lot. They know they have some rights as men, and even the employers admit that the system of collective bargaining has performed valiant work. We hope that during the years to come smooth sailing will be the portion of those who will meet in the Valencia Theatre on Monday week, and that jubilees of a golden, diamond and other precious memories may accumulate as time rolls on.

The steam-schooner Cascade, recently purchased by the Inter-Island Steamship Company, sailed from San Francisco on February 26 for the Islands, in command of Captain James Rudden, who was formerly in the Pacific Mail service. The Cascade has been overhauled and refitted for her new service among the Islands. She will be added to a large fleet of steam-schooners which the Inter-Island Company operates in the passenger and sugar traffic.

INTERNATIONAL ASSESSMENT.

To the Affiliated Unions of the International Seamen's Union of America:

Greeting—Acting by authority of the Executive Committee, and in conformity with the Constitution of the International Seamen's Union (Art. XII), I hereby issue this call for an assessment of three ($3.00) dollars upon each member of all affiliated unions, in aid of the members of the affiliated unions in the Lake District, who have been on strike since May 1, 1909, against the attempt of the Lake Carriers' Association to destroy organization among the seamen on the Great Lakes.

AS REQUIRED BY ART. XII, SEC. 2, SUBSEC. 1, I HEREBY NAME MARCH 15, 1910, AS THE LIMIT WITHIN WHICH AFFILIATED UNIONS SHALL VOTE UPON THE ASSESSMENT.

Following are the provisions of the International Constitution governing the vote upon assessments:

ARTICLE XII.

Section 1. This Constitution can be amended in the following manner: By the Convention in regular session, in which case a two-thirds majority shall be required to carry such amendment.

Sec. 2. The Convention may by a two-thirds majority refer any amendment to a referendum vote. All propositions submitted to referendum by the Convention or the Executive Board shall be voted upon in the manner prescribed as follows:

(1) The Secretary-Treasurer shall issue a notice of referendum vote in the official paper, stating the question to be voted upon and the limit that has been fixed to the time in which such vote shall be taken and the results returned.

(2) He shall prepare and cause to be printed and distributed to local unions and the branches thereof a sufficient number of ballots containing the subject-matter to be voted upon. Such ballots shall be arranged with voting squares for "Yes" and "No," and members shall signify their choice by marking an X in either square. The ballots shall bear the seal of the International Seamen's Union of America, and none but such official ballots shall be used by local unions for this purpose.

(3) Members shall be qualified to vote (a) if they are in good financial standing in their local union, and (b) if their local union is in good financial standing with the International Seamen's Union of America.

(4) The Convention or the Executive Board may order the polls kept open during any number of consecutive meetings not exceeding four, or any number of consecutive days not exceeding seven. Local unions may regulate the manner of voting and of canvassing the vote, but shall permit no member to vote more than once on the same proposition.

(5) Within twenty-four (24) hours after the vote has been counted, Secretaries of local unions shall return all used ballots to the Secretary-Treasurer, together with a report of the results obtained in headquarters and the branches. Such report shall bear the seal of the local union and shall be certified to by the chairman of the meeting in which report is made.

(6) The Secretary-Treasurer shall deliver said returns to the Ballot Committee, which shall be composed of three members of a local union, to be designated by the Executive Board, and who shall be elected for this purpose by said local union. Such committee shall canvass the returns and make a correct transcript thereof to the Secretary-Treasurer, who shall cause the same to be printed in the official paper.

(7) If the proposition has received a majority of all the votes cast by local unions in good standing, the Secretary-Treasurer shall declare the same carried.

Members of the affiliated unions are requested to give this call their most careful consideration, and to act promptly, immediately notifying the undersigned of the result of the vote by ayes and nays, also returning all used ballots (Sub-section 5). As will be seen from Sub-section 4 of the Constitution, each union may determine for itself how the vote shall be taken. Affiliated unions are reminded that they are each responsible for the prompt payment of the amount due under the assessment, regardless of the length of time required to collect the same from the individual members. This being the case, it is urged that wherever possible affiliated unions shall pay the amount due from their respective treasuries, reimbursing themselves afterward by assessment upon the individual members, if they so desire.

The members of the affiliated unions in the Lake District are making a splendid stand for the maintenance of the right to organize. The result of the struggle on the Great Lakes will materially affect the welfare of every union within the jurisdiction of the International Seamen's Union. Our comrades on the Great Lakes are fighting not only for themselves, but for the seafaring craft at large. It is therefore our imperative duty to aid the sister unions in the Lake District, and to do so promptly and generously.

Fraternally yours,
WM. H. FRAZIER,
Secretary-Treasurer,
International Seamen's Union of America.

Boston, Mass., Feb. 7, 1910.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Feb. 28, 1910.

Regular weekly meeting was called to order at 7:30 p. m., Chas. Taucer presiding. Secretary reported shipping medium. Shipwreck Benefit was ordered paid to members wrecked in the steamer Yucatan, wrecked in Alaska waters.

NOTICE: All members in port must report at Headquarters on Monday, March 7, at 6:30 p. m., to take part in the torchlight parade. Uniforms will be given out upon presentation of membership book on Saturday, Sunday and Monday up to the hour of the parade.

E. ELLISON, Secretary pro tem.

44-46 East St., Pacific Phone Kearny 2228. Home Phone J 2228.

Vancouver, B. C., Feb. 21, 1910.
Shipping still dull.
JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, Feb. 21, 1910.
Shipping fair; prospects uncertain. Men scarce.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Feb. 21, 1910.
Shipping dull.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Feb. 21, 1910.
Shipping medium; prospects uncertain.
WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Feb. 21, 1910.
Shipping medium; prospects uncertain.
H. G. LUNDBERG, Agent pro tem.
P. O. Box 6. Tel. 225.

Portland, Or., Agency, Feb. 21, 1910.
Shipping medium; prospects for the summer good.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Feb. 21, 1910.
No meeting; no quorum. Shipping poor; prospects uncertain.
JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Feb. 21, 1910.
Shipping dull; prospects uncertain.
HARRY OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, Feb. 15, 1910.
Shipping and prospects poor.
CHAS. SORENSEN, Agent.
Cor. Queen and Nuuanu Sts. P. O. Box 314.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Feb. 24, 1910.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping improving.

EUGENE STEIDLE, Secretary.

Phone Kearny 5955.

Seattle Agency, Feb. 17, 1910.
No meeting; shipping dull.
LEONARD NORKGAUER, Agent.
P. O. Box 1335. Phone Sun Main 2233.

San Pedro Agency, Feb. 22, 1910.
No meeting. Shipping very quiet, prospects uncertain; plenty of men ashore.
ED. BARRY, Agent.
P. O. Box 54.

DIED.

Hagbart Isacksen, No. 111, a native of Norway, aged 30, died at Port Blakely, Wash., on Feb. 21, 1910.

The following members were drowned in the wreck of the schooner Susie M. Plummer, off Vancouver Island, Jan., 1910:

Martin Costelo, No. 336, a native of Ireland, aged 50.

Harold Fredriksen, No. 572, a native of Denmark, aged 27.

John Johnsen, No. 1557, a native of Norway, aged 33.

Axel Johnson, No. 1889, a native of Sweden, aged 29.

Gustaf Spierling, No. 1224, a native of Germany, aged 29.

Walter West, No. 1024, a native of Massachusetts, aged 29.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

WHY AMERICANS EMIGRATE.

The United States is fast becoming a migratory nation. Our citizens to the number of over 400,000 have emigrated to Canada during the past few years. Why? Because they get better treatment, better opportunities to get along? Is this the reason? The situation of the worker in the United States is fast becoming unbearable and unendurable. Capital has formed a gigantic union, backed by unlimited money, and all the power of our so-called government, to disrupt unions formed by the workers for their protection. The trusts have cornered foodstuffs and other necessaries, and take the last penny from the workingman for what little food he gets. There are enough eggs, butter, chickens, etc., in cold storage in the city of Chicago to-day to feed two million people for a week. The Steel Trust, the Food Trust, the Meat Trust, and the Clothing Trust, combine to so regulate prices that no workingman can ever get ahead of the game. If through or for some, to them sufficient, reason any of these trusts see fit to increase the wage of the workers five or ten per cent, they also increase the cost of living five or ten per cent over the increase in wages. Thus the worker is really worse off than before, and the newspapers scream with compliments for the "generous" employer!

The workers form unions when the situation becomes unbearable, and lay their conditions and desires fairly before the employer, who immediately either locks them out, or forces them on strike. The United States troops, county sheriffs, city police, courts, judges and all the machinery of the law, are immediately placed at the disposal of the employer. Private detective agencies and employers' associations send hired thugs to beat, and if necessary, murder the strikers. The great newspapers revile and abuse the workers for daring to call their bodies their own, for daring to wish their wives and children fed and clothed properly. Then comes the scab, the lowest product of nature, the man descended from Judas Iscariot, to take the place of his brother worker and help rivet more firmly the chains of slavery upon him.

The worker, the union worker, soon finds himself without money, and without food. The employer goes to the merchants and forbids them to extend credit to the striker, and presently the striker, disheartened, hungry, probably with a hungry family looking to him for bread, goes back to work, and the same old grind begins again. The employer takes mighty good care that the worker shall not make enough money to enable him to save enough for a longer strike next time. Meanwhile such creatures as Post, the Manufacturers' Association, and their ilk, profane the columns of newspapers with their rotten calumnies against organized labor. Millionaires make gifts of millions to endow colleges, where the "college-boy" scab is trained; build up Y. M. C. A.'s, public libraries, etc., and immediately cut the wage, or increase the price of food, so as to get their "generous" donations back with interest, and bask in the sunshine of the public approval of the ignorant! It's a great game.

Do you wonder that the people are emigrating to Canada? I would not be surprised if they went to any old place in preference to the great and glorious United States. If any workingman committed the crimes committed by certain men in high places, he would be sent to the penitentiary, just the same as any other thief. Now, what is the remedy? The ballot, or what? Unionism and the ballot would be the remedy. If the workers would take advantage of their power, there are enough workers in these United States to elect to office any man they choose, from President down. This must be done. The workers must learn that an injury to one is an injury to all, and they must learn that when once they declare a strike against unfair treatment, they must never go back to that particular work until the objectionable treatment is remedied. This thing of going on strike for a few days, or weeks, or months, then going back to work under old, and sometimes worse, conditions, only serves to make the worker ridiculous, and discourages him from ever attempting the like again. If every body of workmen who go out on strike would stay out until they win, the necessity of strikes would soon be gone.

The Lake District of the International Seamen's Union is now on strike against the Lake Carriers' Association. They have been out since May, 1909, and are showing the workers of the world what metal the sailor is made of. They are going to win, and add one more wreath to the laurels won by seamen ever since the world began. There is to be no turning back; no stopping; no compromise. The seamen of the Lakes are on strike against the Lake Carriers' Association's "Welfare" plan, and they are not going to accept it. If we have to do so, we also will emigrate. Thank the Lord the Great Lakes do not furnish all the employment in the world, and therefore we do not need to sail on them, and we do not need to accept the English blacklist system, or to be branded like cattle, as are seamen in England. The longer this fight lasts the more it will cost the Lake Carriers' to settle.

Conneaut, O. W. H. JENKINS.

DEATH OF COMRADE SCANLAN.

Comrade James R. Scanlan; who for some years was agent of the Lake Seamen's Union at Detroit, died at that place on January 9 from consumption, and was buried on the 12th. Comrade Scanlan had many friends among the seamen of the Lakes, and his death is widely regretted. He was a good, conscientious worker in the cause, and an all around good man. Peace to his soul!

The wrecking and repair bill on the steamer Senator, which was sunk in a collision with the steamer Norman B. Ream near Detour last season, amounted to about $90,000. The Reid Wrecking Company was paid $5,500 for raising the steamer and delivering her at Cleveland. The steamer was repaired at the local yard of the American Shipbuilding Company.

FREIGHT AT DULUTH.

Alfred E. Watts, statistician of the United States Engineer's office at Duluth, has compiled some interesting statistics on the freight received at and shipped from the Duluth harbor during the past year. Mr. Watts has placed his figures on comparative bases that give clearly an idea of the immensity of the commerce carried on at the Head of the Lakes.

The total amount of freight received at and shipped from Duluth-Superior harbor by water during the year 1909 was 32,529,301 tons. According to Mr. Watts' figures, this freight, if carried by rail, would require 1,301,172 cars, loaded with twenty-five tons each, to transport it.

If divided into trains of twenty cars each, there would be 65,059 trains, requiring 65,059 locomotives to haul them.

Allowing forty feet for each car, sixty feet for each locomotive and thirty feet for each caboose, these trains, if coupled together in a continuous line, would reach a distance of 57,902,190 feet, or 10,966 miles, or three and one-third times the distance between New York City and San Francisco.

If coupled together as one train, and run at the rate of thirty miles per hour, these engines, cars and cabooses would require fifteen days, five and one-half hours to pass a given point.

The total number of boats of all classes arriving at and departing from Duluth-Superior harbor during 1909 was 13,259, and their combined net registered tonnage was 35,150,934 tons of 100 cubic feet each.

The average net registered tonnage of each boat was 2,651. The average length of such a boat would be 350 feet. Thirteen thousand two hundred and fifty-nine boats of 350 feet length each, if placed end to end, would reach a distance of 4,640,650 feet, or 879 miles, or from Duluth to Cleveland, O., with forty-five miles of ships to spare.

MARINE COOKS' OFFICERS.

The Marine Cooks and Stewards' Union of the Great Lakes has elected the following officers for the season of 1910: General Secretary, J. M. Secord; Treasurer, Wm. F. Sautter; Cleveland Agent, Chris Johnson; Chicago Agent, Sam Little; Milwaukee Agent, Jno. Egan. Chris Johnson of Cleveland was elected as member of the Lake District Grievance Committee, vice E. E. Turner, resigned. Comrade Turner was not a candidate for re-election to the office of Treasurer, as he has decided to go into business at Buffalo.

A statement, said to be authoritative, is given out in Hamilton, Ont., that the Midland Navigation Company has decided to take up its option of $2,000,000 on the fleet and business of the Inland Navigation Company of Hamilton. The Midland people also will take over the bonds of the Hamilton concern and will pay a dividend of 8 per cent on the stock acquired for 1908. This means that about $133 will be paid for each $100 of stock.

BOUGHT STEAMER SPOKANE.

Captain James Reid has sold the steamer Spokane to Cleveland parties, whose names are withheld. The Spokane was built by the Globe Shipbuilding Company in 1886 for the Wilson Transit Company of Cleveland. Two years ago she went ashore in Lake Superior and after she was given up as a total loss the Reids purchased her from the underwriters.

After lightering part of her cargo they succeeded in releasing her and towed her to Port Huron, where she has been lying. She will be placed in their drydock for repairs.

APPEAL IS REFUSED.

James Stone, Supervising Inspector of Steamboats for the Ninth District, has denied the appeal of the grand lodge of the Shipmasters' Association of the Great Lakes for clemency in the case of Captain W. H. Plumb, master of the steamer Rutland of the Rutland Transportation Company.

Inspectors Pope and Nolan of Buffalo held Captain Plumb responsible for the stranding of his steamer on Waverly Shoal last December and suspended his license for four months. The boat was bound for Buffalo, when she ran over the shoal and did damage amounting to almost $30,000.

WISSAHICKON RELEASED.

According to a dispatch received from Detour, the package freight steamer Wissahickon, which had been aground on Outer Duck Island since about December 10, was released and is now safely moored at one of the Duck Islands. The two tugs which released her will be obliged to remain at Detour until spring.

The Wissahickon was bound for the head of Lake Superior when she went ashore, December 12. The Great Lakes Towing Company was awarded the contract for releasing the boat and delivering her at a port of repair for $30,000.

RULES FOR CHICAGO HARBOR.

Harbormaster Walter Scott of Chicago has been instrumental in having an ordinance passed which provides that all steamers, vessels, craft or floats of 1,200 gross tons burden or more, in navigating the Chicago River south of Twelfth street, and north to Chicago avenue, inclusive, shall have the assistance of a tug or tugs.

The whistling nuisance along the river is being given consideration, and an ordinance to govern it is likely to be taken up by the Common Council.

The steamer John B. Cowle, named for a well-known Cleveland vesselman, will be launched at the Lorain yard of the American Shipbuilding Company on Saturday, February 26. The new boat, which is building for the United States Transportation Company, will have a carrying capacity of 10,000 tons. The Cowle is building to take the place of the John B. Cowle which was sunk in collision with the Isaac M. Scott on Lake Superior last summer.

Demand the union label on all purchases.

DULUTH HARBOR.

In his annual report to the War Department, Colonel Graham D. Fitch, who has charge of the work of improvement of Duluth harbor, says:

"For a comparison between the cost of improvement and volume of commerce, it may be stated that the total amount of money expended by the Government upon the improvement of this harbor from the commencement of the work in 1867 up to June 30, 1909, is $5,941,155.83. The vessel freight received and shipped at the port during the same period is 265,979,134 tons and its market value is $3,103,779,620.00. From this it appears that the cost of Government improvements has been less than one-fifth of 1 per cent of the value of the freight transported."

GRAIN ON LAKE SUPERIOR.

Stocks of grain at the head of Lake Superior are not nearly as heavy as they were a year ago. Receipts are about 500,000 bushels a week, and there is no inquiry for tonnage. Stocks of grain at Duluth on January 22 for the past two years were:

	1910	1909
Wheat	3,069,000	6,670,000
Oats	1,439,000	1,116,000
Rye	43,000	35,000
Barley	705,000	622,000
Flax	225,000	165,000
Corn	.....	165,000
Totals	5,481,000	9,501,000

MORE LIBELS PLACED.

Four libels against boats owned by the Gilchrist Transportation Company were recorded in the United States Court at Duluth on January 27 in behalf of Charles Larny & Sons, of Buffalo, who claim to have furnished supplies without being paid for them. The boats libeled ahe the steamer R. E. Schuck, $50; R. L. Ireland, $76.94; Lake Shore, $93.95, and the Lewis Woodruff, $224.81. While the libels were recorded it is stated that they will probably be dismissed as the boats are at Superior and other libels have previously been placed on them.

LORAIN LIFE-SAVING STATION.

H. F. Brandebury, assistant superintendent of construction of the United State Life-Saving Service, has returned to Lorain after an absence of several months spent in the South. Mr. Brandebury will again assume charge of the construction of the Live-Saving station at that port. The work will be rushed to completion and one of the most modern and up-to-date buildings will be erected. The equipment will also be of the most approved type.

BOUGHT STEAMER FLOWER.

Captain A. C. Wanvig of Chicago, who was in a steel steamer last season, has bought the steamer R. P. Flower from Vance & Joys of Milwaukee and will sail her. It is understood that some Milwaukee coal men are interested with Captain Wanvig.

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Wm. A. Nicholson, No. 13,156, Lake Seamen's Union, is inquired for by his sister, Miss Alice Nicholson, 356 Lake street, Oak Park, Ill.

John Diskin, No. 10763 Lake Seamen's Union, commonly known as "Yorkie," is inquired for by his mother, 411 W. 40th St., New York City.

Comrade William Burke, of the Marine Firemen, Oilers and Water Tenders of the Great Lakes, is inquired for by his sister, Miss Ella Burke, Little Falls, New York.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

Marie Panoitz, 1195 W. 11th street N. W., Cleveland, O., inquires for her brother, John Ernest Meyna, last heard from nine years ago. Anyone knowing his whereabouts please notify above address at once.

Fred G. Loftus, of Dorchester, Mass., is inquired for by his mother, No. 2 W. Vernon st., Dorchester. Please address above or W. H. Jenkins, 1244 Main ave., 21 W., Cleveland, O.

The steamer building for Boland & Cornelius by the Great Lakes Engineering Works, will be named Harry Yates.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

674 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.

TOLEDO, O.....54 Main Street
Phone Bell 1890.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.

SUPERIOR, Wis.....213 Banks Avenue
Telephone, Old Phone, 4428 L.

BAY CITY, Mich.....108 Fifth Avenue

OGDENSBURG, N. Y.....70 Isabella Street

KINGSTON, Ont., Canada.....(Box 96) King Street

ERIE, Pa.....305 French Street
Telephone Bell 682.

CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.

SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.

SANDUSKY, O.....510 Meigs Street

HOSPITAL AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

"RED" HALVORSEN'S TREASURE.

(Continued from Page 3.)

of Smiths, Browns, Joneses, etc. When a man joins a select coterie of beachcombers like that which nightly assembled in the back parlor of La Casa Amarilla in Callao his cognominal identity is invariably merged in some appellation more or less descriptive of his personality. This is in strict conformity with the conventions of that ruder civilization in which lovely woman has neither part nor parcel, and where a man's past is no one's concern. Men were actors ever, and never more so than when they have burned all their social bridges behind them.

The Arequipa dropped her anchor off Pabellon de Pica on the third day out from Callao. "De gang," being the only first-cabin passengers to be landed, were conveyed ashore in rowboats, and were met on the little wooden pier by "Red" Halvorsen, dressed in poncho and sombrero, and wearing a cartridge belt around his waist in which were stuck two revolvers. After greetings had been exchanged and hands shaken all around, Halvorsen said:

"Come on, boys; let's go up to my hotel and talk business."

"All right, Admiral," came the reply in a cheerful chorus from the "boys."

At the head of the pier they were met by a party of fashionably attired men, corporation directors who had been inspecting the guano diggings and were returning to their steam yacht in which they had come up from Huanillo. They were chatting gaily in English and exchanging occasional remarks in Spanish with the obsequious capitan del puerto, who was escorting them to the boat.

And now ensued one of those sudden, benumbing calamities which knock awry the best laid plans of men and mice. One of the party was a tall, supercilious-looking gentleman wearing a monocle. When this gentleman and "Handsome" Harry met face to face a startling change was instantly wrought in the expressions and demeanors of both. Glaring at each other with looks of deadly hatred, their feelings seemingly too intense for speech, the two men reached simultaneously for their revolvers. "Handsome" Harry was quicker than the monocled stranger, who appeared nervous, and before anybody could interfere, or had even realized the gravity of the situation, the latter toppled over dead with a bullet in his heart from "Handsome" Harry's revolver.

At the same instant the capitan del puerto drew his gun, aiming it point blank at "Handsome" Harry, but before he could pull the trigger a shot from "Red" Halvorsen felled him lifeless across the body of the monocled stranger.

By now everybody had a gun in his hand and for a moment it looked as though a bloody melee was inevitable. But at this juncture "Red" Halvorsen held up his hand warningly, and shouted:

"Enough of this, boys. We've gone too far already. Follow me."

Saying which he broke into a run along the beach toward the gully, followed by the gang. No one attempted to stop them, though, after a few seconds or so, some scattering shots came whizzing about their ears. At length they all arrived in safety at the entrance to the gully.

Everybody now looked inquiringly at "Handsome" Harry in expectation of some sort of explanation from him relative to the shooting, but as he vouchsafed none beyond the simple statement that he had been abundantly justified in acting as he did the subject was considerately dropped. It was intuitively felt that he could offer no truthful explanation without baring some secret of his past which he probably did not care to have revealed just then.

"This is a bad business, boys," commented "Red" Halvorsen at last. "It has upset all my plans. We are now hunted outlaws whose lives any man may take at sight. However," he continued, looking at the setting sun, "we're safe for to-night at least. Those greasers are too cowardly to attack us in the dark. They know that we cannot scale the Andes without water or provisions, so they'll just wait till daylight before beginning to hunt us. Besides, it's Saturday, and every Saturday night there's a big fandango in town, and there isn't enough money in the whole place to hire those damned greasers to stay away from that fandango."

And then something seemed to have suddenly inspired him, for he jumped up with a joyous shout, saying:

"I have it, bullies. We'll make our getaway this very night. Do you see that gunboat over there?" pointing toward the harbor at a small, brigantine-rigged Peruvian wooden warship. "That's La Primavera, and she carries a complement of about fifty men. To-night all but five or six of them will be at the fandango. That's the time for us to go and take possession of her. Do you follow me?"

"Yes," assented the gang, "but how are we to get on board of her?" looking dubiously at the sea in front of them.

"I'll tell you how," replied "Red" Halvorsen. "Just behind that long point to the southward there are half a dozen guano launches moored all the time. We'll get one of them."

"How about the swag, 'Red,' which you mentioned in your letter?" came the somewhat anxious query from the crowd.

"It's right here in the gully. Come on, boys, and I'll show it to you."

Excitedly all hands, led by "Red" Halvorsen, partly walked and partly crawled about a thousand yards up the gully, Halvorsen the meanwhile telling them how old Manuel had on his deathbed imparted to him the secret of the hiding-place of the Incas' treasure. At last they came to a place where there was a sort of natural alcove in the face of the cliff. At the back of this alcove was a large boulder which "Red" Halvorsen slewed halfway around, disclosing the entrance to a rocky vault behind. The astonishment of the rest at this seemingly impossible feat of strength was soon dissipated when "Red" Halvorsen showed them how the boulder had been fitted into the rock below after the fashion of a ball and socket joint, so cunningly arranged that the stone could only be moved in one direction, and that direction the least likely to suggest itself to the onlooker.

With bated breath and fast beating hearts they gazed into the semi-darkness of the vault. Piled upon one another lay about a hundred little, square, worm-eaten, wooden boxes, strongly bound with copper, verdigrised by age, each box weighing over a hundred pounds. One of the boxes had been opened, and when "Red" Halvorsen brought it out in the light and showed them the yellow, glittering ingots within, the gang just went wild with excitement, embracing one another and capering

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 44-46 East St.
Branches:
VANCOUVER, B. C., 122 Alexander St., P. O. Box 1365.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 1312 Western Ave., P. O. Box 65.
PORT TOWNSEND, Wash., 114 Quincy St., P. O. Box 48.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Or., 51 Union Ave.
EUREKA, Cal., 227 First St., P. O. Box 327.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

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around like a band of Indians doing a war dance.

But night was coming on, and time for action was at hand. A hasty retreat was made to the beach where final instructions were given the boys by "Red" Halvorsen. "Scotty" Campbell and "Geordie" Tom claimed to know something about marine engines, so they were appointed chief and first assistant engineers respectively. "Bismarck," "Swansker" Bill and "Greek" Jack volunteered to do the firing, as all three had had a little experience in that line. "Red" Halvorsen and "Handsome" Harry promised to attend to the navigation of the ship.

"I know a little cove on the coast of Queensland," said "Red" Halvorsen, "more than fifty miles from the nearest settlement. There we can run her in, bury the gold somewhere, and afterward take her outside and scuttle her. Then we can make our way down to Mackay and either charter or buy some little vessel, and, pretending to go a-trading among the islands, return to the cove and get the gold. With the Southeast Trades in our favor all the way across we ought to make the run in 30 or 35 days at the most. Once we have the gold stowed away in the hold of some vessel properly registered and chartered it will be an easy matter to take it into Sydney or some other large port, after which we can divide the stuff and go our different ways."

This plan was unanimously agreed to. Four men were sent down to the point to bring up one of the launches, while the rest went to work to get the treasure down to the beach. This was quite a task but was accomplished at last, by which time the launch had been brought up and anchored abreast of the gully. The night was calm, so there was but little surf on the beach, what there was being broken by a reef running nearly parallel with the shore. Hence the loading of the launch with the treasure did not take long. When all was ready the gang put off on conquest bent.

"Red" Halvorsen and "Handsome" Harry manned the two sweeps, the rest of the boys stowing themselves away in the bottom of the launch under a tarpaulin which they had found. Gradually the launch was propelled toward the gunboat. There was nothing to excite suspicion in this, for launches were coming and going between Pabellon de Pica and Punto Lobos at all hours of the day and night. "Red" Halvorsen also knew that the fandango onshore would not break up till three or four o'clock in the morning, so that they still had plenty of time in which to carry out their plan.

When they had gotten within hailing distance of La Primavera "Red" Halvorsen and "Handsome" Harry began to sing lustily in Spanish and to give vent to divers hilarious shouts, and otherwise to comport themselves in a manner to suggest that they had been imbibing not wisely but too well. Presently "Red" Halvorsen sang out:

"Ah, de La Primavera! Quieren tomar algo, muchachos?" (La Primavera ahoy! Will you take something, boys?).

"Porque no? Venga al costa'o" (Why not? Come alongside), came the answer from the gunboat, for discipline, as understood in other navies, was an unknown quantity in the Peruvian navy of that day. Besides, all the officers but one were ashore at the fandango, as the gang in the launch found out afterward.

"Red" Halvorsen sheered the launch alongside of the gunboat, but instead of the expected drinks coming onboard the six poor devils left in charge of La Primavera beheld twelve husky forms tumbling in over the rail, each with a revolver in his hand. So sudden and unexpected was the attack that in less time than it takes to tell it the six men had been disarmed and locked inside the galley.

The gunboat was now in full possession of the gang. The first thing to do was, of course, to get the treasure out of the launch. After that had been done, and the gold safely stowed away aft, the engineers and firemen went below to get up steam. While they were busy with that the rest, under the direction of "Handsome" Harry, saw to it that the guns were properly shotted—"to repel boarders," as "Handsome" Harry explained, having in mind that the remainder of La Primavera's crew might come off at any time. Fortunately a little breeze was springing up from the southward. The sails were loosed and hoisted, and the fore yards backed so as to pay her head off seaward. When all was ready the pin was knocked out of the shackle and the chain allowed to run through the hawspipe. Her head fell off to the westward, and as she slowly gathered way the six "marineros" in the galley were bundled into the launch and set adrift. When daylight broke La Primavera was a good fifty miles offshore, with a full head of steam up and a stiff breeze from the southeast driving her along at a ten-knot clip on her long road to Australia.

When the news spread in Pabellon de Pica that a gang of "malditos gringoes" had captured and carried off to sea La Primavera consternation seized those of her officers and crew who were tripping the light fantastic at the fandango. The authorities in Lima were at once notified by wire of the occurrence and asked to intercept the runaways, the information being volunteered that they were probably steering for some part of Australia as the men who had been locked in the galley and afterward set adrift had heard the "gringoes" mention that name several times. The Peruvian government, however, had no ship handy at the time for the purpose, so the British consul was appealed to for aid. Through his efforts the British gunboat Hastings, then lying in Iquique, was eventually despatched to overhaul and recapture La Primavera.

On the fourth morning La Primavera was sighted by the Hastings hull down to the westward. By noon only two miles separated the two vessels. The Hastings then ran up signals demanding that La Primavera stop and heave to. No attention was paid to the signals, it seemed, for La Primavera kept right on her course. As the Hastings drew nearer it was perceived that the gang on La Primavera was behaving in a manner indicating that they were all drunk. They were waving bottles and glasses at their pursuers, and making maudlin passes at them which, interpreted, clearly meant, "Go an' chase yourselves." This was not surprising as it was known that she carried a goodly store of liquors onboard.

Finally the Hastings ran up abreast of her quarry and fired a shot across her bow as a signal to stop. The answer came back in the shape of a broadside which crashed into the Hastings with telling effect, killing four of her crew and wounding several more. Such a declaration of war could not be mistaken. The battle was now on for fair, the two gunboats exchanging broadsides in deadliest earnest. A shot from the Hastings presently disabled the engines of La Primavera. In another minute or so the flames were seen breaking out all over her and leaping up toward the sails which were soon aflame. Still there was no sign of surrender. The gang by this time were all huddled aft around the wheel, the towering figure of "Red" Halvorsen plainly discernible above the rest. Suddenly "Red" Halvorsen was seen to snatch up a burning brand and dive down into the cabin. In a few seconds more the hull of La Primavera was torn asunder with a detonation which rent the air for miles around, her deck and upper works being shot sky-high amidst a pillar of flame and smoke.

"Slick" Dublin and "'Frisco" Mack were picked up still alive, though terribly mangled. They lingered for some days, and before dying made depositions setting forth the incidents which have here been chronicled. The Peruvian government subsequently caused the gully below Pabellon de Pica to be thoroughly explored, but beyond locating the empty vault in the recess of the cliff nothing of any value was discovered. What treasures the vault once might have contained had evidently been carried to the bottom of the Pacific Ocean by "Red" Halvorsen and his pals.

EL TUERTO.

UNCLE SAM'S PAY ROLL.

Talk about the complications of life, Uncle Sam has his troubles. Interesting facts are gleaned from the blue book of 1909, which has just been issued by the Census Department. The number of Federal workers on the Government pay roll is now rapidly approaching 400,000, which represents a 20 per cent increase in about two years.

The Treasury Department leads, with an enrollment of almost 7000 persons, and Secretary MacVeagh has the largest pay roll of any Cabinet official. Over $31,000,000 are paid to 28,000 persons in Washington, averaging a little over $1000 each. This will be increased during the coming year by the 3000 people to be added to the Census Department, which will soon evaporate the additional appropriation of $5,000,000. All other States and Territories take a back seat in the rear of the National Capitol when it comes to the enjoyment of Uncle Sam's pay roll, when compared to the District of Columbia. Residents of this area receive over $7,000,000 of the budget; New York follows, with a compensation for Governmental service aggregating a little over $3,000,000. Arizona is the most modest in the sisterhood of States in regard to the money received, as her officials only receive a total of $25,000. Strange to say, the executive department of the Government does not stand high on the pay roll or in regard to the number of persons employed; only forty-three persons all told are engaged in attending to the business and personal affairs of the President of the United States and the executive department of the "greatest nation on earth," as Barnum would say it.—Joe Mitchell Chappie, in National Magazine.

The Council of the Gold Mining and Platinum Industries of Russia are negotiating with the Minister of Trade and Industries for the purpose of resuscitating the law providing for the free importation of gold mining machinery into Russia. The statute was rescinded in January last.

Domestic and Naval.

The twelfth anniversary of the destruction of the battleship Maine was observed in Havana harbor on February 15 with more elaborate ceremony than any previous anniversary.

The schooner Jennie N. Huddell, from Norfolk for New York, laden with lumber, went ashore near Cape Charles, Va., recently, and was totally wrecked. The crew were rescued.

Upon the arrival of the schooner Gilbert at Norfolk, on February 10, her master reported that the mate, Albert Yeaton, of Prospect Harbor, Me., had been killed by a falling spar, and the body buried at sea.

The Rivers and Harbors bill, carrying appropriations of more than $35,000,000, with authorizations of work that will cost more than $7,000,000 additional, was passed by the House of Representatives on February 15.

Halifax will be the Atlantic headquarters of the new Canadian Navy. The annual estimated cost of the Halifax naval station will be about $3,000,000. The pay of officers and men for the ships will total nearly $1,000,000.

The establishment of a direct steamship line between Boston and Cuba was announced recently. The first sailing took place on February 19, and steamships from St. John, N. B., will touch at Boston on their way south.

Captain Walter McLean and the crew of seven men of the wrecked schooner Sadie C. Sumner, which was lost about 50 miles from Cape May, on February 5, arrived at Philadelphia on the 7th on board the Customs Service tug Wissahickon.

The battleship Delaware, the first of the American type of Dreadnoughts to be completed, was formally delivered to the Government at the Norfolk Navy Yard on February 15. She will be placed in commission in the early spring.

Hope of solving the fate of the Navy tug Nina has been abandoned. In the opinion of the Navy Department she foundered, carrying down her entire crew of thirty-two men between Hog Island and Winter Quarter Shoals light vessel, off Delaware, February 6 or 7.

The new naval college which is to be built in connection with the Canadian Government's navy, will be located at Halifax, as the Atlantic station of the two new Bristol cruisers, the six destroyers and the cruiser Niobe, which is to be purchased at a cost of $2,000,000.

News of the loss of the Philadelphia bark Calcium, on February 5, while bound from Connetable Island, South America, for Carteret, N. J., with a cargo of fertilizer, reached the former city on February 8 from Halifax, N. S., where the crew of the lost vessel were landed by the British tank steamship Servian.

A new steamship has been contracted for by the Anchor line. She will be 530 feet long and 62 feet wide, with accommodation for 250 cabin, 400 second cabin and 900 third-class passengers. It is expected that this vessel will be ready to take her place in the New York-Glasgow service at the beginning of 1911, and will surpass any vessel heretofore built for the New York-Glasgow trade. The completion of this vessel will give the line four modern, up-to-date twin screw steamships plying between New York, Londonderry and Glasgow.

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Allurhson, Johannes	Lahbinen, Frank
Anderson, A. R.	Laatz, L.
Anderson, Victor	Lorin, Chr.
Anderson, Martin	Mattson, Mauritz
Anderson, Oscar	Miller, Chas. J.
Anderson, Geo.	Mikkelson, Alfred
Andreasen, O. L.	Mikkelson, Kristian
Anderson, Alf -1638	Moore, James
Anderson, Swerre	Nilson, K. E. -972
Aposlalakas, P. G.	Nielsen, C.
Beardsen, E. M.	Noschis, P.
Berendsen, A. M.	Nystedt, Albert
Bunarawitz, F.	Nuberge, H.
Bay, Geo.	Olsen, Erik K.
Brakke, Hans	Olsson, Anders
Buck, F.	Olsen, Chas.
Carlson, C. O. -1324	Olsen, Johan B.
Carlson, G. -622	Olsen, Edw.
Caldwell, W. M. G.	Olsen, Gust T.
Christiansen, And'w	Olsen, Valdemar
Christensen, N.	Olsen, Chris
Christaffersen, Edw.	Olsson, A. P.
Christensen, Viggo.	Olacsen, Andrew
Christensen, Vilhelm	Olsen, C. J.
Clauson, Carl	Olsen, J. -1046
Crosby, J., "Pckg."	Olsen, Harold
Barbler, Thos.	Omar, W.
Dreyer, H.	Osses, W. A.
Egers, John	Ouerland, T.
Ehmke, W.	Peterson, Meyer
Eklund, P. H.	Price, B.
Ellison, Chas.	Pringle, R.
Elliot, W. V.	Rasmussen, Vigo
Ericson, E. M.	Rasmussen, Akton
Espy, Orville	Ridders, Paul
Eskola, H.	Robertson, D. A.
Forslund, Victor	Ryberg, Ove
Fredriksen, B. D.	Salvenen, F.
Fredriksen, Frithjof	Samuelson, Harold
Fraberg, F.	Scanlon, H.
Haugen, Arthur	Scohlmeister, Otto
Hansen, H. A.	Seeberg, G.
Letter and p'c'kg.	Skarin, R.
Hansen, Hans Chr.	Smith, W. C.
Hansen, Ole	Soderlund, J. F.
Hiltwood, — —	Spierling, G.
Haset, Gust.	Strom, Hans
Hoi, O.	Stone, Chas.
Jensen, S. G.	Stuhr, M.
Jensen, R. -1754	Sunde, P. P.
Jensen, Hans	Sund, J. W.
Jensen, Johan	Svendsen, Hans
Johansen, Aug. L.	Sweeney, S. B.
Johansen, Ludvig	Swenson, L.
Johansen, Olaf K.	Syvertsen, Ole
Johnson, J. P. K.	Schneikloth p'ck'g.
Johnson, C. J. -1566	Thoren, G.
Johnson, John W.	Thompson, And.
Kenealy, E. D.	Thompson, F. G.
Kreutz, Karl	Udley, Harold
Kristoffersen, Emil	Van Loo, Alfred
Kohlmeister, Otto	Vogt, C.
Larsen, S. -1081	

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INFORMATION WANTED.

Nicholas R. West, supposed to be sailing on the Pacific Coast, is inquired for by his mother. Any one knowing his present whereabouts please notify the Russian Consulate at San Francisco.

David Stove, age about 28, who is supposed to have shipped on some vessel from Puget Sound in January, 1901, is inquired for. Any one knowing his present whereabouts please notify Coast Seamen's Journal.

The five sailors who left the schooner A. J. West at Honolulu, on March 30, 1908, are requested to communicate with the Secretary of the Sailors' Union of the Pacific. The libel against the A. J. West has been adversely decided by the Federal Court at Honolulu.

Erwin Bausback, born at Weilheim, Germany, is inquired for by the German Consul, San Francisco. Royal Insurance Building, 201 Sansome street.

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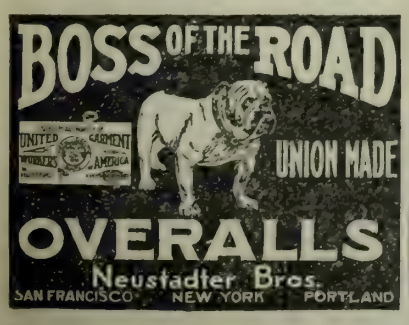
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INFORMATION WANTED.

Jack McGrath, late master-at-arms on the revenue-cutter McCulloch, is inquired for. Address Coast Seamen's Journal.

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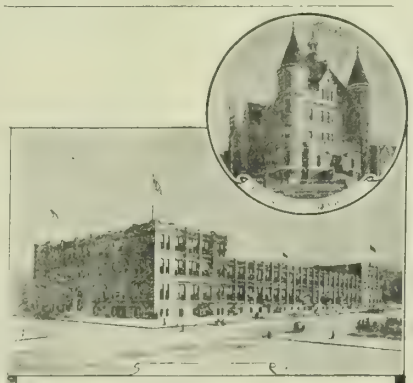
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Second Officer	
Petty Officer	Bookkeeper
Chief Engineer	Stenographer
First Asst. Eng.	Electrical Engineer
Line Captain	Mechanical Eng.
Second Class Pilot	Civil Engineer
Marine Engineer	Architect
Mechanical Drafts	French With
English Branches	German Edison
Civil Ser. Exams.	Spanish Phonograph

Name _____
St. & No. _____
City _____ State _____

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Domestic and Naval.

The twelfth anniversary of the destruction of the battleship Maine was observed in Havana harbor on February 15 with more elaborate ceremony than any previous anniversary.

The schooner Jennie N. Huddell, from Norfolk for New York, laden with lumber, went ashore near Cape Charles, Va., recently, and was totally wrecked. The crew were rescued.

Upon the arrival of the schooner Gilbert at Norfolk, on February 10, her master reported that the mate, Albert Yeaton, of Prospect Harbor, Me., had been killed by a falling spar, and the body buried at sea.

The Rivers and Harbors bill, carrying appropriations of more than $35,000,000, with authorizations of work that will cost more than $7,000,000 additional, was passed by the House of Representatives on February 15.

Halifax will be the Atlantic headquarters of the new Canadian Navy. The annual estimated cost of the Halifax naval station will be about $3,000,000. The pay of officers and men for the ships will total nearly $1,000,000.

The establishment of a direct steamship line between Boston and Cuba was announced recently. The first sailing took place on February 19, and steamships from St. John, N. B., will touch at Boston on their way south.

Captain Walter McLean and the crew of seven men of the wrecked schooner Sadie C. Sumner, which was lost about 50 miles from Cape May, on February 5, arrived at Philadelphia on the 7th on board the Customs Service tug Wissahickon.

The battleship Delaware, the first of the American type of Dreadnoughts to be completed, was formally delivered to the Government at the Norfolk Navy Yard on February 15. She will be placed in commission in the early spring.

Hope of solving the fate of the Navy tug Nina has been abandoned. In the opinion of the Navy Department she foundered, carrying down her entire crew of thirty-two men between Hog Island and Winter Quarter Shoals light vessel, off Delaware, February 6 or 7.

The new naval college which is to be built in connection with the Canadian Government's navy, will be located at Halifax, as the Atlantic station of the two new Bristol cruisers, the six destroyers and the cruiser Niobe, which is to be purchased at a cost of $2,000,000.

News of the loss of the Philadelphia bark Calcium, on February 5, while bound from Connetable Island, South America, for Carteret, N. J., with a cargo of fertilizer, reached the former city on February 8 from Halifax, N. S., where the crew of the lost vessel were landed by the British tank steamship Servian.

A new steamship has been contracted for by the Anchor line. She will be 530 feet long and 62 feet wide, with accommodation for 250 cabin, 400 second cabin and 900 third-class passengers. It is expected that this vessel will be ready to take her place in the New York-Glasgow service at the beginning of 1911, and will surpass any vessel heretofore built for the New York-Glasgow trade. The completion of this vessel will give the line four modern, up-to-date twin screw steamships plying between New York, Londonderry and Glasgow.

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Seattle, Washington.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Post Office, letters addressed in care of the Coast Seamen's Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call for their mail forwarded during that period they should notify the Agent to hold mail until arrival.

Allison, Johannes	Lahbinen, Frank
Anderson, A. R.	Laatz, L.
Anderson, Victor	Lorin, Chr.
Anders[illegible] Martin	Mattson, Mauritz
Anders[illegible] Oscar	Miller, Chas. J
Anders[illegible] Geo.	Nickelson, Alfred
Anderson, O. L.	Nickelson, Kristian
Anders[illegible] Alf -1628	Moore, James
Anders[illegible] Swerre	Nilsen, K. E. -972
Apt[illegible] P. G.	Nilsen, C.
Bar[illegible] E. M.	Nilsen, P.
Bec[illegible] A. M.	Nordstedt, Albert
Bu[illegible] F.	Nyberg, H.
Ba[illegible] G.	Nyman, L. [illegible]
Br[illegible] Hans	Olsen, Andrew
Bu[illegible]	Olsen, Chas.
Ca[illegible] O. -13	Olsen, C. Ingvar, P.
Ca[illegible] G. -622	Olsen, Edw.
Ca[illegible] W. M. G.	Olsen, Gust.
Chr[illegible] And'w	Olsen, Valdemar
Chr[illegible] N.	Olsen, Chris
Chr[illegible] Edw.	Olsson, A. P.
Chr[illegible] Viggo.	Olsen, Andrew
Chr[illegible] Villhelm	Olsen, C. J.
Olson, Carl	Olsen, J. -1046
[illegible] "Pekg."	Olsen, Harold
Ender, Thos.	Omar, W.
Ender, H.	Osses, W. A.
Eri[illegible] John	Overland, T.
Ender, W.	Peterson, Meyer
Er[illegible] F. H.	Price, B.
Eson, Chas.	Pringle, R.
Fot[illegible] W. V.	Rasmussen, Vigo
Fr[illegible] E. M.	Rasmussen, Akton
Fr[illegible] Orville	Robbers, Paul
Fro[illegible] H.	Robertson, D. A.
Fr[illegible]lund, Victor	Ryberg, Ove
Fr[illegible]drikson, B. D.	Salvenen, F.
Fr[illegible]drikson, Frithjof	Samuelson, Harold
Fr[illegible]berg, P.	Scanlon, H.
[illegible]ugen, Arthur	Scohlmeister, Otto
[illegible]nsen, H. A.	Seeberg, G.
[illegible]letter and p'c'kg.	Skarin, R.
[illegible]nsen, Hans Chr.	Smith, W. C.
[illegible]sen, Ole	Soderlund, J. F.
[illegible]twood, — —	Spierling, G.
[illegible]set, Gust.	Strom, Hans
[illegible]l, O.	Stone, Chas.
[illegible]sen, S. G.	Stuhr, M.
[illegible]sen, E. -1754	Sunde, P. P.
[illegible]sen, Hans	Sund, J. W.
[illegible]sen, Johan	Svendsen, Hans
[illegible]rson, Aug. L.	Sweanov, S. B.
[illegible]sen, Ludvig	Swenson, L.
[illegible]nsen, Olaf K.	Syvertsen, Ole
[illegible] J. F. K.	Schmeikloth p'k'g.
[illegible]hnson, C. J. -1566	Thoren, G.
[illegible]son, John W.	Thompson, And.
[illegible]enealy, E. D.	Thompson, F. G.
[illegible]ndiz, Karl	Valley, Harold
[illegible]ssteffersen, Emil	Van Loo, Alfred
Schlmeister, Otto	Vogt, C.
[illegible]arsen, S. -1081	

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For Quick Service Call East 4441

Residence Phone Tabor 3

I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

23 UNION AVENUE - - Portland, Ore.

INFORMATION WANTED.

Nicholas R. West, supposed to be sailing on the Pacific Coast, is inquired for by his mother. Any one knowing his present whereabouts please notify the Russian Consulate at San Francisco.

David Stove, age about 28, who is supposed to have shipped on some vessel from Puget Sound in January, 1901, is inquired for. Any one knowing his present whereabouts please notify Coast Seamen's Journal.

The five sailors who left the schooner A. J. West at Honolulu, on March 30, 1908, are requested to communicate with the Secretary of the Sailors' Union of the Pacific. The libel against the A. J. West has been adversely decided by the Federal Court at Honolulu.

Erwin Bausback, born at Weilheim, Germany, is inquired for by the German Consul, San Francisco. Royal Insurance Building, 201 Sansome street.

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Gents' Furnishings, Boots and Soes, Groceries and Notions.
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INFORMATION WANTED.

Jack McGrath, late master-at-arms on the revenue-cutter McCulloch, is inquired for. Address Coast Seamen's Journal.

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B. OLSON, Proprietor.
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Clothing, Furnishing Goods, Hats, Shoes, Rubber Boots and Oilskins can be had at reasonable prices.
Union Goods a Specialty.

INFORMATION WANTED.

Henry Fauske, a native of Norway, aged 36, last heard of on the Pacific Coast 18 years ago, is inquired for by Mrs. Emma Fauske. Address St. Helens, Wash.

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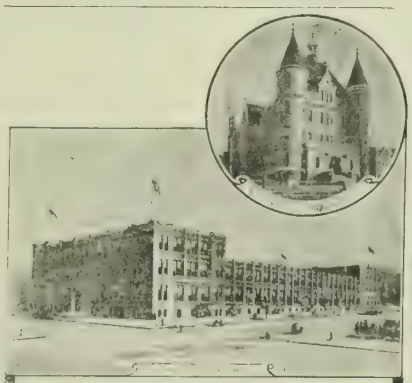
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Launch Captain	Mechanical Eng.
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Marine Engineer	Architect
Mechanical Draftsman	French With Edison
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Civil Service Exams.	Spanish With Phonograph

Name _____
St. & No. _____
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Labor News.

Trade-unionists in the city of Vallejo, Cal., will erect a Labor Temple. A Board of Directors has been elected to take charge of the work.

The so-called Anti-Injunction bill favored by President Taft was introduced in the House of Representatives on February 21 by Representative Moon of Pennsylvania.

The Labor Temple of Los Angeles, Cal., was formally dedicated on Washington's Birthday. A large number of trade-unionists from San Francisco and other cities took part in the ceremony.

Following the publication of a statement alleged to have been made on February 25 by John J. Murphy, president of the Philadelphia Central Labor Union, a warrant was issued for his arrest.

Stephen S. Gregory, a lawyer of Chicago, has been named as third arbitrator in the controversy between the members of the Switchmen's Union of North America and certain railroads operating out of Chicago.

Clarence O. Pratt, National organizer of the Amalgamated Association of Street-Carmen, was arrested at Philadelphia on February 21, charged with "conspiring to incite to riot" in connection with the street-carmen's strike.

Replies of Southern railways to the wage demands of the Brotherhood of Railroad Trainmen and the Order of Railway Conductors were opened on February 24. The refusal of the roads to meet the men's terms was unanimous.

The Philadelphia and Reading Railway Company on February 23 issued a general order reducing the hours of labor in all locomotive and car shops on its system to eight hours a day, effecting a reduction in expenses of about 15 per cent. Falling off in traffic is given as the cause.

The Government probably will discontinue the practice of printing stamped envelopes with the address of business firms in the corner. For several years printers' unions have been laboring to that end, claiming it was an invasion of their field and forced private firms to enter into competion with the Federal Government.

A shut-down of all mining operations in the Butte (Mont.) district is threatened by the action of a majority of the hoisting engineers in deserting their posts when concessions from the mineowners in the matter of jurisdictional disputes were not forthcoming. The men involved are members of the International Engineers' Union, No. 138.

The Interstate Commerce Commission has issued figures showing the beneficial results of the Safety-Appliance law. In 1893 the number of men employed in coupling and uncoupling cars was 349 for each man killed, while in 1908 the number employed for each man killed was 983, an increase in the factor of safety amounting to 181.66 per cent.

An opinion was rendered by the Supreme Court of New Jersey on February 16 affirming the judgment of the Second District Court of Newark in favor of Anthony S. Ruddy, a plumber, giving him $250 damages against the Journeymen Plumbers' Union because he was discharged by two different employers in Newark upon the ground that he was a non-union man.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aagard, A. M.
Aas, Oscar
Aaslin, Oscar
Abbors, Arne
Abrahamson, Johan
Adamsen, W. O.
Aga, Johan K.
Ahrens, Walter
Ahern, D.
Akesson, C. A.
Akselsen, Oksel
Andersen, -1103
Andersen, Johan O.
Andersen, Toleif
Back, M.
Bakman, Karl
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INFORMATION WANTED.

Peter Nielsen, from Aarhus, Denmark, is inquired for by Christ Hansen, 230 W. Thirty-second street, Los Angeles, Cal.

Edward Monsen, a native of Skudesnes, Norway, about 38 years of age, last seen in New York in 1907, supposed to be on the Pacific Coast, is inquired for by his brother-in-law, K. Moklef, 150 Noe street, San Francisco, Cal.

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Balzani, Pietro
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Christiansen, Alfred
Di Mauro, Guiseppi
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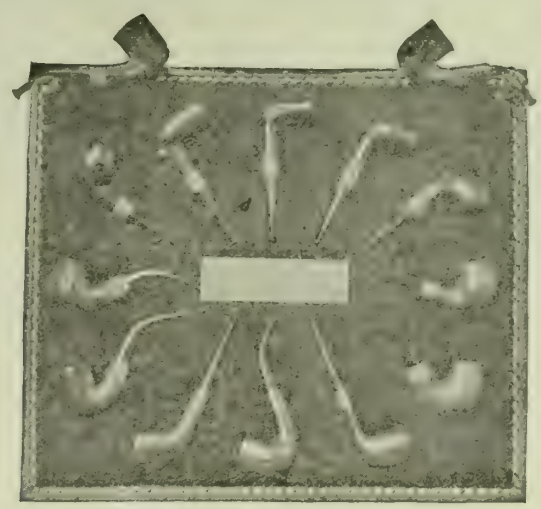
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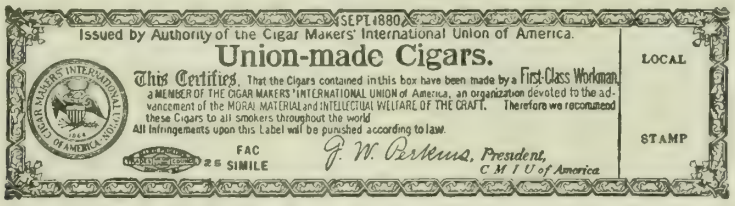
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Thomas Ayres Phillips, seaman, last heard of at 44 Minna street, San Francisco, in 1902. Information wanted by British Consul, San Francisco.

Robert Fordyce Bowers, age 33 years, height over 5 feet, stout build; correspondence awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

John Ernest Meyna (Meiner), supposed to be sailing on the Pacific Coast, last heard of 9 years ago, is inquired for by relatives. Address, Coast Seamen's Journal.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England.

The following members have salvage due from the Globe Navigation Co., account of S. S. Eureka, when they picked up a Russian vessel in 1907: H. Anderson, H. Ellman, M. Gunderson, Carl Swanson, N. Nilsen and Manuel Par. Apply to P. B. Gill, Agent, Sailors' Union of the Pacific, Seattle, Wash.

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INFORMATION WANTED.

Oswald Schnaubelt, a native of Schneidemuehl, Germany, born 1883, last heard of 1903, is inquired for by his mother. Address Mrs. M. Schnaubelt, Neu Beelitz, near Bromberg, Germany.

World's Workers.

The dividend to employes on co-partnership shares in Lever Bros.' soap works at Port Sunlight (Eng.) is at the rate of 7½ per cent.

At Winton, Australia, recently, a police constable was fined £5, or two months, for going on strike against doing town duty on Boxing Day.

At a recent meeting of the Labor Council of New South Wales the following resolution was carried: "That unionists be asked to support only those newspapers that support them."

There is trouble brewing between the slaughtermen of New Zealand and the meat freezing companies, in consequence of the latter insisting on the lowering of the rates paid under an expired award.

A cablegram states that the eight hours' system has evoked some dissatisfaction with the shift arrangements in Northumberland (England) where 10,000 men are idle. In Durham also 5000 miners are unemployed from a similar cause.

In 1887 there was one doctor for every 3000 persons in Germany; in 1907, there was one doctor for every 2080 persons. According to this there is a likelihood of the medical fraternity contracting the economic disease known as short-commonitis.

Forces of police have gone to St. Francois, Guadaloupe, to protect the natives there, several of whom have been killed during the disturbances arising from the strike of sugar-cane cutters. Three strikers have been killed and several wounded.

The Agricultural Laborers and Bushworkers' Union of New South Wales is making good progress. One of the principal objects which the unionists are trying to secure is a minimum wage of 7s. for an eight-hour day.

Hereafter no manufacturer in England will be allowed to make matches with white phosphorus. The Act containing this regulation was passed in July, last year, and was framed in order to protect workpeople from phosphorus necrosis, more commonly known as "phossy jaw."

The High Court of England recently decided that miners were liable under the Eight Hour Act to work 60 hours in the year beyond the eight hours a day, and the mine owners' claim £900,000 damages, owing to the refusal of the miners to work the extra hours.

Compared with the year prior to the consummation of the federation of the Australian States, the output of New South Wales factories has increased from £5,648,000 to £40,063,000. One of the most remarkable results of this has been the increase in the employment of female labor.

Following a conference between Premier Briand and M. Trouillol, Minister of Colonies, on February 24, the French Government decided to immediately dispatch the armored cruiser Victor Hugo with marines to Guadaloupe to restore order among the sugar cane cutters on strike there.

In Sydney, Australia, recently Judge Heydon awarded a portion of the amount claimed as wages due to a former employe at the Salvation Army shelter. The action was against General Booth. For the defense it was contended that the plaintiff was taken into the shelter out of charity, and that the money received was a gratuity, not wages.

With the Wits.

Experience a Good Teacher.—She (with a pout)—A man always treats his second wife better.

He (blandly)—After a man has once got rid of a balky horse he uses more intelligence in picking out another.—Illustrated Bits.

Contented.—One day Helen had been very naughty, and her mother said, "Helen, if you are naughty you can't go to heaven."

"Well," said Helen, "I can't expect to go everywhere. I went to 'Uncle Tom's Cabin' once and the circus twice."—The Housekeeper.

Tit For Tat.—Mame—Isn't this muff Aunt Sarah sent me for Christmas a beauty?

Dorothy—It's nice, but I want a much larger one.

Mame—Of course you do. But this is plenty big enough for my hands.—Lippincott's.

Revenge.—Soubrette—We are undone!

Villain—How?

Soubrette—The comedian is giving Willie a drum.

Villain—Bah! Beneath his plate on Christmas morning I will place a receipt for six months' piano lessons for his daughter.—Judge's Library.

Knew His Business.—"If your eyesight is so bad what are yer hanging around the links fer?" asked the tall caddy.

"Oh, I might get a job," responded the short ball chaser.

"Get a job with bad eyesight?"

"Sure thing. There might be some spoony couples that want to play this afternoon."—Chicago News.

Giving It a Name.—Our humorists have been trying to find a suitable name for the French craze over aeroplaning, which amounts almost to a disease. One suggests "aerosipelas," another "flyfoid fever," and still another "inflewenza." Well, gentlemen, to contribute our share, what is the matter with "skyatica?" — Boston Transcript.

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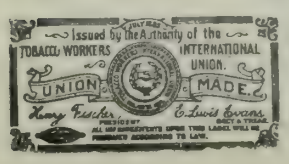
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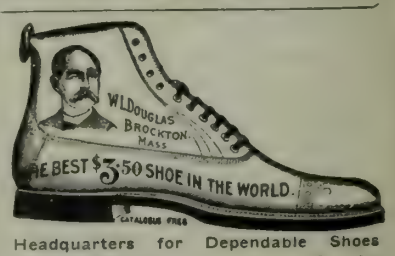
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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. | Our Aim: The Brotherhood of the Sea. | Our Motto: Justice by Organization.

VOL. XXIII, No. 25. | SAN FRANCISCO, WEDNESDAY, MARCH 9, 1910. | Whole No. 2059.

25TH ANNIVERSARY

SAILORS' UNION OF THE PACIFIC

SIXTH OF MARCH

1885 ~ 1910

BIRTH OF THE UNION.

By THE EDITOR.

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The weather was bad, in fact fully up to the expectations for the season of the year. The wind and rain drove men to seek almost any shelter, if only "under the lee of a handspike." An open-air meeting was about the last thing to be thought of as a means of attracting the crowd. However, there were other things than weather in the air. For some time past there had been more or less talk of "forming a union." So, when half a dozen venturesome spirits mounted the lumber-pile on Folsom Street dock and addressed the elements with the familiar greeting, "Friends and fellow-seamen!" they were shortly surrounded by a handful of seamen anxious to hear the gospel of unionism, notwithstanding the realization of a union might remain a dim and distant possibility.

Such were the circumstances of the meeting on Folsom Street dock, San Francisco, on March 6, 1885. Had the average man present on that occasion been asked to express his feelings in the matter, he would probably have replied that, while unionism, as expounded from the lumber-pile, was undoubtedly a good thing for the workingman on land, its benefits were probably beyond the reach of seamen by reason of the nature of their calling; but that, in any event, it was worth while to "take a chance at it." Probably not one of these pioneers, not even the most enthusiastic of the speakers on the lumber-pile, would have ventured to predict that from the seed sown on that night would spring the flower of unionism, whose shoots would later be transplanted among seamen everywhere throughout the world. The founders of the Sailors' Union builded better than they knew, but not better than they deserved.

The doubts experienced by the men who gathered around the lumber-pile on March 6, 1885, were not without justification in previous events. At least three attempts had already been made to form a union of seamen, in 1866, 1878 and 1880. Each of these organizations had failed after a brief and practically fruitless existence. It was but natural that the men who initiated the fourth attempt should feel that probably their work was foredoomed to a similar fate. Of course, there were those among the guiding spirits of the movement who believed in the practicability of unionism among seamen, men whose realization of the seamen's needs and whose natural hopefulness of mind inspired them in the task with as much courage as though there never had been such a thing as failure in the world. Such men are the salt and savor of every great undertaking; the mistakes they make as a result of their indifference to the past are more than made up by the gains secured by the policy of constantly marching upon the future. Thus the hope of the future triumphs over the fear of the past!

Whether or not the seamen assembled on Folsom Street dock shared equally in the confidence of the speakers, the result proved that the appeal to the spirit of unionism had not been made in vain. Possibly the ear was sceptical, but the heart was willing and warm. By instinct, if not by reason, the seamen responded to the call for action; by impulse, if not by deliberate judgment, response took the form of signing the roll. Thus was launched the fourth attempt to form a seamen's union on the Pacific Coast. The Sailors' Union of the Pacific was born amid misgiving of the mind, but with the irresistible impulse of that nature which is common to seamen as well as landsmen and which carries humanity over obstacles before which the counsels of pure reason are powerless.

Two things favored the movement inaugurated twenty-five years ago, namely, the need of a union, and the will to establish one. Given these conditions precedent, much may be hoped for in any case. The existence of these conditions overcomes every consideration of failure in the past and doubt of the future. Fortunately men do not always weigh the outcome of an enterprise against the chances of failure or success. The seamen realized that their only hope of improvement in the conditions of

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I have taken a great interest in the Sailors' Union and in the progress of the International Seamen's Union of America for many years and have always enjoyed your anniversary celebrations.

No industrial organization in modern times, if ever, has accomplished as much for the members of any craft, trade or calling as have the Sailors' Union of the Pacific and the International Seamen's Union of America, for the people engaged generally in the merchant marine service.

I appreciate your reference to the services rendered by me for the seamen of our country and assure you that the general spirit of gratitude and appreciation constantly expressed to me by the members of your calling has far more than repaid me for all services which it has been in my power to render.

I will miss your anniversary celebration this year, but, although I shall not be with you in person, I assure you that I will be most heartily with you in spirit. I again congratulate you upon the great improvement in all of the conditions, morally and physically, in the merchant marine service, not only of our own country, but of the entire world, which has resulted largely from the organization and intelligent efforts of your unions and particularly of the Sailors' Union of the Pacific.

Do not imagine, nor permit anyone to persuade you, that your work is done. Although you will never be able to accomplish so much within so short a period again, you have only fairly started upon a splendid career in the uplifting, and in the improvement of the conditions, not only of your fellow-craftsmen, but of all of the industrial people of the world.

With best wishes for the complete success of your celebration, which I do not doubt, and of the unchecked development of all of your benevolent and humanitarian purposes, of which I am equally certain, I remain as ever, both as a man and as an honorary member of your organization,

Sincerely and devotedly yours,

JAMES G. MAGUIRE.

San Francisco, March 5, 1910.

Three hundred and sixty-six new corporations, with an aggregate capitalization of $119,324,875, were organized in Canada during the fiscal year ended March 31, 1909, while the capitalization of existing companies was increased by $72,293,000.

STRUGGLE YET TO COME.

By ANDREW FURUSETH,
Secretary Sailors' Union of the Pacific.
(Pres. I. S. U. A.)

Twenty-five years is a long time in the life of an individual, nearly the average of human life. In the life of an organization that has set itself the task of remedying the evil conditions, and of altering the status of a class of workers it is a short period. The condition under which we seamen lived and labored twenty-five years ago was the result of a development reaching back some hundreds of years. It was a condition so unbearable that the American had ceased to go to sea, and the tendency from the sea had already been well developed in nearly all European nations. Seamen were then and are still, except to a limited extent, the property of the vessel on which they sailed. During the time covered by his contract, with the terms of which he had nothing to do, his status was that of a slave. He was the vessel's property, and if he sought to withdraw himself from his master he was treated as a criminal, and denied the protection of nearly every legal principle that protects other men. He was subject to corporal punishment. He was compelled to sign away the major part of his wages before he had earned them.

Dissatisfied? Yes, intensely dissatisfied. Searching for a way out? Yes. So conscious of our position and our status that it formed a very large part of our conversation on board vessels and while ashore in boarding-houses. I have personally known men in their anger because of the unbearable conditions, and because they had to pay in the coastwise trade their earned wages over to a boarding-master, to whom in truth they did not owe it, throw their money overboard, and tell him to go and get it.

"Dungaree Charlie" managed to save a few dollars in the course of three years because he pretended to be drunk at all times, and pretended that he had lost his wages, when, as a matter of fact, he had put them in the bank. Wages had gone down to $25 or less, largely owing to a stoppage in business, the harbor of San Francisco being full of vessels awaiting charters. As the conditions again became a little better as to employment in 1885, the men then around the beach came to the conclusion that it ought to be possible to get more wages, and without any organization just came together spontaneously, and there was quite an excitement raised. This came under the attention of a branch of the International Workmen's Association, at that time represented in San Francisco by B. G. Haskell, P. Ross-Martin, J. J. Martin, Mr. Danielwich and others. They spoke at a meeting and told the men there present that organization on international lines, recognizing the absolute equality of men and working for the establishment of personal freedom, in so far as it could be applied to the seamen, would be a remedy. Their speeches simply gave expression to the feelings and beliefs of their hearers. The organization was formed and it determined to devote itself to the attainment of those things as fundamental principles, not only here in the United States, but everywhere.

In the struggle of these twenty-five years some of the things against which we then complained, and against which we now complain, have been remedied. Advance and allotment to "original creditors" have been abolished in the coastwise trade and reduced to one-third in the foreign trade. The power to imprison a man for violation of his contract to labor has been abolished in the domestic trade of the United States, and to some extent in the domestic or home trade of Great Britain. The right to administer corporal punishment has been abolished. Crimps who then used to drive two horses and live in separate houses uptown, now, in so far as they are yet in the business, travel in street-cars and live in the same houses as their victims.



JAMES G. MAGUIRE,
The "American Plimsoll."

At the time of our organization there was the beginning of an organization on the Lakes. There had been attempts in the North of England, and in some parts of Australia. There is now in nearly every civilized country outside of Russia a more or less developed seamen's union, some of them unconsciously and some consciously working on the same lines, toward the same end and under the same pledge, as taken by us in our baptismal hour.

Something, therefore, has been done. It is much or little as we choose to look at it. If we take the narrow view, little; if we take the wider view, much. Perhaps the most valuable thing done is to call the attention of thinkers and legislators to conditions which are preventing the young from seeking the sea, to cause them to realize that there must be some serious grievance and that it must be found and remedied. Nearly every country in Europe has amended its maritime laws to some extent, and nearly every one of them has commissions sitting and investigating the conditions, with a view to having remedial legislation enacted. At least two of them have come to the conclusion in their investigations, that when there is no other wrong mixed up in the seamen's so-called desertion, there shall be no penal punishment applied. In other words, that when the seamen simply violate a contract to labor, the penalty, if any, shall be a civil, and not a criminal one.

As consciousness of our real wrongs is growing and we reach out for the remedies that ultimately must come if the sea is to remain the domain of the white race, we meet individual employers or organizations of employers who are using their immense wealth, their social prestige, and their great political power to prevent necessary redress of grievances being given. The struggle in the past has been serious; the struggle to come will be much more so. What we have gained is as nothing compared with what must be gained. Hardships that we have borne are gentle compared to those which we will be compelled to bear in clearing away the obstacles, and in reaching the goal for which we are striving.

We are fairly well equipped for the struggle in this that we have been so stripped that extremely few of us have anybody depending on us. Single men between the ages of 18 and 50, necessarily sound of limb, are capable of living almost anywhere; they need little. This fact thoroughly realized, and coupled to a knowledge of the origin of our wrongs and the determination, come what may, to right them, places us in a position which must ultimately give to us the victory of being placed on an equality with other men, or the dominion over the sea must pass from the white to the yellow race. This last will not be permitted. We are, therefore, sure of ultimate victory, providing we shall show ourselves to be capable of continuing the struggle and fit to receive its fruits when completed.

The Radio Telephone Company of New Jersey has petitioned the ministry of the interior for a concession for 99 years to establish radiographic stations in any part of the Argentine Republic, and also on ships flying the national flag. The telegraph board has been directed to report on the matter.

The Manila Electric Railroad and Light Company during the past fiscal year carried 10,701,859 passengers at an average rate of 4.9 cents and an average cost of 2.6 cents per passenger. The total revenue was $530,000, while the total operating expenses amounted to $284,600.

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I will miss your anniversary celebration this year, but, although I shall not be with you in person, I assure you that I will be most heartily with you in spirit. I again congratulate you upon the great improvement in all of the conditions, morally and physically, in the merchant marine service, not only of our own country, but of the entire world, which has resulted largely from the organization and intelligent efforts of your unions and particularly of the Sailors' Union of the Pacific.

Do not imagine, nor permit anyone to persuade you, that your work is done. Although you will never be able to accomplish so much within so short a period again, you have only fairly started upon a splendid career in the uplifting, and in the improvement of the conditions, not only of your fellow-craftsmen, but of all of the industrial people of the world.

With best wishes for the complete success of your celebration, which I do not doubt, and of the unchecked development of all of your benevolent and humanitarian purposes, of which I am equally certain, I remain as ever, both as a man and as an honorary member of your organization,

Sincerely and devotedly yours,

JAMES G. MAGUIRE.

San Francisco, March 5, 1910.

Three hundred and sixty-six new corporations, with an aggregate capitalization of $119,324,875, were organized in Canada during the fiscal year ended March 31, 1909, while the capitalization of existing companies was increased by $72,293,000.

STRUGGLE YET TO COME.

By ANDREW FURUSETH,
Secretary Sailors' Union of the Pacific.
(Pres. I. S. U. A.)

Twenty-five years is a long time in the life of an individual, nearly the average of human life. In the life of an organization that has set itself the task of remedying the evil conditions, and of altering the status of a class of workers it is a short period. The condition under which we seamen lived and labored twenty-five years ago was the result of a development reaching back some hundreds of years. It was a condition so unbearable that the American had ceased to go to sea, and the tendency from the sea had already been well developed in nearly all European nations. Seamen were then and are still, except to a limited extent, the property of the vessel on which they sailed. During the time covered by his contract, with the terms of which he had nothing to do, his status was that of a slave. He was the vessel's property, and if he sought to withdraw himself from his master he was treated as a criminal, and denied the protection of nearly every legal principle that protects other men. He was subject to corporal punishment. He was compelled to sign away the major part of his wages before he had earned them.

Dissatisfied? Yes, intensely dissatisfied. Searching for a way out? Yes. So conscious of our position and our status that it formed a very large part of our conversation on board vessels and while ashore in boarding-houses. I have personally known men in their anger because of the unbearable conditions, and because they had to pay in the coastwise trade their earned wages over to a boarding-master, to whom in truth they did not owe it, throw their money overboard, and tell him to go and get it.

"Dungaree Charlie" managed to save a few dollars in the course of three years because he pretended to be drunk at all times, and pretended that he had lost his wages, when, as a matter of fact, he had put them in the bank. Wages had gone down to $25 or less, largely owing to a stoppage in business, the harbor of San Francisco being full of vessels awaiting charters. As the conditions again became a little better as to employment in 1885, the men then around the beach came to the conclusion that it ought to be possible to get more wages, and without any organization just came together spontaneously, and there was quite an excitement raised. This came under the attention of a branch of the International Workmen's Association, at that time represented in San Francisco by B. G. Haskell, P. Ross-Martin, J. J. Martin, Mr. Danielwich and others. They spoke at a meeting and told the men there present that organization on international lines, recognizing the absolute equality of men and working for the establishment of personal freedom, in so far as it could be applied to the seamen, would be a remedy. Their speeches simply gave expression to the feelings and beliefs of their hearers. The organization was formed and it determined to devote itself to the attainment of those things as fundamental principles, not only here in the United States, but everywhere.

In the struggle of these twenty-five years some of the things against which we then complained, and against which we now complain, have been remedied. Advance and allotment to "original creditors" have been abolished in the coastwise trade and reduced to one-third in the foreign trade. The power to imprison a man for violation of his contract to labor has been abolished in the domestic trade of the United States, and to some extent in the domestic or home trade of Great Britain. The right to administer corporal punishment has been abolished. Crimps who then used to drive two horses and live in separate houses uptown, now, in so far as they are yet in the business, travel in street-cars and live in the same houses as their victims.



JAMES G. MAGUIRE,
The "American Plimsoll."

At the time of our organization there was the beginning of an organization on the Lakes. There had been attempts in the North of England, and in some parts of Australia. There is now in nearly every civilized country outside of Russia a more or less developed seamen's union, some of them unconsciously and some consciously working on the same lines, toward the same end and under the same pledge, as taken by us in our baptismal hour.

Something, therefore, has been done. It is much or little as we choose to look at it. If we take the narrow view, little; if we take the wider view, much. Perhaps the most valuable thing done is to call the attention of thinkers and legislators to conditions which are preventing the young from seeking the sea, to cause them to realize that there must be some serious grievance and that it must be found and remedied. Nearly every country in Europe has amended its maritime laws to some extent, and nearly every one of them has commissions sitting and investigating the conditions, with a view to having remedial legislation enacted. At least two of them have come to the conclusion in their investigations, that when there is no other wrong mixed up in the seamen's so-called desertion, there shall be no penal punishment applied. In other words, that when the seamen simply violate a contract to labor, the penalty, if any, shall be a civil, and not a criminal one.

As consciousness of our real wrongs is growing and we reach out for the remedies that ultimately must come if the sea is to remain the domain of the white race, we meet individual employers or organizations of employers who are using their immense wealth, their social prestige, and their great political power to prevent necessary redress of grievances being given. The struggle in the past has been serious; the struggle to come will be much more so. What we have gained is as nothing compared with what must be gained. Hardships that we have borne are gentle compared to those which we will be compelled to bear in clearing away the obstacles, and in reaching the goal for which we are striving.

We are fairly well equipped for the struggle in this that we have been so stripped that extremely few of us have anybody depending on us. Single men between the ages of 18 and 50, necessarily sound of limb, are capable of living almost anywhere; they need little. This fact thoroughly realized, and coupled to a knowledge of the origin of our wrongs and the determination, come what may, to right them, places us in a position which must ultimately give to us the victory of being placed on an equality with other men, or the dominion over the sea must pass from the white to the yellow race. This last will not be permitted. We are, therefore, sure of ultimate victory, providing we shall show ourselves to be capable of continuing the struggle and fit to receive its fruits when completed.

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BIRTH OF THE UNION.

By THE EDITOR.

In the view of the casual observer there was nothing in the character of the meeting which gave birth to the Sailors' Union of the Pacific to indicate that anything of lasting importance would come of it. Probably most of those who took part in the proceedings had doubts about the outcome. Certainly there was nothing in the general circumstances to inspire either confidence or enthusiasm.

The weather was bad, in fact fully up to the expectations for the season of the year. The wind and rain drove men to seek almost any shelter, if only "under the lee of a handspike." An open-air meeting was about the last thing to be thought of as a means of attracting the crowd. However, there were other things than weather in the air. For some time past there had been more or less talk of "forming a union." So, when half a dozen venturesome spirits mounted the lumber-pile on Folsom Street dock and addressed the elements with the familiar greeting, "Friends and fellow-seamen!" they were shortly surrounded by a handful of seamen anxious to hear the gospel of unionism, notwithstanding the realization of a union might remain a dim and distant possibility.

Such were the circumstances of the meeting on Folsom Street dock, San Francisco, on March 6, 1885. Had the average man present on that occasion been asked to express his feelings in the matter, he would probably have replied that, while unionism, as expounded from the lumber-pile, was undoubtedly a good thing for the workingman on land, its benefits were probably beyond the reach of seamen by reason of the nature of their calling; but that, in any event, it was worth while to "take a chance at it." Probably not one of these pioneers, not even the most enthusiastic of the speakers on the lumber-pile, would have ventured to predict that from the seed sown on that night would spring the flower of unionism, whose shoots would later be transplanted among seamen everywhere throughout the world. The founders of the Sailors' Union builded better than they knew, but not better than they deserved.

The doubts experienced by the men who gathered around the lumber-pile on March 6, 1885, were not without justification in previous events. At least three attempts had already been made to form a union of seamen, in 1866, 1878 and 1880. Each of these organizations had failed after a brief and practically fruitless existence. It was but natural that the men who initiated the fourth attempt should feel that probably their work was foredoomed to a similar fate. Of course, there were those among the guiding spirits of the movement who believed in the practicability of unionism among seamen, men whose realization of the seamen's needs and whose natural hopefulness of mind inspired them in the task with as much courage as though there never had been such a thing as failure in the world. Such men are the salt and savor of every great undertaking; the mistakes they make as a result of their indifference to the past are more than made up by the gains secured by the policy of constantly marching upon the future. Thus the hope of the future triumphs over the fear of the past!

Whether or not the seamen assembled on Folsom Street dock shared equally in the confidence of the speakers, the result proved that the appeal to the spirit of unionism had not been made in vain. Possibly the ear was sceptical, but the heart was willing and warm. By instinct, if not by reason, the seamen responded to the call for action; by impulse, if not by deliberate judgment, response took the form of signing the roll. Thus was launched the fourth attempt to form a seamen's union on the Pacific Coast. The Sailors' Union of the Pacific was born amid misgiving of the mind, but with the irresistible impulse of that nature which is common to seamen as well as landsmen and which carries humanity over obstacles before which the counsels of pure reason are powerless.

Two things favored the movement inaugurated twenty-five years ago, namely, the need of a union, and the will to establish one. Given these conditions precedent, much may be hoped for in any case. The existence of these conditions overcomes every consideration of failure in the past and doubt of the future. Fortunately men do not always weigh the outcome of an enterprise against the chances of failure or success. The seamen realized that their only hope of improvement in the conditions of

(Continued on Page 9.)



SAMUEL GOMPERS,
President American Federation of Labor.

A SPLENDID CAREER.

By JAMES G. MAGUIRE.

To the Officers and Members of the Sailors' Union of the Pacific: Gentlemen—

I regret exceedingly that it will be impossible for me to accept your cordial invitation to join with you in the celebration of the Twenty-fifth Anniversary of your Union on Monday evening, March 7. I am so situated that it is absolutely necessary for me to be absent from San Francisco on that date.

I have taken a great interest in the Sailors' Union and in the progress of the International Seamen's Union of America for many years and have always enjoyed your anniversary celebrations.

No industrial organization in modern times, if ever, has accomplished as much for the members of any craft, trade or calling as have the Sailors' Union of the Pacific and the International Seamen's Union of America, for the people engaged generally in the merchant marine service.

I appreciate your reference to the services rendered by me for the seamen of our country and assure you that the general spirit of gratitude and appreciation constantly expressed to me by the members of your calling has far more than repaid me for all services which it has been in my power to render.

I will miss your anniversary celebration this year, but, although I shall not be with you in person, I assure you that I will be most heartily with you in spirit. I again congratulate you upon the great improvement in all of the conditions, morally and physically, in the merchant marine service, not only of our own country, but of the entire world, which has resulted largely from the organization and intelligent efforts of your unions and particularly of the Sailors' Union of the Pacific.

Do not imagine, nor permit anyone to persuade you, that your work is done. Although you will never be able to accomplish so much within so short a period again, you have only fairly started upon a splendid career in the uplifting, and in the improvement of the conditions, not only of your fellow-craftsmen, but of all of the industrial people of the world.

With best wishes for the complete success of your celebration, which I do not doubt, and of the unchecked development of all of your benevolent and humanitarian purposes, of which I am equally certain, I remain as ever, both as a man and as an honorary member of your organization,

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Dissatisfied? Yes, intensely dissatisfied. Searching for a way out? Yes. So conscious of our position and our status that it formed a very large part of our conversation on board vessels and while ashore in boarding-houses. I have personally known men in their anger because of the unbearable conditions, and because they had to pay in the coastwise trade their earned wages over to a boarding-master, to whom in truth they did not owe it, throw their money overboard, and tell him to go and get it.

"Dungaree Charlie" managed to save a few dollars in the course of three years because he pretended to be drunk at all times, and pretended that he had lost his wages, when, as a matter of fact, he had put them in the bank. Wages had gone down to $25 or less, largely owing to a stoppage in business, the harbor of San Francisco being full of vessels awaiting charters. As the conditions again became a little better as to employment in 1885, the men then around the beach came to the conclusion that it ought to be possible to get more wages, and without any organization just came together spontaneously, and there was quite an excitement raised. This came under the attention of a branch of the International Workmen's Association, at that time represented in San Francisco by B. G. Haskell, P. Ross-Martin, J. J. Martin, Mr. Danielwich and others. They spoke at a meeting and told the men there present that organization on international lines, recognizing the absolute equality of men and working for the establishment of personal freedom, in so far as it could be applied to the seamen, would be a remedy. Their speeches simply gave expression to the feelings and beliefs of their hearers. The organization was formed and it determined to devote itself to the attainment of those things as fundamental principles, not only here in the United States, but everywhere.

In the struggle of these twenty-five years some of the things against which we then complained, and against which we now complain, have been remedied. Advance and allotment to "original creditors" have been abolished in the coastwise trade and reduced to one-third in the foreign trade. The power to imprison a man for violation of his contract to labor has been abolished in the domestic trade of the United States, and to some extent in the domestic or home trade of Great Britain. The right to administer corporal punishment has been abolished. Crimps who then used to drive two horses and live in separate houses uptown, now, in so far as they are yet in the business, travel in street-cars and live in the same houses as their victims.



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Something, therefore, has been done. It is much or little as we choose to look at it. If we take the narrow view, little; if we take the wider view, much. Perhaps the most valuable thing done is to call the attention of thinkers and legislators to conditions which are preventing the young from seeking the sea, to cause them to realize that there must be some serious grievance and that it must be found and remedied. Nearly every country in Europe has amended its maritime laws to some extent, and nearly every one of them has commissions sitting and investigating the conditions, with a view to having remedial legislation enacted. At least two of them have come to the conclusion in their investigations, that when there is no other wrong mixed up in the seamen's so-called desertion, there shall be no penal punishment applied. In other words, that when the seamen simply violate a contract to labor, the penalty, if any, shall be a civil, and not a criminal one.

As consciousness of our real wrongs is growing and we reach out for the remedies that ultimately must come if the sea is to remain the domain of the white race, we meet individual employers or organizations of employers who are using their immense wealth, their social prestige, and their great political power to prevent necessary redress of grievances being given. The struggle in the past has been serious; the struggle to come will be much more so. What we have gained is as nothing compared with what must be gained. Hardships that we have borne are gentle compared to those which we will be compelled to bear in clearing away the obstacles, and in reaching the goal for which we are striving.

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GOOD CHEER FROM THE LAKES.

By VICTOR A. OLANDER,
Secretary Lake Seamen's Union.
(2d Vice-Pres. I. S. U. A.)

The Sixth of March! Congratulations to the Sailors' Union of the Pacific from the men on the Great Lakes. It is an important day in the history of the American seafarers.

The seamen, not alone of the Pacific Coast, but of all the world, have reason to be grateful to those few stanch spirits who, twenty-five years ago, met under the shadow of a lumber-pile in San Francisco and formed the Sailors' Union.

There took form and was born into active life the seamen's hope and demand for freedom and liberty, without which they could hope for no lasting or material progress.

While the Sailors' Union of the Pacific has accomplished much in the way of improved conditions and wages for the seamen of that Coast, its most important work has been in its leadership of and faithfulness to the demand for a repeal of the Slave laws governing seamen. So far as our own country is concerned that demand has been partially successful, and the American seaman can no longer be held to the ship as a slave to the master, provided, however, that he confine himself to the coastwise and Lake trade. But it was a great gain, and it is now echoing around the world. There is a growing demand everywhere on the part of the world's seafarers for a recognition of their rights as free men.

Under the banner of the International Seamen's Union of America we of the Lakes have done and will continue to do all we can to help along the good cause; the men of the Atlantic also did and are still doing their best; but it was the mighty rallying cry from the Pacific Coast that set the pace and spurred us on.

Good luck to you, men of the Pacific, you have led, you are still leading a fight for human freedom. What greater, what better work can men do?

We on the Lakes are now on strike to retain that measure of liberty which is ours under the law. The Lake Carriers' Association is disputing our right to such freedom. But what the law of our country has given us we propose to keep. And on those lines we propose to fight it out and win.

You, our comrades of the Pacific, have stood loyally by us. You are still offering us aid and encouragement. We feel that we can best thank you by winning the strike and presenting another victory to the seamen's cause.

Again we congratulate you on your twenty-fifth anniversary. And if on the Sixth of March you should notice any disturbance in the sky to the eastward just put it down as being caused by the cheers of your commades on the Great Lakes. Our hearts and our best wishes are with you all!

The directors of the new hotel for Manila are making their financial plans to purchase a site, erect and equip a hotel, and provide a working capital which will require an investment of $450,000. The Insular Government has agreed to purchase at par $300,000 of the bonds of the company, redeemable within 22 years and bearing interest at 4 per cent.

GREETINGS FROM INTERNATIONAL

By WILLIAM H. FRAZIER,
Secretary Atlantic Coast Seamen's Union.
(Sec.-Treas. I. S. U. A.)

It is with great pleasure that I send you greetings and congratulations on your twenty-fifth birthday. How heartily can all American seamen join with me in sending such greetings to the brave and earnest men of the Pacific, who for the past twenty-five years have been first and foremost in the fight for the freedom and emancipation of the men of the sea, not only of America, but of the world!

Twenty-five years ago, when that little bunch of seamen of the Pacific met together on the "Old Lumber-Pile," but a stone's throw from the present Headquarters of the Sailors' Union of the Pacific, and resolved that they would get together, and stick together, and thereby ameliorate the conditions under which they had been working, the crimps laughed, the water-front sharks laughed, the shipowners laughed. Yea, even the land organizations of labor laughed at the idea of a crowd of sailors sticking together and forming a union! But, as history has shown, you did stick together; you not only stuck together, but you "did things;" you showed them all that you could stick together and by so doing accomplish much for the benefit of the men of the sea.

To attempt to enumerate all that you have accomplished would take up much more space than is at my disposal. It may be truthfully said that all the changes in the maritime laws can be credited to the Sailors' Union of the Pacific, and you are really responsible for the formation of the International Seamen's Union of America. I know of no labor organization that has accomplished more for its members than you have, and that under the most trying circumstances. The obstacles that you have had to contend with and overcome in order to build up an effective organization would have disheartened most landsmen long ago.

I know that few of your members of to-day realize the struggle that you have had to make, or what you have accomplished, as most of the younger members of to-day did not have to sail under the conditions that existed at the time of the meeting on the "Old Lumber-Pile," when they were imprisoned for the violation of a civil contract to labor. This law is still effective in the foreign trade; few of the men sailing to-day were sailing at the time when we had to take an advance note and give it over to the boarding-master before we could get employment, and go for the wages arranged between the master of the vessel and the boarding-master; few of the men sailing to-day sailed at the time when we had the old food scale and later none at all; all these things have been overcome, and mainly by the Sailors' Union of the Pacific.

Here's hoping that you will accomplish as much in the next twenty-five years as you have in the past quarter of a century. You are entitled to the congratulations of the labor movement of the whole country and of the seamen of the world. In the name of the organized seamen of America I wish you Godspeed, and best wishes!

Demand the union label on all purchases.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Unions, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 85 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter. Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques v puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

TWENTY-FIVE YEARS' PROGRESS.

By E. ELLISON,
Assistant Secretary Sailors' Union of the Pacific.

This Sixth of March marks the end of a quarter-century of organized effort on the part of the sailors of the Pacific Coast to carve out for themselves, and for all seamen, their rightful share of the benefits of civilization and human progress.

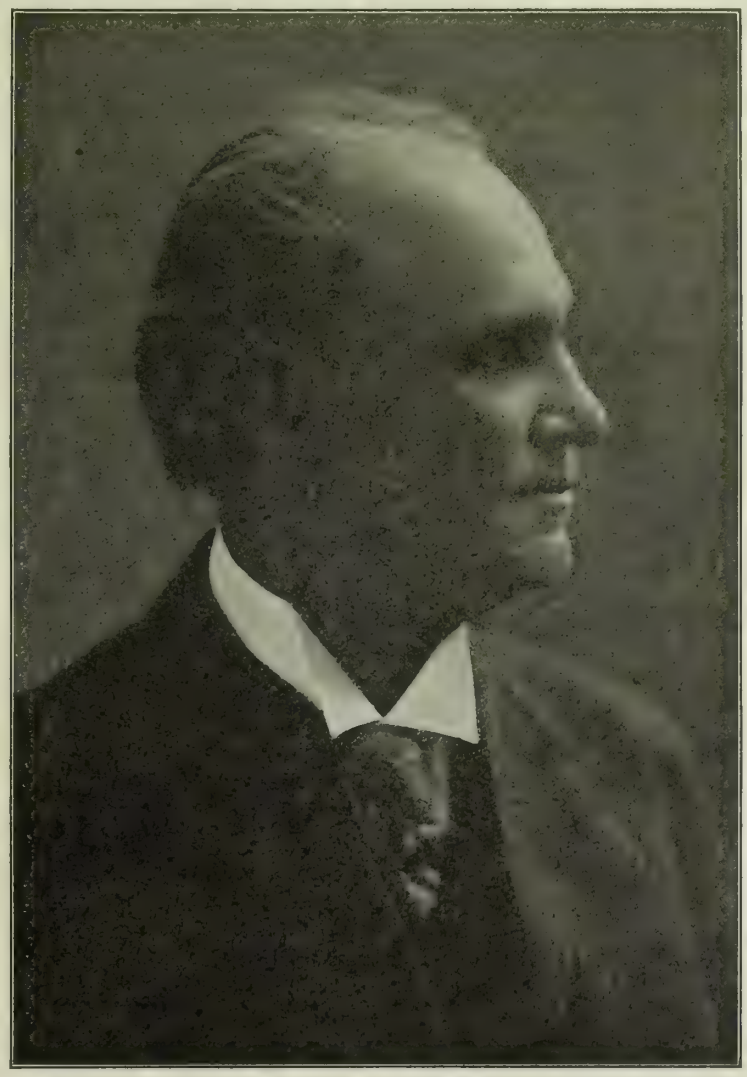
Inspired by the great history and traditions of their craft, actuated by a deep sense of its present degradation and an ardent desire to restore it to a place "among the most honored of professions," and guided by the experience of workers in other callings, the sailors of the Pacific Coast twenty-five years ago launched their union in the labor movement. They baptized their organization in the name of the ideals which in all times have inspired the movement of humanity from below—Freedom and Brotherhood. Persecution became its cradle and Adversity its school, but throughout its varied existence it has steadfastly pursued the object for which it was organized and remained loyal to its ideal. It has behind it to-day a history great in achievement, and before it a future rich in promise.

Seamanship was once regarded as honorable. In the days when navigation was hazardous, not alone by reason of the common perils of the deep, but owing to the barbarous laws and customs, the continual state of hostility between nations, the absence of international comity and the lack of proper policing of the ocean highways, the seamen were the pioneers of civilization and progress, and seamanship demanded of its followers the highest human qualities—courage, fortitude and willingness to sacrifice. Only the strongest and bravest, therefore, sought the sea for a livelihood.

Every maritime nation recognizes the fact that its power is dependent upon a body of seamen, and by legislation tries to keep its seamen in its own vessels, and prevent them from seeking service with its competitors in the world's commerce. Thus the code of every nation binds the seaman to his vessel and prescribes brutal penalties for desertion. The laws of the Hansa League provided that the seaman who should desert should be branded upon the forehead and returned to his native town. While present day laws do not permit such outrage, they all prescribe prison penalty for desertion, i. e., for leaving the vessel before the expiry of the contract. The punishment is the same in kind, though not in degree.

It is true that the laws of bygone days imposed prison penalties upon servants in other employment who should leave their masters, but this conception of the relationship between employer and employe has long since ceased to exist on shore, while it continues the basis for the relations between the seaman and his employer, and all maritime legislation is predicated upon the assumption that a seaman who has entered into a contract to labor becomes the property of his employer, who may compel him to fulfill his obligations upon pain of imprisonment.

This barbarous and odious legislation has had its effect both upon the seamen themselves and upon their living and working conditions. All attempts to improve the conditions of the seamen, whether on the part of humanitarians or the seamen themselves, were frustrated by the law, and the conditions of the seaman's life as compared with those of the working people on shore, grew steadily worse. Seamen began quitting the calling; boys no longer sought the sea for a living, and seamanship fell so low in the public estimation that it became necessary to open the common jails to secure enough men to prevent the vessels from "rotting in their neglected brine."



JAMES H. BARRY,
A Life-Long Friend of the Union.

The seamen had become like Kipling's Galley Slave, "the slave of the sweep head, though the master of the sea." Such were the conditions of the craft at the advent of the Sailors' Union.

Early in their history as an organization the sailors of this Coast learned that the evils affecting their calling could not be remedied unless there first was a thorough change in the maritime legislation. Attempts having failed to obtain recognition of the seamen's right to equal protection with the working people on shore under the Thirteenth Amendment, they set about to effect a change in the law of the United States, providing for the abolition of imprisonment for desertion, prohibition of the payment of advance wages, which was the mainstay of the crimping system, and such other measures as should make sea life more attractive, and enable the seamen to organize effectively for their own protection and advancement.

With the aid of the labor movement and public spirited citizens this work has been partly accomplished. In the coastwise trade of the United States the seaman need call no man master nor himself any man's slave. In the language of the Commissioner of Navigation, the change in the law has accomplished everything its promoters expected from it.

There yet remains to be obtained an extension of this legislation to the offshore trade and some legislation that will safeguard the health and safety of the seamen as well as the traveling public. This is the future work of the Union; but it no longer has to work alone. The task has been taken up by the united seamen's movement of the country, and the struggle, as well as the benefits therefrom, will be shared equally by all the seamen of the country.

On the economic field the union has won victories. Wages have been increased, the hours of labor have been shortened, and other conditions of employment have been improved. The effect has been shown in an increased feeling of self-respect and independence, a greater pride in their calling, and at the same time a higher sense of individual responsibility and closer attention to duty. There yet remains much to be done, but guided by our experience in the past and with a firm faith in the organization, there is no doubt that the Union will be able to attain its object. One of the greatest achievements of this Union is the bringing about of a gathering of all the organizations of seamen in this country in the International Seamen's Union of America. The different organizations have been taught the value of cooperation and mutual aid, and to-day the seamen's movement of the country stands united, shoulder to shoulder, ready and able to render advice or assistance at any point where it may be required. Only seamen of the future will realize the full benefits of the work that has been so well begun.

The idea of a "Brotherhood of the Sea," which germinated in the Sailors' Union of the Pacific, is spreading rapidly to the seamen of other countries. Every maritime nation of to-day has its organization of seamen actuated by the same feeling and working toward the same object. These organizations are being taught the need of closer affiliations, and within a short space of time it is expected that these organizations will join hands, and thus the "Brotherhood of the Sea" and a "Union in every port" will become accomplished facts.

The Sailors' Union of the Pacific is, and will always remain, a young organization. Its ranks are being filled daily. Wherever one member "loses the number of his mess" another steps in to take his place. It is upon the new members that the future of the organization rests. If they be guided

(Continued on Page 13.)

Home News.

An earthquake shock causing dishes and windows to rattle violently was felt at Watertown, N. Y., on February 22.

United States Senator Borah of Idaho on February 21 introduced in the Senate a resolution looking to the amendment of the Constitution so as to permit Woman Suffrage.

Mrs. Tishima, wife of the manager of a Japanese Bank at Fresno, Cal., is the first and only woman of her nation who draws salary from Uncle Sam. She has been appointed Postmistress of No. 1 Postoffice Station.

The Federal Grand Jury adjourned at Chicago on February 18, making certain the immunity from criminal prosecution of the man who stole $173,000 from the Sub-Treasury on February 18, 1907.

The city pay rolls of Boston have increased two and a half times as much as the population since 1905, and it is said that at least one-fifth of the laboring force are incapable on account of age of doing a full day's work.

The "Beef Trust" of the United States, embracing six great packing companies and twenty-one packers, was indicted by a Grand Jury in Hudson County, N. J., on February 25, charged with conspiracy in limiting the supply of meat and poultry.

The second largest trust company in the United States came into existence at Boston on February 19 with the merger of the City Trust Company and the Old Colony Trust Company under a capital of $2,500,000 and a surplus of $10,000,000.

Investigation of legislative corruption in every possible form and at any time since the organization of the New York State Government, is the program of the Republican leaders to satisfy the public demand arising from the Conger-Allds bribery scandal.

Frank J. Fry and Herbert G. Ogden, former County Commissioners, were indicted at Tiffin, O., on February 24, on a charge of soliciting and receiving bribes. The indictments charge the men with receiving small sums of money from two former city employes. Both are wealthy retired farmers.

The expenditure of $100,000 a year in stamping out the "white slave traffic" would be money well spent, said Secretary of Commerce and Labor Nagel on February 25, in submitting to the House of Representatives a recommendation that the total estimate for regulating immigration be increased from $2,400,000 to $2,560,000.

The so-called "Milk Trust" was indicted at New York on February 23. A blanket indictment was handed down naming eight of seventeen directors of the Consolidated Milk Exchange, charging that they "conspired together and with others to fix the wholesale price of milk and did fix it at $1.41 for a forty-quart can of milk."

President Taft on February 21 issued proclamations declaring that the following-named countries are entitled to the minimum rate of Customs duties under the Payne-Aldrich Act: Abyssinia, Morocco, British Guiana, Ecuador, Bolivia, Peru, Chile, Greece, Portuguese India, Macao, Cape Verde Islands, Angola, Portuguese Guiana and St. Thomas.

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Pacific Coast Marine.

The new steamship for the Alaska Steamship Company under construction by the Moran Company at Seattle, has been named La Touche after La Touche Island in Prince William Sound.

The well-known steam-schooner Cascade sailed from San Francisco on February 27 for Honolulu, where she will go into the Island service for the Inter-island Navigation Company, and will be known hereafter as the Wailele, which is the Hawaiian name for Cascade.

Interruptions to traffic on the railroads leading into Eastern Washington and Oregon are causing San Francisco-bound vessels in some cases to leave Portland light, owing to scarcity of wheat and flour. Steam-schooners in the lumber trade are not affected.

The new tank steamship J. A. Chanslor, built at Newport News for the Associated Oil Company, is expected to leave for the Pacific Coast soon. On her arrival at San Francisco she will be placed in regular service between that city and Portland in the oil trade.

The Willamette Iron and Steel Works of Portland has been notified that it has been awarded the contract for repairing the revenue-cutter Manning at a cost of $2550. The Manning will arrive at Portland about March 15, and the work will require fifteen days.

The following changes of masters were recorded at the San Francisco Custom-house on February 26: Steamer Grace Dollar, Bertinius Lee vice J. N. Hagen; steamer Helen P. Drew, Thomas Gundersen vice J. P. Fagerstrom; steamer Queen, N. E. Cousins vice H. C. Thomas.

The bill proposing the abrogation of the coastwise laws as between San Francisco and Honolulu, the result of which would be that the Japanese steamship line would participate in the business between those ports, will meet with energetic opposition by Pacific Coast shipowners.

The following changes of masters were enrolled at the San Francisco Custom-house on March 2: Bark Albert, reported from Port Townsend, P. Colby vice William Tobin; steamer Defiance, D. C. Thompson vice John G. Trapp. The schooner Mary Francis, J. Baker master, was enrolled.

The American schooner Polaris, from Tacoma, arrived at Adelaide, Australia, on February 28, and reported having seen a ship, probably the Parnassos, on Beams Island, boatless and with a damaged cargo, on December 16. The Parnassos is a German ship which sailed from Portland, Or., on December 1 for Queenstown.

The Charles Nelson Company's steamship Charles Nelson will be equipped with United Wireless apparatus upon her next arrival at San Francisco. This will make three of the Charles Nelson Company's steamers carrying wireless, the steamers Falcon and Riverside having been equipped several months ago.

The following changes of masters were recorded at the San Francisco Custom-house on March 4: Steamer Queen, H. C. Thomas vice N. A. Cousins; steamer Alviso, Peter Hansen vice C. H. Weber, Jr. The schooner Jessie Fremont, S. A. Leffingwell master, and the schooner Gracie S., David Duggan master, were enrolled.

The wireless equipment of the steamship Lansing, one of the Union Oil Company's fleet, was finished at San Francisco on March 4. The steamships Santa Maria, Santa Rita and Pectan will also be equipped with United Wireless apparatus as fast as they arrive. Contracts for the remainder of the Union Oil Company's fleet are to follow.

Two whalers are scheduled to leave San Francisco within a few days, bound for the northern seas, where they will seek sperm whales. The Gayhead, Captain Wing, has already cleared, and the other whaler, the John and Winthrop, is lying in the stream and getting in readiness for her trip. The latter vessel has been given a thorough overhauling.

The Washington authorities have remitted the fines imposed against the Japanese steamships Tacoma Maru and Awa Maru for berthing female immigrant passengers in the same apartments with single male passengers. The masters of both vessels pleaded ignorance of the law under which they were fined and other extenuating circumstances.

William Metcalf was recorded at the San Francisco custom house on February 25 as master of the steamer Emma, vice A. J. Thiemann. The following vessels were enrolled: Schooner Lyman D. Foster, D. O. Killman master; schooner Expansion, C. S. Jakobsen master; schooner Cecelia Sudden, Gust Gustafsen master; schooner Nokomis, Jens Jensen master.

The new steamer Bear, which is coming out from New York for service on the Coast, will soon reach Punta Arenas, in the Straits. The steamer Beaver, of the same type as the Bear and for the same service, is to leave New York for San Francisco within a short time. Both vessels will be a notable addition to the coastwise fleet. They will ply between San Francisco and Columbia River ports on the Portland and San Francisco steamship line.

The following changes of masters were reported at the San Francisco Custom-house on February 21: Steamer Alliance, H. F. Astrup, vice E. D. Parsons; steamer Monarch, N. F. Buckingham, vice George E. Stolz; steamer Wasp, P. M. Knudsen, vice J. N. Wehman; steamer Sea Fox, E. A. Sandstrom, vice R. W. R. J. Dabul; steamer Herald, Enos Fouratt, Jr., vice Ivar Plomgren. The steamer Olson and Mahony, Henry Petersen master, was enrolled.

Advices were received at San Francisco on March 4 from Valparaiso reporting that the Norwegian ship Nordstjernen had been compelled to put into that port in a leaking condition. The vessel was bound from Bellingham Bay to the Tyne, and evidently met with heavy weather off the lower South American coast, for when she put into Valparaiso she was badly strained in her seams. It was reported that before she can continue on her voyage it will be necessary to remove her cargo and put her in the drydock for surveying.

A suit in admiralty to recover an aggregate of $9881.97 was filed in the United States District Court at San Francisco on March 2, by the California Reclamation Company against the steamer San Joaquin No. 3. It is alleged that while towing a barge belonging to the Reclamation Company from Sacramento to Colusa the sternwheeler landed her tow on a sandbar, where a snag tore a hole in her bottom, sinking her. Damage to the barge is fixed at $5978.48; to her cargo of supplies $1343.49, and for loss of service of the barge, $2560.

In the United States Circuit Court of Appeals at San Francisco on February 28 a decision was handed down reversing the suit of owners of the French ship Boildieu against the American steamer Santa Rita. Both vessels were moored at the wharf in Oakland and the Santa Rita discharged a quantiy of crude oil into the Bay. This eddied under the wharf, took fire and the Boildieu was damaged by the flames. The trial court held that the discharge of the oil was only a contributing cause and that the Santa Rita was not liable for the fire which resulted. This was reversed by the Appellate Court.

Sixteen days behind her sister-ship, the Bear, the new steamer Beaver, for service on the Coast, left Newport News on February 26 for San Francisco. Both vessels are to ply between the latter port and the Columbia River in the service of the San Francisco-Portland Steamship Company, in conjunction with the Rose City, now in operation. The selection of the name Beaver is considered especially appropriate, as the original vessel of that name was the first steamer to enter the Pacific, in 1836, and being in almost continuous service until 1890, when she was wrecked on Vancouver Island.

Three thousand, seven hundred and thirty-two miles off the Golden Gate, the Pacific Mail liner Korea, Captain Sandberg, was in wireless communication with San Francisco on March 2. The Korea, which is bound home from China and Japan, reported that she was 1632 miles on the other side of Honolulu and expected to arrive at the Island port on the 7th.

The following changes of masters were recorded at the San Francisco Custom-house on March 3: Steamer Newburg, Andrew Anderson vice J. N. Norberg; steamer Alvira, R. P. Christensen vice A. R. Paul; steamer Tallac, J. N. Norberg vice Louis Hanson; steamer Union, J. N. Werner vice O. F. Schroeder. The schooner Diamond Head, J. S. Cameron master, was enrolled.

The vessels of the Pacific Coast Steamship Company carried last year 152,993 passengers as against 114,316 for the twelve months ending December 14, 1908, according to the annual report of the company. This shows an increase of over 33 per cent in the volume of passenger business. Of this number 19,102 were carried on the Company's vessels operating from Seattle to Alaska, including both those on the Southeastern Alaska run and the vessels from Seattle to Norton Sound. The freight carried on all the lines operated by the Company aggregated 653,250 tons last year, as against 535,710 tons in 1908. Of this amount the Alaska business, again including both the Norton Sound and Southeastern Alaska carriers, totaled 91,926 tons as against 77,984 tons in the year 1908.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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(Continued on Page 10.)

Coast Seamen's Journal

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, MARCH 9, 1910.

WHAT THE UNION HAS DONE.

In the twenty-five years since it was organized the Sailors' Union of the Pacific has revolutionized the conditions of sea life under the Stars and Stripes. To describe in detail the work performed in the improvement of every-day conditions on board ship would be a task calling for much more time and space than can be devoted to the subject in a single issue of the JOURNAL. This work has been described step by step in these columns during the past twenty-two years, reference to which will amply bear out the general assertion that that work is little short of marvelous, a series of miracles, when compared with the outlook presented to the men who organized the Union twenty-five years ago. At this time the briefest summary must suffice. Here, then, is a list of the achievements of the Union during its career:

Higher wages.
Shorter workday.
Better food.
Larger forecastles.
Respectful treatment.
Right to quit vessels in port.
Abolition of allotment and advance.
Freedom from attachment of wages and clothing.
Abolition of crimping system.
Abolition of "buckoism."
Establishment of independence and self-respect.

Elevation of seaman's status in law and public opinion to a plane of equality with that of land workers.

Only the seaman can judge the true significance of these reforms. In real truth only the seamen who lived and worked under the old conditions and who fought for their improvement can appreciate at their true value the extent of the change wrought in the last quarter-century, since only these are able to contrast by personal experience the conditions of the past with those of the present. The Sailors' Union has done for its members more than the most daring of its founders hoped for, or even dreamed of, more than has been accomplished by any other organization of labor among men of equal or even superior opportunities.

The secret of the Union's success is simple, after all. It was founded upon sound principle, and it has been true to that principle. It was founded upon the principle that the seamen, to be successful in improving their conditions, must make their own fight, against the whole world if need be; that a seamen's union must embrace all classes of seafarers, and that it must join with all other labor organizations, rendering assistance according to its power and receiving assistance according to its deserts. To these and other cardinal rules of conduct the Sailors' Union of the Pacific has been constantly loyal. The success achieved under these rules is a guarantee of further achievements in the same direction and by like means.

Much has been accomplished, but much more remains to be achieved. There is room for improvement in the conditions of the seamen on the Pacific Coast and in other parts of the country. And, what is equally important, there is room, much room, for improvement in the conditions of the seamen of other countries. Let it not be forgotten that the seaman is primarily a citizen of the world, and that his conditions in any particular locality or under any particular flag constantly tend to the level prevailing throughout the world. The benefits gained by the Sailors' Union for the seamen on the Pacific Coast depend ultimately for their maintenance upon the improvement of the conditions of the seamen in other parts of the world. As waters seek their level, so the conditions of seamen everywhere, much more so than in the case of other workers, tend to seek a level, high or low. The seamen of the Pacific Coast must bend themselves to the task of establishing the general level at the point they have achieved, or they must confront the danger that the level shall fall to the point now existing in other localities and countries.

The future is as full of hope as the past is full of realization. The members of the Sailors' Union stand to-day just as did the founders of the Union twenty-five years ago, facing a great responsibility and a great opportunity. With the experience of these years as our guide and guarantee, there is every reason to predict that the next quarter-century will witness a progress as great, if not greater, than that of the past, and that with the coming of the Sailors' Golden Jubilee the seafaring craft of the world will hail the reality, the fact as well as the sentiment, of the "Brotherhood of the Sea"!

The JOURNAL may rightly claim a share of the honors due the various features of the Union's work. Established in 1887 as a purely voluntary adjunct of the Union (that is, supported by voluntary subscriptions on the part of the members), it became in 1889 a regular feature of the Union's work for which the Union itself was financially as well as morally responsible. The JOURNAL was established for the purpose of giving voice to the seamen's grievances and also as an educational medium which should serve the dual purpose of enlightening the seamen themselves upon all matters affecting their interests, and of removing from the public mind the misconception that generally prevailed as to the seaman's real character and position in society. It was determined at the outset that the JOURNAL should always remain the property of the Union and that the staff should be members of the Union elected semi-annually as are all other officers. The success of the JOURNAL is the best proof of the wisdom of these plans, chimerical and impracticable as these were at first deemed to be. The JOURNAL has attained a position of influence second to none among the labor press of the country. Whatever its faults or virtues may be, the JOURNAL is first, last and all the time a seamen's paper, the first of its kind. Its faults are those of the seamen generally; its virtues are a reflex of the same class. We ask nothing better or worse than to be judged with the men for whom we speak and of whom we are a part.

THE UNION'S HEADQUARTERS.

The Headquarters of the Sailors' Union were first located at 513½ East street, between Washington and Jackson streets. Many of the early associations of the Union linger around the room over "Yankee" Smith's restaurant. After several years of varied experience in that locality, the Union decided to move into more commodious premises. Moving day was celebrated by the following lines, written by Xavier H. Leder, first editor of the JOURNAL:

A SALUTE TO 513½.

I saw how they braced their yards aback;
Each head was bare, while their hair was streaming
In the sunset breeze. And they dipped their flag.
They dipped it thrice, and they dipped it slow;
The ship's speed slackened, and to and fro
She rolled, as though she were dreaming.

And they all joined hands on the quarterdeck;
Lo! the wake was white and the sea broke o'er it;
And they glanced once more at the distant wake,
Their eyes grew moist, while their lips were quiv'ring.
"Square yards!" I saw the topsail shiv'ring,
And, again, she ran before it.

The new offices were located in the building at the southwest corner of East and Mission streets, then the finest structure on the waterfront. Here the Union was located for seven years, and here a goodly part of the history not only of the Sailors' Union but also of the labor movement of San Francisco, was made. Then came another moving day. This time there was neither opportunity nor inclination to write poetry about it. The shake-up of April 18, 1906, expedited the proceedings as nothing else could have done. The Union gathered up its belongings and moved into the quarters of "Black Joe" on lower Third street. For a brief time the Union led a sort of gypsy existence. Then a shack was erected on Folsom Street dock, almost on the exact site of the historic lumber-pile. These premises also sheltered the Firemen, Cooks and Stewards, and Bay and River Steamboatmen. While awaiting an opportunity to establish better quarters, the meetings of the Union were held in the chapel of the Sailors' Home on Rincon Hill.

Within a year after the great fire the Union was again established in adequate quarters on East street. The illustrations on page 20 of this issue convey an impression of these changes. In a sense, and that an important one, these pictures of the Union's Headquarters are as suggestive of the changes through which San Francisco has passed in recent years as any that might be presented in connection with the remarkable experiences of that city.

THE UNION'S BENEFITS.

In summing up the work of the Sailors' Union, it is interesting to note the value of its benefit features. A few figures will illustrate this point. During the past few years the average annual amount paid in benefits is as follows: Shipwreck, $4,000; Death, $3,000 (exclusive of $3,600 paid for cemetery plot in San Francisco); Hospital, $1,500. These figures take no account of the amount paid in strike benefit. Other expenditures of the Union show that nearly $1,000 is paid annually as dues to the various central labor bodies with which the Union is affiliated, while the Union's contributions to other unions amount to over $1,500 per year. Again, these figures are exclusive of the dues paid to the International Seamen's Union of America and contributions made in aid of the sister-unions affiliated with that body. A scrutiny of the Union's expenditures shows that, in respect to the payment of benefits and kindred items, its work compares favorably with that of any other labor organization and is considerably in advance of the showing made by many similar organizations.

The photographs published in this issue represent three men whom the Sailors' Union delights to honor and be honored by. Samuel Gompers has been actively identified with the Union's work since its formation and is to-day one of its warmest, as well as its most powerful supporters. Judge Maguire, the "American Plimsoll," has earned the gratitude of all seamen by his services in Congress and in other public capacities. James H. Barry has endeared himself to our craft, as to every "cause that lacks assistance," by his vigorous and enthusiastic championship of "sailors' rights." The Star, of which Mr. Barry is editor, is, next to the JOURNAL, and in a sense ahead of the JOURNAL, the staunchest friend of the Union in the whole field of journalism. We greet our friends and pray that they may long be spared to reap the honors due them by reason of their services to humanity.

A detailed account of the celebration of the Sixth of March at Headquarters and agencies of the Sailors' Union will be published in next week's JOURNAL.

Demand the Hatters' label when purchasing headgear, soft or hard!

BIRTH OF THE UNION.

(Continued from Page 2.)

their craft lay in "getting together and sticking together." So they determined that, come what might, they would make another effort to assert their manhood in defiance of the fate that had so long doomed them to suffering and degradation.

The meeting adjourned from the lumberpile to the nearest back room, and there by the light of a tallow candle the roll was signed by about one hundred men, and the Coast Seamen's Union, as it was first called, became a fact, potent and imperishable. Mothered by necessity and born under the star of a high destiny, the stillbirths of the past were succeeded by the child which to-day boasts a robust progeny among the men who go down to the sea in ships under every flag that flies!

INTERNATIONAL ASSESSMENT.

To the Affiliated Unions of the International Seamen's Union of America:

Greeting—Acting by authority of the Executive Committee, and in conformity with the Constitution of the International Seamen's Union (Art. XII), I hereby issue this call for an assessment of three ($3.00) dollars upon each member of all affiliated unions, in aid of the members of the affiliated unions in the Lake District, who have been on strike since May 1, 1909, against the attempt of the Lake Carriers' Association to destroy organization among the seamen on the Great Lakes.

AS REQUIRED BY ART. XII, SEC. 2, SUB-SEC. 1, I HEREBY NAME MARCH 15, 1910, AS THE LIMIT WITHIN WHICH AFFILIATED UNIONS SHALL VOTE UPON THE ASSESSMENT.

Following are the provisions of the International Constitution governing the vote upon assessments:

ARTICLE XII.

Section 1. This Constitution can be amended in the following manner: By the Convention in regular session, in which case a two-thirds majority shall be required to carry such amendment.

Sec. 2. The Convention may by a two-thirds majority refer any amendment to a referendum vote. All propositions submitted to referendum by the Convention or the Executive Board shall be voted upon in the manner prescribed as follows:

(1) The Secretary-Treasurer shall issue a notice of referendum vote in the official paper, stating the question to be voted upon and the limit that has been fixed to the time in which such vote shall be taken and the results returned.

(2) He shall prepare and cause to be printed and distributed to local unions and the branches thereof a sufficient number of ballots containing the subject-matter to be voted upon. Such ballots shall be arranged with voting squares for "Yes" and "No," and members shall signify their choice by marking an X in either square. The ballots shall bear the seal of the International Seamen's Union of America, and none but such official ballots shall be used by local unions for this purpose.

(3) Members shall be qualified to vote (a) if they are in good financial standing in their local union, and (b) if their local union is in good financial standing with the International Seamen's Union of America.

(4) The Convention or the Executive Board may order the polls kept open during any number of consecutive meetings not exceeding four, or any number of consecutive days not exceeding seven. Local unions may regulate the manner of voting and of canvassing the vote, but shall permit no member to vote more than once on the same proposition.

(5) Within twenty-four (24) hours after the vote has been counted, Secretaries of local unions shall return all used ballots to the Secretary-Treasurer, together with a report of the results obtained in headquarters and the branches. Such report shall bear the seal of the local union and shall be certified to by the chairman of the meeting in which report is made.

(6) The Secretary-Treasurer shall deliver said returns to the Ballot Committee, which shall be composed of three members of a local union, to be designated by the Executive Board, and who shall be elected for this purpose by said local union. Such committee shall canvass the returns and make a correct transcript thereof to the Secretary-Treasurer, who shall cause the same to be printed in the official paper.

(7) If the proposition has received a majority of all the votes cast by local unions in good standing, the Secretary-Treasurer shall declare the same carried.

Members of the affiliated unions are requested to give this call their most careful consideration, and to act promptly, immediately notifying the undersigned of the result of the vote by ayes and nays, also returning all used ballots (Sub-section 5). As will be seen from Sub-section 4 of the Constitution, each union may determine for itself how the vote shall be taken. Affiliated unions are reminded that they are each responsible for the prompt payment of the amount due under the assessment, regardless of the length of time required to collect the same from the individual members. This being the case, it is urged that wherever possible affiliated unions shall pay the amount due from their respective treasuries, reimbursing themselves afterward by assessment upon the individual members, if they so desire.

The members of the affiliated unions in the Lake District are making a splendid stand for the maintenance of the right to organize. The result of the struggle on the Great Lakes will materially affect the welfare of every union within the jurisdiction of the International Seamen's Union. Our comrades on the Great Lakes are fighting not only for themselves, but for the seafaring craft at large. It is therefore our imperative duty to aid the sister unions in the Lake District, and to do so promptly and generously.

Fraternally yours,
WM. H. FRAZIER,
Secretary-Treasurer,
International Seamen's Union of America.

Boston, Mass., Feb. 7, 1910.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Mar. 7, 1910.
The regular weekly meeting having been postponed to Tuesday, March 8, a synopsis of the minutes will be published in next week's issue.
E. ELLISON, Secretary pro tem.
44-46 East St., Pacific Phone Kearny 2228. Home Phone J 2228.

Vancouver, B. C., Feb. 28, 1910.
Situation unchanged.
JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, Feb. 28, 1910.
Shipping fair; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Feb. 28, 1910.
Shipping fair.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Feb. 28, 1910.
Shipping and prospects poor.
WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Feb. 28, 1910.
Shipping slack; prospects uncertain.
H. G. LUNDBERG, Agent pro tem.
P. O. Box 6. Tel. 225.

Portland, Or., Agency, Feb. 28, 1910.
Shipping medium.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Feb. 28, 1910.
No meeting; no quorum. Shipping poor; prospects uncertain.
JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Feb. 28, 1910.
Shipping dull; prospects uncertain.
HARRY OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, Feb. 24, 1910.
No meeting; no quorum. Shipping good, prospects uncertain.
CHAS. SORENSEN, Agent.
Cor. Queen and Nuuanu Sts. P. O. Box 314.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Mar. 3, 1910.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow. The Shipwreck Benefit was ordered paid to a member wrecked in the steamer Farralon in Alaska waters. A donation of $25 was made to the Mexican Liberty League.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Feb. 23, 1910.
Shipping slack.
LEONARD NORKGAUER, Agent.
P. O. Box 1335. Phone Sun Main 2233.

San Pedro Agency, Mar. 1, 1910.
No meeting. Shipping medium; plenty of men ashore.
ED. BARRY, Agent.
P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Feb. 28, 1910.
Condition in general, good.
ALEX. McKECHNIE, Sec'y pro tem.
674 West Madison St.

DIED.

James Evans, No. 5, a native of Wales, aged 48, died at San Francisco, Cal., on March 3, 1910.

Frank Ludvig Rosen, No. 680, a native of Germany, aged 32, died at Fort Stanton, New Mexico, on Feb. 5, 1910.

The following members were lost in the wreck of the steamer Farallon, in Alaska waters, February, 1910:

Otto Nilsson, No. 108, a native of Sweden, aged 38.

C. V. Peterson, No. 644, a native of Sweden, aged 37.

Gustaf Ferdinand Svensson, No. 1454, a native of Sweden, aged 33.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

FIVE YEARS' LOSSES.

The loss of vessel property on the Lakes during the past five years was very heavy. The property loss in 1905, when forty-eight vessels with a season capacity of 2,000,000 tons and valued at $2,341,500 passed out of existence, was the greatest in the history of the trade.

Since the opening of the season of 1905, 152 Lake vessels passed out of existence. The boats were valued at $6,345,000 and had a season carrying capacity of 5,292,000 tons. Many of the boats that were lost during that period were wooden ships, and freighters of that class will cut very little figure in the ore and coal trades from now on. Twenty steel vessels were lost since 1905 and nearly half of them were wrecked in the big gale that swept Lake Superior in 1905. The record for last season was second in part of value and third in tonnage for the five years.

The losses for the past five years follow:

Year.	Number.	Capacity.
1905.....	48	2,000,000
1906.....	44	1,215,000
1907.....	14	598,000
1908.....	16	525,000
1909.....	30	954,000
Totals	152	5,292,000

The wooden vessels that were lost have not been replaced, but during the period named the shipyards have been turning out steel freighters at a pretty rapid rate. More new steel boats will come out next season than were lost during the five years. The capacity of the new boats for 1910 will only be a little more than 1,000,000 tons short of the capacity of all vessels that were lost since 1905.

It is estimated that the new boats that have been ordered for 1910 will in a full season have a capacity of something more than 4,000,000 tons. The new boats will not be able to handle that much freight next season, as a number of them will be late coming out.

When the big bulk freighters Henry Steinbrenner and H. A. Berwind collided in a blinding snowstorm, last December, near Round Island in Mud Lake, St. Mary's River, the Steinbrenner sank rapidly with a great hole in her side.

Wrecking operations were begun on her last month by Captain James Reid, of the Reid Wrecking Company, and it was necessary for tugs to break through ice sixteen inches thick to reach the sunken vessel, most of this rough work being done by the tug James Reid. The Steinbrenner has a hole in her twenty-four feet wide and extending down almost to the keel. She has settled in the mud bottom, and it is necessary to pump the sand and mud from her in order that the diver may work. This has made the job a longer one than would otherwise have been the case. Captain Reid took the contract to raise the steamer and deliver her in Detroit for $30,000.

Another wreck lying in the St. Mary's River is that of the steamer City of Rome, that burned at Lime Island pier near the close of the season last year. The wreck has been purchased by Captain W. B. Sphears, of Bay City, who is at work raising the hull. It is reported he is very nearly ready to make the attempt to float the boat again.

SHIPBUILDING DELAYED.

The cold weather has delayed the work at the shipyards and only six of the new boats ordered for 1910 delivery have been launched. Four big freighters were dropped into the water at the Lorain yard of the American Shipbuilding Company. They are the steamers John P. Morgan Jr. and W. B. Schiller for the Pittsburg Steamship Company, the steamer A. A. Augustus for Hutchinson & Co., and the steamer John P. Reiss for the Wisconsin Steamship Company of Sheboygan.

The steamer Leonard B. Miller, building for Captain W. C. Richardson, was launched at the Cleveland yard and the passenger steamer Octorara for the Anchor line was dropped overboard at Wyandotte.

Only five of the bulk freighters ordered for next season are in the water and the chances are that some of the new boats will be late coming out. The steamer John B. Cowle, which is building for the United States Transportation Company, will probably be dropped into the water at Lorain shortly. It is expected that a number of steamers will be launched in March. The new boats will have to be launched pretty fast from now on in order to be ready by the opening of navigation.

The steamer W. P. Palmer, which will be the last of three 600-foot steamers building for the Pittsburg Steamship Company by the Great Lakes Engineering Works to come out, will not be ready until about September 1.

The 10,000-ton steamer building at the yard of the Toledo Shipbuilding Company for the United States Transportation Company, will be launched about March 12.

Most of the new ships that will come out next season will be named for prominent businessmen. The five steamers building for the Pittsburg Steamship Company will be named in honor of men connected with the United States Steel Corporation. Names have been selected for seventeen of the new ships and four of them have been named for Cleveland men.

A MILLION FOR NEW DOCKS.

The Cincinnati, Hamilton & Dayton Railroad will spend approximately $2,000,000 on Toledo docks and terminal improvements instead of $1,000,000 as previously estimated.

It is said that $1,000,000 will be spent in dock improvements alone, $600,000 for new gravity yards, work on which has already been started, and $250,000 for a new freighthouse and local freight terminals. The company has under consideration plans for a new freighthouse.

"Closing-out sales" and the like are being placed under ban in many of the leading cities of Russia, where strict rules are established governing such sales to prevent an imposition upon the public.

AGAINST NIAGARA DAM.

The proposal to dam Niagara River to raise the water level of the Great Lakes is disapproved by the International Waterways Commission in its report submitted to the Secretary of War at Washington and the Minister of Public Works at Ottawa.

It was proposed about ten years ago to build a concrete structure of mechanically operated sluiceways from the Bird Island pier to the foot of Porter avenue, half way between the Fort Erie landing and the old fort. The dam was to cost $1,000,000.

The project was turned over to the International Waterways Commission by the old Waterways Commission, which did not have international representation. Canada had to be consulted and from the outset in 1900, when the new commission was formed, the project has met with the unqualified opposition of the Canadian members.

It was held by the Canadians that to construct a dam to maintain or raise the level of Lakes Erie, Huron, Michigan and Superior would necessarily lower the levels of Lake Ontario and the Canadian canal system. American transportation interests backed the project, but those in Canada never favored it.

At its last meeting in Buffalo on January 7, the Commission completed and signed its report, but none of the members would say what action had been taken. It has now been learned from an authoritative source that the report rejects the project. The Secretary of War will soon turn the report over to President Taft, who will submit it to Congress.

It is expected the report will be made public in about a month. Meanwhile no official statement will be made on the subject.

CLEVELAND CLIFFS MASTERS.

Steamer William G. Mather, Captain F. A. West; steamer J. H. Sheadle, Captain S. A. Lyons; steamer Michigan, Captain T. E. Murray; steamer Ishpeming, Captain C. A. Anderson; steamer Peter White, Captain S. N. Murphy; steamer Presque Isle, Captain James Kennedy; steamer Angeline, Captain J. A. Stewart; steamer Centurion, Captain F. D. Perew; steamer Pontiac, Captain R. A. Gaskin; steamer Frontenac, Captain Charles Fox; steamer Choctaw, Captain P. A. Anderson; steamer Andaste, Captain W. T. Mooney; steamer Cadillac, Captain H. A. Murphy; steamer Pioneer, Captain R. J. Reid; barge Chattanooga, Captain M. J. Pidgeon.

CARRIERS FIX RATES.

Twenty-three of the twenty-eight members of the board of the Lumber Carriers' Association attended a meeting at Detroit on February 15. It was decided to make the owners of mills pay all the cost of loading lumber piled further back on docks than two piles. Heretofore, the vesselowners have had to bear part of the expense. The opening rate on lumber from the Head of the Lakes will be $2.50 1,000 feet.

SIMULTANEOUS DISCOVERIES.

Is it a mere "coincidence" that Cook and Peary have discovered the North Pole at practically the same time? The history of science shows that the greatest discoveries of the world have been made simultaneously by two or more men working, unknown to each other, toward the same end. It was laid down more than 100 years ago by that grim old German philosopher, Hegel, that the one-man mind was the world mind. His theory was that discoveries were held in suspension in some minds, which permeated with their intensity the minds of all mankind, thereby suggesting identical ideas among men remotely separated.

Hegel may be deep in his philosophy, but the facts of scientific history seem to bear him out in a manner beyond the possibility of mere "coincidence." Not to go back beyond his time, when the Frenchman Le Buet claimed a discovery of the attraction of gravitation simultaneously with Newton, there is the remarkable coincidence of Watt and Stephenson, one in the north and the other in the south of England, as far removed in communication in that day of 1783 as Washington and Sitka are to-day, and unacquainted with each other's experiments, each pitching upon the thought of the reciprocating engine —the practical engine of to-day—all within the same month.

The case of the discovery of the planet Neptune, so remote that it is hardly distinguishable by the naked eye, is a most remarkable case in support of Hegel's theory. For more than fifty years astronomers had been scouring the heavens to discover the cause of certain variations in the outer planets —and utterly without success. Yet at 10 o'clock on a night of November, 1845, a certain astronomer, Adams, in charge of the Royal Observatory at Greenwich, located this disturbing body as an outermost and unknown planet of our system. At that very same hour Jean Leverrier, an astronomer in the observatory at Paris, found through his telescope this very same star as the one that was creating the trouble. Neither Adams nor Leverrier knew the other except by reputation; certainly, as their controversy afterward showed, neither knew that the other was working toward the same end.

A still better case in proof of Hegel's law was one in Washington, when on a day in February, 1877, two patents for the most novel invention of the age—the telephone—both identical in practical specifications, were filed within half an hour of each other. No one had even approached the true principle of the instrument until two men, each utterly ignorant of the other, much less his discoveries, came together with the same idea, fully developed, all within the same half-hour.

The Darwin-Russell controversy and the recent simultaneous exploits of aviators are other cases in point.—London Tit-Bits.

Two new steel steamers are being built in England for the Great Lakes, and they are expected to arrive on this side in time for the opening of navigation. Both are for Canadian parties. One is for the Keystone Transportation Company, of Montreal, and the other for the Algoma Central Steamship Company, of Sault Ste. Marie, Ont.

Both ships will be of full size canal type, and constructed on the latest modern lines with all improvements. The names of them have not yet been decided upon.

ABOLISHING POVERTY.

He who is born in a workhouse will probably die in a workhouse. Not certainly, for there are wonderful exceptions, but probably. The same thing is true of many places, whole districts, which are not workhouses in the technical sense of the term, but are, nevertheless the houses in which the work people live, in which, because of their poverty, they are compelled to live. He who is born in one of these places will probably die in the workhouse, or in the prison, or in the gutter. Again, not certainly, but probably—most probably.

As Sir John Gorst, a Minister for Education under a Tory administration, said recently, you cannot blame the babies for being born, or for not making proper provision for their upbringing. "At present many of them had no chance, even before their birth, for their mothers were driven to work until almost the day when they came into the world."

He has also said—perhaps he exaggerated; we shall see when we come to look into the matter more closely, but, anyhow, he said it—that the "great mass" of the children in our public schools were in a state of degeneracy and neglect. Now if throughout the greater part of a man's school life he is in a state of degeneracy and neglect, the odds are high that he will end his days in a workhouse, a prison or the gutter.

What we have to do then is to rout out and finally to abolish those workhouses that breed paupers, and afterward, let us hope not long afterward, to rout out and abolish those other places that breed paupers, too.—London Tit Bits.

FATALITIES IN CANADA.

Industrial fatalities in Canada, according to the several branches of employment, during the calendar year 1908 were: Railways, 326; agriculture, 223; mining, 148; lumbering, 113; navigation, 84; unskilled labor, 71; metal trades, 63; miscellaneous trades, 61; general transportation, 54; building trades, 46; fishing and hunting, 37; civic employes, 19; food and tobacco preparation, 14; woodworking trades, 7; leather trades, 3; textile trades, 2; clothing trade, 1; total, 1,172. Of the non-fatal accidents, numbering 2,277, the largest number was in the metal trades, 364, followed by railway service, 316, and agriculture, 291.

NO CHANGE IN MASTERS.

Masters of the steamers of the Corrigan fleet will be the same as last season. Captain Robert E. Donaldson will sail the Australia, Captain John C. Hayes will be in the Amazon, and Captain A. E. McGregor will have charge of the Polynesia. The boats are holding ore cargoes for the new furnace building for Corrigan, McKinney & Co. They will not be unloaded until spring.

The Singer Sewing Machine Company's factory at Moscow, which employs 2,000 workmen, is being enlarged to meet the growing demands. Two American travelers recently returned from the interior of Asiatic Russia reported that Singer sewing machines are to be found in the homes of peasants in the most obscure places of that country.

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Wm. A. Nicholson, No. 13,156, Lake Seamen's Union, is inquired for by his sister, Miss Alice Nicholson, 356 Lake street, Oak Park, Ill.

John Diskin, No. 10763 Lake Seamen's Union, commonly known as "Yorkie," is inquired for by his mother, 411 W. 40th St., New York City.

Comrade William Burke, of the Marine Firemen, Oilers and Water Tenders of the Great Lakes, is inquired for by his sister, Miss Ella Burke, Little Falls, New York.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

Marie Panoitz, 1195 W. 11th street N. W., Cleveland, O., inquires for her brother, John Ernest Meyna, last heard from nine years ago. Anyone knowing his whereabouts please notify above address at once.

Fred G. Loftus, of Dorchester, Mass., is inquired for by his mother, No. 2 W. Vernon st., Dorchester. Please address above or W. H. Jenkins, 1244 Main ave., 21 W., Cleveland, O.

The steamer building for Boland & Cornelius by the Great Lakes Engineering Works, will be named Harry Yates.

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THEN AND NOW.

By "EL TUERTO."

Well, the Silver Jubilee of the Sailors' Union of the Pacific "has came und vent," as Mrs. Katzenjammer would say. And, ach du lieber Augustine, what a swell turnout it was! Bet your life it had everything in the line of celebrations in this end of the ship in the last fifty years faded to a marked-down frazzle. It sure was the straight goods, all wool and a yard wide, in the way of letting joy be unconfined and having the festive arrangements come off in ship-shape fashion and 'Frisco style—"tout a la bonne heure, magnifique, recherche, charmant," as my learned and distingue fellow member, le monsieur Joseph T. Van der Liddy, enthusiastically commented at different stages of the celebrations, meaning thereby that the show was all to the good.

Honest, I don't think we'll see anything to beat it till we hold our Golden Jubilee on March 6, 1935. For, we'll surely be on deck and doing business as a union at the same old stand when that now far-off day arrives. Aviators may come and aviators may go, but sailormen will be ploughing the briny till the day Gabriel blows his last blast. You can't keep a good man down, boys. Johnny Haultaut has weathered steam, electricity and gasoline, and he'll be there with a sailors' union long after the Airshipowners' Association has given up the idea of corralling the lumber-carrying business.

But you needn't take my word for it, bullies. Most of you took part in the celebration last Monday and can speak for yourselves, and those that weren't there can read about the doings on that memorable day, as depicted in another part of the JOURNAL. What I really started out to get was the ear of you young sailormen who have only gone to sea a dog-watch or two, as we old shellbacks are wont to express ourselves, and who I sometimes hear saying, petulantly, "What's the Sailors' Union ever done?" You see, boys, I pulled ropes and stretched canvas a good many years before there was a sailors' union, and so I am in the position, so far as sailors' union lore goes, of the lecturer who points to the "before-and-after-taking" picture and tells the audience to "look at this and then look at that."

When those blessed pioneers—the Lord be good to 'em wherever they may be—met on the lumber-pile at the foot of Folsom street, San Francisco, on the Sixth of March, 1885, and pledged their lives and such fortunes as they had to the founding of a union of seamen, for seamen, and directed by seamen, everything connected with life before the mast on American ships had for a number of years past been going from bad to worse. It is impossible within the limits of a short sermonet like this to trace the causes of this decline through all their ramifications, or even to touch upon them with any degree of fullness. It must suffice for the present to state that the lot of the American sailor of that day was a good deal worse than the proverbial dog's life. Many pat forecastle gags of the period described conditions so accurately that it is a pity they can not be printed. One of the mildest was to the effect that sailors worked hard, lived hard, died hard, and then went to hell after all—surely a lot hard enough to satisfy even a glutton for the strenuous life. And the pity of it was that conditions could hardly have been exaggerated, so inconceivably wretched and unbearable had they become.

At sea men were habitually sworn at and called vile names, and beaten—sometimes to death—by ruffianly bucko mates and masters (see Red Record). As a rule there was no watch-and-watch on American ships, all hands usually being kept on deck from noon to 5:30 p. m. At that in many ships the watch on deck in the night watches was kept hard at work on something or other, such as scraping, holystoning, scrubbing, etc. In port the working hours were from sunup to sundown, plus anchor watch at night. In northern countries, where the nights in winter are long, I have frequently seen crews on American ships turned out at half past five in the morning to wash decks by lamplight. Long after daylight had vanished they would still be working, still "fiddling around" the old hooker by lamplight.

The food scale was the poorest legalized by any maritime nation. The daily allowance of provisions for an American seaman was actually less in quantity and more lacking in variety—and often decidedly inferior in quality—than was the daily allowance served out to the convicts in our penitentiaries. If you don't believe that, ask Andrew Furuseth, who made a personal investigation of the subject and presented his findings to Congress. The daily allowance of water was three quarts, which had to suffice for drinking, cooking and washing. To steal water from a shipmate at sea was a greater crime even than stealing his duff in a squall, a deed which, from the forecastle point of view, had for centuries been regarded as the quintessence of meanness, and had come to be a criterion by which all other offenses against a shipmate were measured. It was not surprising, therefore, that, ship for ship, the American merchant marine had more cases of scurvy among its crews than were found in the merchant marines of any other two nations.

And some of those old ships had the worst kind of dogholes for forecastles that human ingenuity could very well invent without entirely overdoing the thing. Lighting and ventilation there were none as we now understand those terms. The matter of space—well, there was almost literally "nothing to it." I sailed in several hookers where, when the watch was called, one half of us had to stay in our bunks or get out on deck till the other half had dressed, the forecastle not being large enough for all hands to dress at the same time. Most of those old-timers carried no stoves in the forecastle, either. I well remember going around the Horn in the dead of winter, and for weeks at a time having to sleep and work with wet clothes on, there being no fire in the forecastle. Talk about the hardships suffered by Arctic explorers! Why, some of the old shellbacks now in Snug Harbor could a tale unfold of "roughing it" where the ice and snow never melt that would make Peary and Doc Cook look like 30-cent heroettes.

You have heard the saying about "adding insult to injury." Well, the shipowners

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

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didn't forget to rub it in on us sailors in "them days." If, disgusted with life before the mast, we quit the ship in some port before the expiration of our contract, glad sometimes to leave all our clothes and wages behind in exchange for blessed liberty, we were hunted just like the fugitive negro slaves were in ante-bellum days. When they found us they clapped us in irons, put us in jail and kept us there till they wanted us, and at the end of the voyage made us pay our own jail and capture expenses. For four weeks in Rio de Janeiro I worked cargo all day long and slept in the lazarette at night handcuffed and chained to a stanchion, just because I had attempted to run away from my misery. Now, what do you think of that for slavery? If, as I more than once felt inclined to, I had killed my oppressors, do you think God would have held me guilty of murder?

On shore the conditions affecting the lives of American seamen were, in a way, even more outrageous. Through an infamous law permitting seamen to sign away in advance their wages to an "original creditor" they were delivered over, bodies and souls, to the crimps. These vampires, through collusion with the masters and owners of ships, had a monopoly of all the shipping there was, and you just bet they worked their monopoly for all it was worth. The law, moreover, permitted them to hold a sailor's clothing for debt, and poor Jack, like the peons in Mexico, was somehow always in debt to his masters. I am ready to swear that for the first fifteen years of my seagoing career nine-tenths of all I earned went to the crimps and their allies, the shipowners and masters. And the beating Bat Nelson got from Ad Wolgast the other day wasn't a patch on some of the beatings I got from boardinghouse runners and their ilk when I dared to defy them. You see, they stood in with the police and judges, so there was no use going to court about it. What was a sailor, anyhow, but the lawful chattel of the crimps? To give you an idea of their insolence I'll relate a little story which went the rounds of the seven seas twenty-five years ago, and was never contradicted.

Four sailors' boardinghouse keepers in San Francisco, whom I shall call Smith, Brown, Jones and Robinson, were one night sitting in Robinson's house on Steuart street playing poker. After a while Smith lost all his money, but, nothing daunted, sang out:

"Come, I'll bet you a sailor, Robinson, I've got fourteen of 'em in my house."

The proposition was accepted and the game went on with sailors for antes. When the gang quit playing in the wee sma' hours of the morning Smith owed Robinson six sailors. In high dudgeon he went home to his own house, rushed into the bunkhouse in the rear and kicked six of the hapless sleepers out in the yard, shouting fiercely:

"Here, you —— —— ——, go into the baggage room an' get your dunnage out, an' go over to Robinson's. I lost youse last night playin' poker with that God —— —— ——."

And now, bullies, I'll taper off with a mouthful of remarks, more or less. You young men who go to sea to-day know that conditions in our craft have improved greatly in the last twenty-five years as compared with the conditions then obtaining, and briefly outlined by me in the foregoing informal discourse. And take it from me, boys, that whatever measure of personal liberty and prosperity you enjoy above that enjoyed by the men who went to sea a generation ago has been secured for you almost entirely through the efforts of the Sailors' Union of the Pacific. That organization has ever been to the fore in every movement having for its aim the betterment of the seamen's lot in life. In and out of season, unceasingly and determinedly, at home and abroad, it has agitated and worked for the emancipation of seamen from their ancient and time-sanctioned thralldom, with what results only those who, like myself, have witnessed the struggle from its inception can justly appreciate. All honor, therefore, to that little band of ropehaulers who met on the lumber-pile at the foot of Folsom street twenty-five years ago and launched the Sailors' Union of the Pacific on its glorious course. They builded better than they knew, and let no man desecrate their memory by ignorantly asking, "What has the Sailors' Union ever done?"

To be sure, the conditions of life before the mast are yet far from ideal. But in this the "sailor question" is simply governed by the same law of evolution which governs that larger question comprehended under the term of the general labor movement. A ship has been likened to a lady's watch, always out of repair. And so with the general labor movement, which includes the "sailor question." Ever since history has any record of it the labor movement of the world has been "out of repair," always striving for something just beyond its reach. It is a safe bet that if you could die to-day and come to life again a thousand years from now you would find the men and women of that day as busy as ever trying to improve their lot in life. Progress began with eternity and will end only with eternity. Like the little coral insects whose myriad bodies, piled upon one another, have formed those beautiful islands which you have sailed past on your voyages in southern seas, so the victories for personal liberty and happiness achieved by one generation of workers serve as a layer on which are superimposed the victories of the next generation, and the structure thus raised will, like the coral island again, ultimately be "a thing of beauty and a joy forever."

So do your best then, boys, during your brief sojourn here on earth to make life a little easier, a little better, for those who will come after us. As sailormen and members of the Sailors' Union you may do a great deal in that direction by working and speaking as well as you know how for the passage of the Seamen's bill now pending in Congress. You may not live, perhaps, to enjoy all the good things it contains should it ever become law; but, believe me, boys, 'tis better to have striven for something worth while and lost than never to have striven at all. Set your course by the chart left us by those unselfish men who founded the Sailors' Union, and future generations of seamen will rise up and call you blessed!

The Minister of Finance in a speech at Moscow recently declared that Russia has been able to meet all ordinary requirements with its budget through the additional tax upon cigarette paper.

OTHER SEAMEN'S JOURNALS.

By PAUL SCHARRENBERG.
(Manager Coast Seamen's Journal.)

Progress and reform move very slowly in the international field; but who can deny that things have progressed rapidly during the past twenty-five years in the seamen's international trade-union movement? When, in 1887, the organized seamen of the Pacific Coast established the COAST SEAMEN'S JOURNAL as the first paper ever published by seamen, for seamen, there were many who thought that it was rather foolhardy to launch so strange a craft upon the stormy sea of journalism. And who would have ventured to predict at that time that in the quarter century following similar publications would be launched in nearly all the maritime nations of the world? Yet, this has actually taken place. At this date the JOURNAL exchanges regularly with eight permanently established seamen's papers, printed in as many different languages, and owned and controlled by the respective seamen's unions of the various countries.

The JOURNAL'S oldest contemporary is the organ of the German Union, "Der Seemann," which has been issued fortnightly at Hamburg for thirteen years, and claims to-day a circulation of 10,000 copies.

France has two seamen's papers, one published at Havre and the other at Marseilles. The former is named "Le Petit Navigateur" and is nine years old.

Holland and Belgium each have a seamen's journal. The paper published in Amsterdam is called "De Nederlandsche Zeemann." It is issued monthly and was established in 1904. The Belgian paper, named "De Zeeman," is also a monthly and its home city is Antwerp.

Norway, Sweden and Denmark are not backward with seamen's publications. Each of these countries boasts of a paper published for and by seamen. "Ny Tid" (New Time), is the name of the Danish journal. It has appeared every month for the past four years at Kopenhagen. The Norwegian paper, which is named "Baut Skib" (About Ship), is published weekly at Stavanger. It is also in its fourth year. The Swedish seamen's organization issues a paper at Stockholm, called "Sjofolkets Tidning."

The Seamen's Union of Austria has recently commenced to publish a journal of its own. Trieste is the home port of this paper, which is named "Il Lavatore Del Mare." The latter is the baby in the growing family of publications devoted to the Brotherhood of the Sea.

It would be a difficult task to attempt to describe in mere words the good work that these publications have already done and are to this day doing for the cause of the toilers of the sea. One of the European seamen's papers has for its motto: "Knowledge is power." And this is indeed true as far as the seafaring people are concerned. When considering how much has been accomplished in the improvement of seamen's conditions in a comparatively short space of time through the intelligent exercise of the power which is gained only through knowledge, the possibilities of the future seem almost unlimited.

Let us hope that the seamen's own journals may increase in numbers and may their influence continue to grow from year to year to the end that the seafaring population of the world again attain the preeminent position in life which is due the honored and important calling of the seaman.

TWENTY-FIVE YEARS' PROGRESS.

(Continued from Page 5.)

by the experience of the men who have gone before them, and if they shall remain loyal to the principles laid down by the organizers of the Union, and endeavor to put these principles into practice, the future of the Union is assured, and its past victories, great as these are, will be small in comparison with those which the future holds in her lap. Let us not be content with the achievements of the past, but let us improve upon the work of those who have gone before us!

Domestic and Naval.

Peary may be asked by Congress to submit his proofs that he reached the North Pole to a board composed of Rear-Admiral Melville, Rear-Admiral Schley and General Greely, all retired.

The schooner John Twohy, which arrived at Philadelphia on February 16 from Baltimore, reported having collided at sea with an unidentified schooner. The Twohy lost a lifeboat, a sail and some head gear.

The entire crew of thirty men of the British steamer Arroyo, which went ashore on February 22 off the North Carolina coast near Diamond Shoals, was taken off safely by the life-savers from Portsmouth Island station.

The battleship Virginia maintained an average speed of 19.54 knots an hour in a four-hour trial which Rear-Admiral Schroeder put her through off Guantanamo, Cuba, recently. This is better than the speed attained during the official trials.

Captain M. Anderson, of the steamship L. C. Hanna, who rescued six members of the crew of the burning ship Clarion near Southeast Shoal, Lake Erie, on December 9, was presented on February 16 with a handsome bronze ship's clock in appreciation of his bravery.

The schooner Sadie C. Summer, before reported abandoned, has been picked up by the derelict destroyer Seneca, and was towed to Norfolk. The two vessels were passed on February 14 in latitude 37 degrees and longitude 74 degrees by the steamship Panama, which arrived at New York from Colon on the 15th.

It is unofficially announced that the Hamburg-American Steamship Company intends to give a contract to the Vulcan Shipbuilding Company for constructing a transatlantic steamer displacing from 45,000 to 50,000 tons. The steamer is designed to be 800 feet in length, with a speed of twenty-one knots an hour.

It is believed that the schooner Henry B. Fiske has gone to pieces on the Nantucket Shoals, where the revenue-cutter Gresham was forced to abandon her recently. The cutters Gresham and Acushnet have returned after a two days futile search for the craft and report having seen wreckage in the vicinity of Davis Shoal.

Norfolk wreckers from the steamship Rescue, having succeeded in getting aboard the stranded three-masted schooner Carrie A. Norton, from Jacksonville for New York, lumber laden, now lying on the False Cape Shoals, 24 miles south of Cape Henry, reported that the schooner was full of water and badly strained.

Four members of the crew of the three-masted schooner Nellie Craig, which arrived at Baltimore on February 11, after an eventful trip of sixteen days from New York, were arraigned in police court on the 12th on the charge of mutiny, on the ground of refusal to work during a storm. The men claim that they were only half fed.

The Boston-Liverpool service of the White Star line is to be augmented by the new steamship Megantic this spring. Her first sailing from Boston will be on March 29. She was launched last year, is 565 feet in length and has a gross tonnage of 15,000. There are accommodations for 2000 passengers. The Zeeland and the Cymric also will be in the Boston-Liverpool service.

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Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

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Eskola, H.	Robertson, D. A.
Forslund, Victor	Ryberg, Ove
Fredriksen, B. D.	Salvenen, F.
Fredriksen, Frithjof	Samuelson, Harold
Fraberg, F.	Scanlon, H.
Haugen, Arthur	Schlmeister, Otto
Hansen, H. A.	Seeberg, G.
Letter and p'c'kg.	Skarin, R.
Hansen, Hans Chr.	Smith, W. C.
Hansen, Ole	Soderlund, J. F.
Hiltwood, — —	Spierling, G.
Haset, Gust.	Strom, Hans
Hoi, O.	Stone, Chas.
Jensen, S. G.	Stuhr, M.
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Jensen, Johan	Svendsen, Hans
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Johnson, C. J. -1566	Thoren, G.
Johnson, John W.	Thompson, And.
Kenealy, E. D.	Thompson, F. G.
Kreutz, Karl	Udley, Harold
Kristoffersen, Emil	Van Loo, Alfred
Kohlmeister, Otto	Vogt, C.
Larsen, S. -1081	

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INFORMATION WANTED.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

World's Workers.

Melbourne, Australia, has now a Shorthand Writers' and Typists' Association.

The Queensland Government is said to have in view the appointment of a Minister for Labor.

At Newcastle (Australia) a dentist has magnanimously offered to pull teeth for nothing during the strike.

A school for waiters has been established in London. Out of 11,000 now employed, it is stated that only 900 are English.

An award announced by the Premier of Western Australia relating to the grievances of the railway men has averted a strike.

The West Australian Government has decided to appoint a Royal Commission to inquire into the question of miners' phthisis.

It is understood that the Australian Government intends to appoint a committee to draw up a scheme for insurance against unemployment.

The wives of married clerks in Sydney, Australia, are protesting against single women taking their husbands' positions at lower rates of wages.

The state of mining in the Transvaal was recently reviewed by Mr. P. W. Tewkesbury. One fact he deplored was the control of it by millionaires in London.

One of the rights the New South Wales miners are now fighting for, eight hours from bank to bank, was made law in Victoria recently, under the Coal Mines Regulation Act.

Prisoners employed in manufacturing wire netting in Pentridge prison, Victoria, downed tools recently, and went on strike, as a means of remedying their grievances.

Thousands of actors in London now get no more than £2 per week. Some are paid only 30s., or even £1, and there is a thing called a "joint engagement" of man and wife at 35s. a week for the two. Sweating is teaching them to study the wage-earner's tragedy.

The first case under the Wages Board Act recently heard in Maryborough, Australia, commenced before the police-magistrate, when Peter Lennox proceeded against Hyne & Son, sawmillers, claiming £34 11s. 1d., the difference between wages of £2 a week for nearly five weeks and wages claimed under the Shore and Engine-drivers and Boiler-attendants' Wages Board determination.

A superannuation scheme for masters, officers, and engineers in the employ of the Union Steamship Company, New Zealand, has been formulated and adopted, the company undertaking to subsidize the scheme to the extent of £20,000, £10,000 in cash, and £1000 annually for ten years. The age of retirement for men who have been ten years or more in the company's service is to be 63 years.

The miners employed in the Jumbanna mine, Victoria, struck work recently. In giving the reason for their action they said that on account of a domestic matter they had lost all respect for the underground manager. The manager was informed of this by a deputation, whereupon the underground manager was suspended, and the men took up their tools again. The underground manager was afterwards reinstated, and the men again downed tools and are still out.

Labor News.

At a meeting of the striking mine engineers at Butte, Mont., on March 2, the men voted to return to work. This marks the end of the strike.

Beginning March 1, the Seaboard Air Line will put into effect a general advance in pay of 2½ cents an hour for all skilled laborers over the entire system, the increase affecting about 2000 men.

George L. Berry of San Francisco has been re-elected President of the International Printing Pressmen's and Assistants' Union. Charles B. Crowley of Holyoke, Mass., was elected Secretary-Treasurer.

Reforms put into effect at the Philadelphia Mint by the introduction of automatic machinery also are to be applied to the mints at Denver, San Francisco and New Orleans. A large number of employes will be laid off.

Owing to the refusal of the Transit Company to agree to arbitration a sympathetic strike began at Philadelphia on March 5 in aid of the street-carmen. It is estimated that 75,000 persons took part in the walkout.

A special general convention of the United Mine Workers of North America will be held in Cincinnati on March 14. The convention will act upon the conclusions of the joint conference of the central competitive field.

United States Attorney Breckons of Honolulu has brought suit against the Planters' Association for violation of the Contract Labor law in having imported from Macso two Portuguese, who now are being held at the immigration station.

Thirty orchardists of Oak Glen, an apple-growing district east of Redlands, Cal., have attached their signatures to the following pledge: "We agree against the future employment of any Hindoos, Coreans or Japanese in Oak Glen and vicinity, as a protection for our homes and families."

The 400 Russians recently brought to Honolulu, T. H., by the Territorial Board of Immigration, have cabled to the Russian Embassador for assistance to enable them to return to their homes. They claim that they were promised double the amount of wages actually being paid plantation laborers.

A strike of street-carmen occurred at Philadelphia on February 19, resulting in an almost complete tie-up of transportation. The strike was called by authority of the Amalgamated Association on the ground of the dismissal of many members as part of a movement to destroy the Association.

The Sterling bill, to amend the Employers' Liability Act, was passed by the House of Representatives on February 23. The bill will permit action to be brought in a Federal circuit court, concurrently with the State courts, and would give right of action to survivors or next of kin of the injured employe.

The "National Labor Alliance," organized in a secret meeting at Washington, D. C., on March 3, will oppose the influence of the American Federation of Labor in National and Congressional elections. The meeting was attended by several members of Congress who have been opposed by the American Federation of Labor.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aas, Oscar
Aaslin, Oscar
Abrahamson, Johan
Adamsen, W. O.
Aga, Johan K.
Ahrens, Walter
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Cardell, Adolph
Carlson, Richard
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Carlsson, Marcus A.
Ceelan, John
Chapman, Frank
Chauche, Jean A.
Dahl, Olaf
Dahlon, Harry
De Vaney, Daniel J.
Dixon, Chas.
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Elfstrom, A.
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Lindgren, Gust.
Lindkvist, A. I.
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Ludke, Bernhard
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Simonsen, Sigv.
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Tamm, E.
Tandberg, Einar
Teerling, W. R.
Teigland, Karl
Terente, M.
Thomsen, O. B.
Thomsen, Karl F.
Thommassen, C. B.
Thorne, A.
Thornton, John B.
Tiebelt, E. F. P.
Ueback, Sigfrid
Valentinsen, G.
Verto, Herman
Vestman, A.
Wacogne, Victor
Wagner, Paul
Wakely, R. E.
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Singleman, E.
Skaanes, Johan
Smith, John A.
Snyder, Jack
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Stein, John
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Winter, Gus.
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Zirnbauer, Chas.

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Christensen, M. H.
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Damiano, Alex.
Grunberg, Tom
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Randle, David
Rundavist, O.
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Sexon, Chas.
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Wahlberg, R.

Portland, Or., Letter List.

Adams, Steve
Andersen, Ole
Andersen, Fred
Alander, Karl
Bucktmann, F.
Backman, Paul
Brodie, W. G.
Blecha, Alfons
Carlson, Oscar
Carlsson, Walter
Carlson, A. M.
Christensen, Emil
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Farm, J. B. -612
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Heggum, L.
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Hogen, Lars
Jones, Eddie
Johnson, Axel
Johansen, J.
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Karlsson, A. M.
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Klorning, Martin G.
Larson, L.
Lagerman, Johan L.
Lang, Chas.
Lamberg, Albert
Lindberg, John
Ness, Aksel
Norman, S. L.
Nilsen, B. P.
Newman, Joseph
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Nielsen Andreas E.
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Sunde, Albert
Sandberg, Alfred
Scott, Wm.
Sorensen, A. -2118
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Bayle, John
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Chapman, F. J.
Condon, L.
Callam, C. Mc
Campbell, N. McDonald
Duval, Benoit
Ehmke, W.
Gram, Erik
Garder, O. C.
Hillig, H. A.
Hillig, A.
Holberg, J.
Holmstrom, C. A.
Hubner, H.
Ingebretsen, O.
Johansen, J.
Knudsen, P.
Lindberg, Richard
Mullich, August
Mikkelsen, A. B.
Nagel, A. P. A.
Osmundsen, K.
Oberhauser, J.
Picard, Frank
Pemberton, D.
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Nordgren, Chas.
Olsen, Sigwald
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Riverdahl, Guss
Robsham, Jens W.
Rorhus, Ole
Rune, George U.
Schwitzer, Harry
Strand, Chas.
Svanson, Ben
Veyvoda, Frank

ALASKA FISHERMEN'S LETTER LIST.

San Francisco, Cal.

Letters at the Alaska Fishermen's office will be advertised for six months only and will be returned to the Post Office at the expiration of seven months from date of delivery.

Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

Alfonso, J. G.
Albertsen, P. H.
Antonsen, Carl
Anderson, Oskar
Benson, John
Balzani, Pietro
Benvon, Fred
Christiansen, Alfred
Cutino, Gaetano
Di Mauro, Giuseppi
Evald, Fred
Ellis, Wm.
Frazer, Jas.
Flyn, Wm.
Green, John
Gabrielsen, Knud
Gullivsen, G.
Hansen, A. E.
Hagen, G. L.
Hanez, L.
Johannessen, Engel A.
Johnson, George P.
Johnsson, Harry
Knudson, Oscar
Monteith, R. V.
Monroe, W.
Nicolarson, Otto
Olsen, Oskar
Peterson, Gust
Rouzle, H. S.
Romero, R.
Rensen, Albert
Swanson, Chas.
Tonnessen, Jorgen
Thompson, A.
Ybanes, L.

Eureka, Cal., Letter List.

Andersen, Lars T.
Andersen, John
Andersen, Olof
Anderson, S.
Armmi, Walter
Blunt, H.
Bostrom, C.
Brown, C. A.
Bryan, G. T.
Bulander, B.
Carlson, Gust.
Carlmark, Barthold
Counaughton, H.
Ekwall, G. A.
Grant, John
Gunther, Theo.
Gustafson, Edvard
Gowjette, Joseph
Hollins, Frank
Hummel, Fritz
Ingebretsen, Alfred
Isaacson, Gustave
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Micheli, Agojetino
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Nordblom, Ben.
Nylund, Sven
Olsson, Bror
Olsen, Peder. A.
Oliver, G.
Oman, Victor
Oterdahl, C.
Penney, Math.
Petterson, Aaskar
Ryberg, Ove
Syversen, Ole
Shulls, Christ
Sjelman, Jonas
Stabell, Frank
Svensen, Olof
Thoresen, Petter
Teigland, G.
Valkman, Otto
Weback, S.
Walbroth, Carl
Wychel, H.
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Aken, Emil
Andreasen, O. L.
Andersen, John -1552
Andersen, Sam
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Bertelsen, Peder
Boss, L. A.
Bregler, Fred
Brandt, Nils
Buth, Sigfried
Cappary, A. -1064
Carlson, Carl
Doll, Herman
Eliasen, H. O. -599
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Fisko, O.
Flenkenberg, A.
Gardiner, J.
Graves, A.
Gunther, Theo.
Gullaksen, Hans
Haesche, Harry
Hallberg, Oscar
Hagberg, Gust.
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Jorgensen, Chas.
Johnson, Ed. -1980
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Johnson, Hilmar
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Klingenberg, John
Krohn, Johannes
Kustel, V. J.
Lang, Chas.
Larson, M. A.
Larsens, Albin
Ledere, Albert
Lill, Carl
Lorentsen, Ernest
Loun, Albert
Lundgren, C. -1295
Lukkenen, Peter
Lundruice, Herman
Lundquist, John
Mandrick, M.
Mattson, Karl
Martinsen, A. N.
Malhahns, Hans
Mehult, Joe
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Morris, O. P.
Myers, O. A.
Nielsen, J. -1049
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Olsen, Carl -545
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Olsen, O. -1059
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Orten, Sigurd
Osterlund, Albert
Paike, Paul
Pedersen, P. M.
Petterson, Eddy
Peterson, Oscar
Pedersen, O. C.
Poppe, Geo.
Quinn, W.
Rasmussen, N. C.
Reuter, Ernest
Rogenes, A.
Rydem, Oscar
Saland, Hans
Saarnien, H.
Schluter, Paul
Schoblis, Chas.
Sjoholm, J. W.
Jjogren, John
Smith, J. J.
Smah, James
Soderstrom, J. A.
Soderstrom, Alf.
Strom, C. -1648
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Stevens, S. R.
Svenssen, Carlis
Swansen, M. -2184
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Tillman, Charley
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Forjusen, G. -41
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Wedeqvist, A.
Wishaar, E. B.
Zeisler, A.

INFORMATION WANTED.

David Stove, age about 28, who is supposed to have shipped on some vessel from Puget Sound in January, 1901, is inquired for. Any one knowing his present whereabouts please notify Coast Seamen's Journal.

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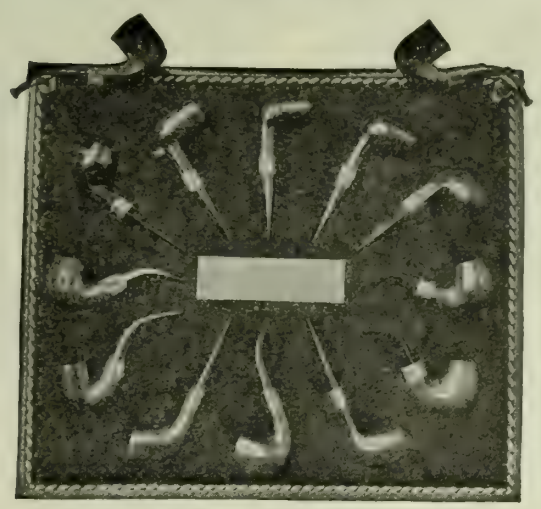
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INFORMATION WANTED.

John Ferdinand Petterson Franken, a native of Finland, is inquired for. Address Coast Seamen's Journal.

John Tierney, last heard from by letter, October, 1906, is inquired for by his sister, Mrs. Wm. Degnan, 124 Harrison street, Pawtucket, R. I.

Jack McGrath, late master-at-arms on the revenue-cutter McCulloch, is inquired for. Address Coast Seamen's Journal.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England.

The five sailors who left the schooner A. J. West at Honolulu, on March 30, 1908, are requested to communicate with the Secretary of the Sailors' Union of the Pacific. The libel against the A. J. West has been adversely decided by the Federal Court at Honolulu.

Ole Jenson Lovig (sometimes written Oluf Jenson Lovig), native of Norway, born at Stavanger, Hogsijord; about 54 years old; height, 5 feet, 9 inches; weight, about 170 pounds; light complexion; blue eyes; last seen at Vancouver, B. C., in 1905. Any one able to give any information kindly communicate with his brother, Jonas Lovig, No. 2414½ 30th st., Tacoma, Wash.

INFORMATION WANTED.

Peter Nielsen, from Aarhus, Denmark, is inquired for by Christ Hansen, 230 W. Thirty-second street, Los Angeles, Cal.

Louis Carlson, native of Finland, last heard of in Aberdeen, Wash., in 1908, is inquired for by his sister-in-law, Rika Nyman, 930 Harrison street, San Francisco.

Henry Fauske, a native of Norway, aged 36, last heard of on the Pacific Coast 18 years ago, is inquired for by Mrs. Emma Fauske. Address St. Helens, Wash.

Carl Victor Norrgrann, alias Smith, a native of Finland, born Aug. 24, 1860, supposed to be on the Pacific Coast, is inquired for by his sister. Address, Coast Seamen's Journal.

Robert Rosenthal, who was recently in the S. S. Bear. Mother asks for information. Letter awaiting him at 242 Steuart street (Seamen's Institute), San Francisco.

Ole Hansen Stallemo, last heard of on bark Edderside in 1896, is inquired for by his sister, Juga Hendricks. Address, 405 Ohio street, 3d floor, Chicago, Ill.

Robert Fordyce Bowers, age 33 years, height over 5 feet, stout build; correspondence awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

The following members have salvage due from the Globe Navigation Co., account of S. S. Eureka, when they picked up a Russian vessel in 1907: H. Anderson, H. Ellman, M. Gunderson, Carl Swanson, N. Nilsen and Manuel Par. Apply to P. B. Gill, Agent, Sailors' Union of the Pacific, Seattle, Wash.

News from Abroad.

Several distinct earthquake shocks, occupying two minutes, were felt at Cheshire, Eng., on February 21.

The American Red Cross has cabled $5000 more, making the total contribution of the Society to the Paris flood relief fund $40,000.

Herbert J. Gladstone, Governor-General of United South Africa, who was recently elevated to the British peerage, has been created a Viscount.

The Portuguese government apparently is greatly perturbed by the discovery of a widespread revolutionary plot. Arrests of suspects are being made daily.

The Moroccan envoy to France on February 21 announced to M. Pichon, French Minister of Foreign Affairs, that he had received a letter from the Sultan ratifying the accord.

Lloyds on February 23 reported that a ship answering the description of the British ship Claverdon, previously reported lost, was sighted 100 miles eastward of the Tyne, apparently all well.

The new British Parliament was opened by the King and Queen on February 21. The Liberal and Conservative parties are nearly equal in numbers. With Labor and Nationalist support the Liberals will have a small majority.

Cardinal Ludovig Lucon, Archbishop of Rheims, was sentenced on February 25 to pay $100 damages to the Public School Teachers' Association for signing an episcopal letter forbidding the use of certain textbooks in the public schools.

The French Chamber of Deputies recently passed an Act which imposes a fine of $10 to $200 for each offense involved in the publication by the newspapers of photographs and drawings illustrating in part or in whole a crime or a process in crime investigation.

The German directors of the American Exposition have decided that the exhibition shall be postponed from the coming summer to the summer of 1911, and that the character of the enterprise be changed from a strictly American show to an American-German affair.

The French Government has replied to Secretary Knox's proposal to the Powers looking to the establishment of a permanent international court of arbitral justice, accepting the proposition in principle, but making certain suggestions which the French Government believes will bring all the other Powers into accord.

Foreign Minister Komura, speaking in the Japanese Diet on February 24 on the land ownership bill, said the Government desired the passage of the measure because it was in accordance with the usage of civilized nations, in which foreigners were permitted to own land without restriction. He said a change in the Japanese laws was necessary, as Japan was about to make new treaties.

The Dutch cruiser Utrecht reports from the Barbados that the search for the missing Dutch merchant steamer Prinz Willem II has been fruitless, and will be discontinued. The Prinz Willem II left Amsterdam on January 21 for West Indian ports and New York. She carried fourteen passengers and a crew of thirty-eight, and should have reached Paramaribo, Dutch Guiana, on February 8.

With the Wits.

Altogether Different.—"Did he say he knew me when I was a girl?"

"No; he said he knew you when he was a boy."—Lippincott's.

Professional Proposals.—The Doctor—May I attend you in health as in sickness?

The Lawyer—May I argue all your cases for you—none with you?

The Politician—I sincerely desire your personal indorsement of my campaign for your hand.—Judge.

Irresistible.—Examining Magistrate—Madam, you persistently deny that you committed this act, though the description of the culprit fits you exactly—beautiful face and figure, extremely youthful appearance, most attractive——

The Defendant—Your honor, I confess all. Yes, it was I.—Puck.

Forgetful.—Said a sorrowful spook to his wid:

"You don't love me as much as you did."

"You forget," said his frau,

"I can see through you now,

From the tips of your toes to your lid."

Hope You're Not One.—"Yes; Migglesby is usually remembered by his friends and relations on Christmas, but not very well. You see, he is a ten-o'clocker."

"A ten-o'clocker?" asked the interested listener. "What is that?"

"A ten-o'clocker is somebody you forget all about until 10 o'clock the night before Christmas."—Judge's Library.

Pa's Harvest.—"Now, Tommy," said the teacher in her most persuasive tones, "tell us when is the harvest season."

"From November to March," said Tommy with great promptness.

"Why, Tommy, I am surprised that you should name such barren months. Who told you they were the harvest season?"

"Pa. He's a plumber."—Chicago News.

Children's Accounts

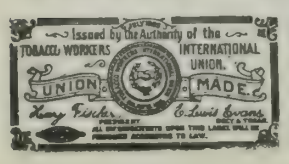
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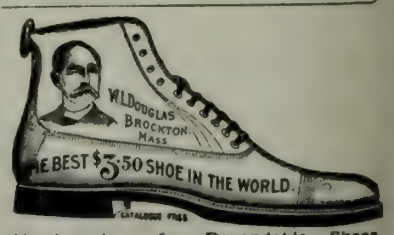
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Issued by Authority of the Cigar Makers' International Union of America — SEPT. 1880

Union-made Cigars.

This Certifies, That the Cigars contained in this box have been made by a First-Class Workman, a MEMBER OF THE CIGAR MAKERS' INTERNATIONAL UNION of America, an organization devoted to the advancement of the MORAL MATERIAL and INTELLECTUAL WELFARE OF THE CRAFT. Therefore we recommend these Cigars to all smokers throughout the world.

All Infringements upon this Label will be punished according to law.

FAC SIMILE

J. W. Bates, President, C. M. I. U. of America

LOCAL STAMP

Union Men and Women, Be Consistent

LOOK FOR THIS LABEL

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on all bread and packages of crackers you buy in Bakeries, Groceries and Branch Stores. It stands for Sanitary Shops and Union conditions. EAT NO OTHER.

Don't take any excuses, as every fair and sanitary bakery is entitled to this label.

With the Wits.

Altogether Different.—"Did he say he knew me when I was a girl?"

"No; he said he knew you when he was a boy."—Lippincott's.

Professional Proposals.—The Doctor—May I attend you in health as in sickness?

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The Politician—I sincerely desire your personal indorsement of my campaign for your hand.—Judge.

Irresistible.—Examining Magistrate—Madam, you persistently deny that you committed this act, though the description of the culprit fits you exactly—beautiful face and figure, extremely youthful appearance, most attractive——

The Defendant—Your honor, I confess all. Yes, it was I.—Puck.

Forgetful.—Said a sorrowful spook to his wid:

"You don't love me as much as you did."

"You forget," said his frau,

"I can see through you now,
From the tips of your toes to your lid."

Hope You're Not One.—"Yes; Migglesby is usually remembered by his friends and relations on Christmas, but not very well. You see, he is a ten-o'clocker."

"A ten-o'clocker?" asked the interested listener. "What is that?"

"A ten-o'clocker is somebody you forget all about until 10 o'clock the night before Christmas."—Judge's Library.

Pa's Harvest.—"Now, Tommy," said the teacher in her most persuasive tones, "tell us when is the harvest season."

"From November to March," said Tommy with great promptness.

"Why, Tommy, I am surprised that you should name such barren months. Who told you they were the harvest season?"

"Pa. He's a plumber."—Chicago News.

Children's Accounts

Your children should be taught to save. Open an account for each of them to-day. Show them by example that you believe in a savings account. They cannot start too soon.

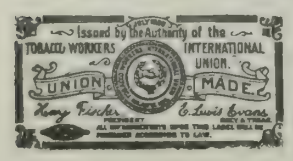
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Watches, Diamonds and Jewelry

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STOCKTON VICUNA FLANNELS, BEST MADE.
UP-TO-DATE STYLES IN SUITS AT REASONABLE PRICES.
HATS, CAPS, FURNISHING GOODS, ETC.
FAIR PRICES. RELIABLE GOODS.

50 EAST ST., and 4 MISSION ST., SAN FRANCISCO.

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Cor. of Sacramento and Market Sts., SAN FRANCISCO, CAL.

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MARINE & FIELD GLASSES
NAUTICAL INSTRUMENTS
EXPERT REPAIRING
Watches, Chronometers and Jewelry

Rates Determined by Transit Observation

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J. COHEN & CO.

Baltimore Clothing Store

NEXT TO SAILORS' UNION HALL
HEADQUARTERS FOR UNION LABEL GOODS.

California Flannels, Clothing, Furnishing Goods and Outfitters. Boss of the Road Overalls, 75 cents. Union Label Lace Back, 85 cents. Union Label Hickory Shirts, 50 cents.

72 EAST STREET, S. F.

UNION LABEL HATS, SHOES AND CLOTHING
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RED SEAL CIGAR

UNION MADE

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133 HARTFORD ST., S. F.

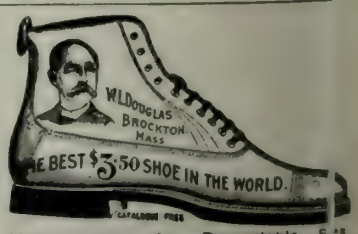
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United Hatters of N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.
MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

BOOT & SHOE WORKERS UNION — UNION STAMP — Factory No.

Named shoes are frequently made in Non-Union factories.

NO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

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Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

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FAC SIMILE

G. W. Perkins, President, C M I U of America

LOCAL STAMP

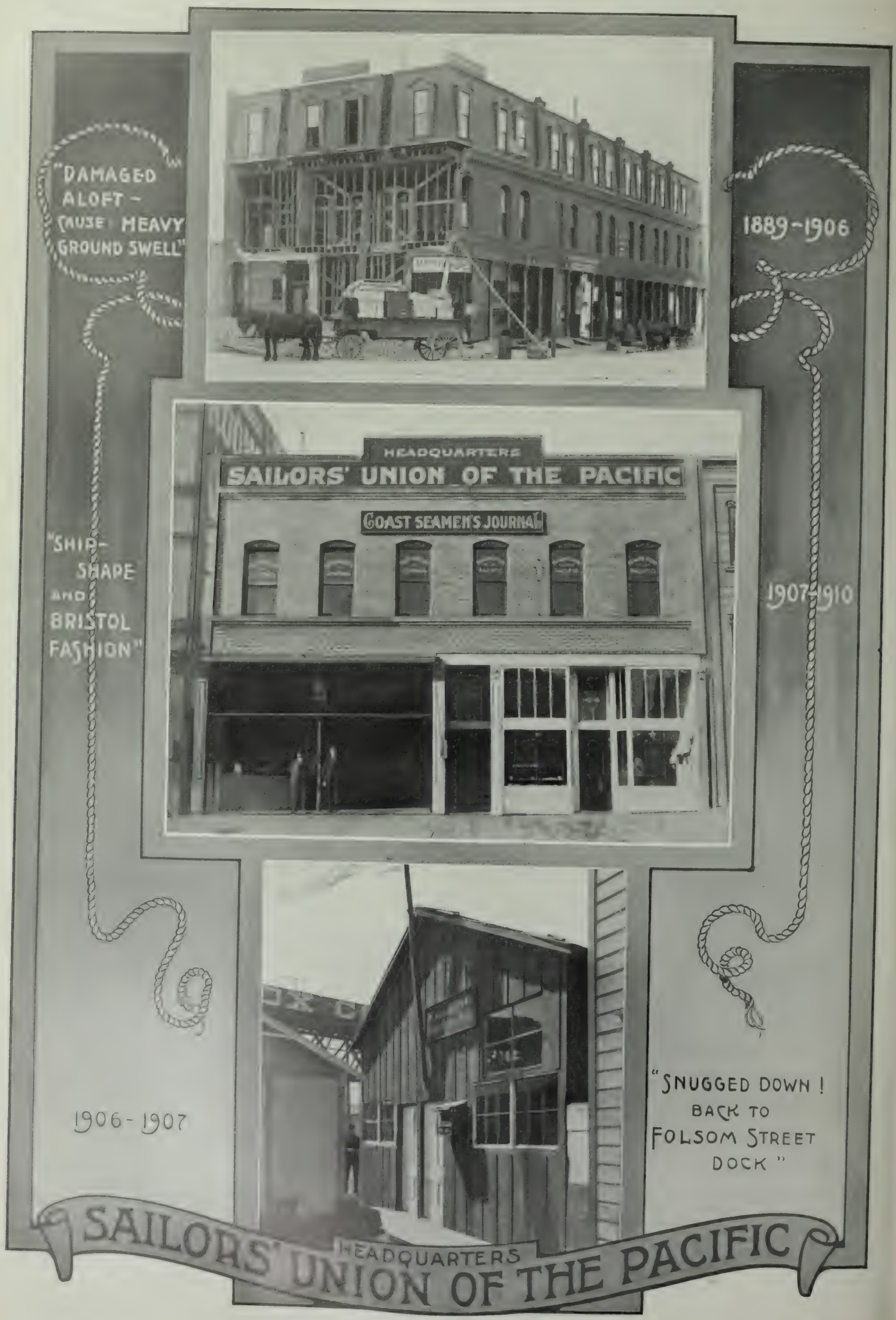
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"DAMAGED ALOFT — CAUSE HEAVY GROUND SWELL"
1889-1906
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SAILORS' UNION OF THE PACIFIC
COAST SEAMEN'S JOURNAL
"SHIP-SHAPE AND BRISTOL FASHION"
1907-1910
1906-1907
"SNUGGED DOWN! BACK TO FOLSOM STREET DOCK"
HEADQUARTERS
SAILORS' UNION OF THE PACIFIC

COAST SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXIII, No. 26. SAN FRANCISCO, WEDNESDAY, MARCH 16, 1910. Whole No. 2060.

SAILORS' SILVER JUBILEE.

THE TWENTY-FIFTH anniversary of the Sailors' Union of the Pacific was observed at San Francisco on Monday, March 7, with all the honors due the occasion that marks the Union's silver jubilee.

In every detail the Sixth of March celebration surpassed all records. In general the plan of celebration was the same as in former years, namely, a torchlight parade of members in uniform and a great mass-meeting in one of the city's largest halls. The parade exceeded all former affairs of the kind in point of numbers and appearance, the meeting was attended by a large and enthusiastic gathering of the Union's members and friends, and the speeches and other features of the programme were fully equal to the event. It is the unanimous verdict of members, press and public that the celebration was a success and well worthy the quarter-centenary of the struggle for improvement in the conditions of the seafaring craft.

As usual, the parade was the principal feature of the ceremonies. Four hundred uniformed men were in line, headed by an advance-guard of twenty-four and accompanied by two bands. The parade started from Headquarters at 7:30 p. m., proceeding along East street to Folsom-street dock, where, on the site of the historic lumber-pile, three cheers were given for the birthplace of the Union. The line of march was then continued along Steuart street to Market, to Valencia and thence to the Valencia Theatre.

The comrades in charge of the parade are as follows:

Grand Marshal—Ed. Andersen.

Captain Advance Guard—E. A. Erickson.

Aids to Grand Marshal—E. Ellison and Paul Scharrenberg.

Captain Company A—Cory Lundberg.

Sergeants—Charles Anderson and Harry Lawberg.

Captain Company B—Robert Tunnell.

Sergeants—H. Oilstad and Frank Brown.

The route of the parade, covering two miles of the city's principal thoroughfares, was lined by citizens, who cheered the Sailors to the echo. The familiar uniform, the swing of the men and the inspiring strains of Schuppert's bands recalled to the minds of the spectators the numerous parades of the past, when the Sixth of March celebration of the Sailors' Union was as much an institution of San Francisco as the Fourth of July or Labor Day. For the first time since the memorable events of April, 1906, the Sailors were again "on deck." No other event in the life of the great city that has arisen in the past four years has been more suggestive of "good old 'Frisco." Thousands of citizens who viewed the Sailors' parade on March 7 felt their enthusiasm tempered by their emotion as they reflected that in that spectacle more than in any other they beheld the life and character of the old city revived in the new.

The advance guard had been drilled to the minute and elicited much admiring comment. The chief credit for the splendid appearance of the men in line is due to Comrades Ed. Andersen and E. A. Erickson, who worked long and tirelessly to insure the success of the parade.

Arrived at the Valencia Theatre, the members filed into the spacious auditorium and took seats amid the applause of those who had already gathered to receive them. The theatre was appropriately decorated and presented an impressive spectacle of light and color. The audience, which entirely filled the body of the great hall, was fully representative of the maritime organizations. In addition to the Sailors, there were present many members of the Firemen's, Fishermen's, Cooks and Stewards' and Bay and River Steamboatmen's unions. Conspicuous among those present were many old members, friends and associates of the Sailors' Union and also a goodly number of representatives of the labor movement at large. A characteristic feature of the audience was the presence of many ladies.

The exercises were opened with the "Star Spangled Banner," by Schupperts' band, the audience rising to the strains of the National air. Following a selection by the band, Grand Marshal Andersen, in a few appropriate remarks, introduced the Chairman of the evening, Comrade Walter Macarthur.

The Chairman congratulated the members upon their splendid appearance in the parade and thanked the Union's friends for their participation in the celebration. After briefly reviewing the history of the Union the Chairman pointed out that much remains to be done, that although the Union has achieved much during the past twenty-five years—much more than the most enthusiastic of its founders dared to hope for—the conditions of the seafaring craft are still far from satisfactory. The Sixth of March celebration is an occasion upon which the Sailors' Union not only reviews the past and pays tribute to the men who founded the organization, and whose labors and sacrifices have made possible the improved conditions of to-day, but determines to carry on the work so well begun until it may truly be said that the seafaring craft everywhere throughout the world has secured the place to which it is rightly entitled as one of the world's most honorable and most useful professions. In the course of his remarks the Chairman referred to the struggle now progressing on the Great Lakes and voiced the determination of the seamen on the Pacific Coast to support the comrades of the Lake seamen's unions until the struggle is crowned with victory.

The first speaker of the evening was Mr. Herman Gutstadt. The speaker reviewed his early associations with the Union, dating back to 1886, when he, in company with a number of other cigarmakers, arrived in San Francisco for the purpose of making an effort to secure control of that industry for white labor. Throughout the intervening period the speaker had been actively interested in the work of the Sailors' Union. He paid a tribute to the Union for its loyalty to trade-unionism and spoke highly of its work in aiding other organizations. Mr. Gutstadt was listened to with great earnestness and received an ovation upon the close of his remarks.

The Chairman here read a number of dispatches received from the Union's agencies and sister

GOMPERS' GREETS SEAMEN.

American Federation of Labor,

Washington, D. C., March 1, 1910.

Editor Coast Seamen's Journal:

Dear Sir and Brother—It was my intention to write you a letter for publication in the Journal on the twenty-fifth anniversary of the formation of the Sailors' Union of the Pacific. It was utterly impossible to carry out my intention owing to the fact that my work almost overwhelms me. I can not resist, however, taking this opportunity to write you a word now.

I have watched with the greatest care the many heroic efforts and struggles which the sailors of the Pacific Coast have made since they have been organized. It is true that the present law of the seamen is not by any means what it should be, but when one takes a retrospective view, however casual, the advances made have been prodigious, and I have not the slightest hesitancy in expressing the conviction that a much better life awaits the sailors in the future.

Quite apart from the struggle made on the Pacific Coast by the seamen, the advance secured legislatively in 1895 has been of great value to help the seamen from the position of serfdom, and despite the efforts to take from the statute books that which has been gained, alertness, energy and insistence will overcome all opposition. The seaman is destined to be a free man not only in our waters but in the service of foreign countries.

It is an additional pleasure to know that fully five thousand seamen have been organized on the Atlantic seaboard within the past six months. The number will grow despite the bitter antagonism of the corporation in control of the Lakes.

I recall with deep pleasure and satisfaction my visit to the Pacific Coast in 1891. When I landed in San Francisco on the evening of March 6, I was escorted to the "lumber pile" where the Sailors' Union of the Pacific was founded six years before. It was my privilege on the occasion of that visit to deliver an address to the assembled seamen and our fellow-workers. I hope at some time in the near future to be able to meet you and our other friends on the Coast.

It is my earnest wish that the spirit of the seamen may be kept alive; that they will devote their energies to the more thorough organization of the craft, and that every success may attend them.

With best wishes, and hoping to hear from you often, I am,

Fraternally yours,

SAMUEL GOMPERS,

President American Federation of Labor.

bodies in other localities. These fraternal messages are as follows:

FRATERNAL GREETINGS.

Seattle, Wash., March 7, 1910.

Twenty-five years! Much endured, something done. Much more to be done. May we have the fortitude to endure and the loyalty to do. Our pledge is renewed and our purpose strengthened to-day.

ANDREW FURUSETH,
Secretary Sailors' Union of the Pacific.

Victoria, B. C., March 7, 1910.

Many hearty greetings from the British Columbia seamen. J. PEARSON,
Agent Sailors' Union of the Pacific.

Tacoma, Wash., March 7, 1910.

Accept congratulations and best wishes on twenty-fifth anniversary. May success always be ours!

H. L. PETTERSON,
Agent Sailors' Union of the Pacific.

Seattle, Wash., March 6, 1910.

Seattle agency sends greetings upon twenty-fifth anniversary. May the future prove worthy of the past.

P. B. GILL,
Agent Sailors' Union of the Pacific.

Port Townsend, Wash., March 7, 1910.

Port Townsend branch sends congratulations upon twenty-fifth anniversary.

WALTER MOLLER,
Agent Sailors' Union of the Pacific.

Aberdeen, Wash., March 7, 1910.

Aberdeen branch of the Sailors' Union in meeting assembled sends fraternal greetings and wishes for continued success on this the silver anniversary of our Union.

H. G. LUNDBERG,
Agent Sailors' Union of the Pacific.

Portland, Or., March 7, 1910.

Portland members join with the members at Headquarters in celebrating the twenty-fifth anniversary of the Seamen's Independence Day. We seamen are of age; we are free men in part. Let us strive in the future for full freedom for ourselves and for other workers, is the greeting of the Portland branch.

D. W. PAUL,
Agent Sailors' Union of the Pacific.

Eureka, Cal., March 7, 1910.

Members in meeting assembled send best wishes for the celebration of the twenty-fifth anniversary of the Sailors' Union of the Pacific.

JOHN W. ERIKSEN,
Agent Sailors' Union of the Pacific.

San Pedro, Cal., March 7, 1910.

San Pedro branch sends greetings and best wishes on this our twenty-fifth anniversary.

HARRY OHLSEN,
Agent Sailors' Union of the Pacific.

Boston, Mass., March 5, 1910.

The International Seamen's Union congratulates you upon your twenty-fifth anniversary. May you accomplish as much during the next quarter century as you have in the past!

WILLIAM H. FRAZIER,
Secretary-Treasurer International Seamen's Union of America.

Portland, Maine, March 6, 1910.

The members of the Atlantic Coast Seamen's Union at the Portland (Me.) branch extend their congratulations upon your twenty-fifth anniversary. GEORGE FOLEY,
Agent Atlantic Coast Seamen's Union.

Philadelphia, Pa., March 6, 1910.

Congratulations upon your twenty-fifth anniversary from the members of the Atlantic Coast Seamen's Union at Philadelphia.

ANDREW KNUDSEN,
Agent Atlantic Coast Seamen's Union.

Boston, Mass., March 5, 1910.

The Atlantic Coast Seamen's Union sends greetings to its sister union upon your twenty-fifth birthday.

P. J. PRYOR,
Assistant Secretary Atlantic Coast Seamen's Union.

Baltimore, Md., March 7, 1910.

Best wishes from boys in Baltimore.

F. FOLEY,
Agent Atlantic Coast Seamen's Union.

Chicago, March 7, 1910.

The Lake Seamen's Union congratulates you upon your twenty-fifth anniversary. Good luck and best wishes to all from your comrades on the Lakes. V. A. OLANDER,
Secretary Lake Seamen's Union.

Quincy, Mass., March 6, 1910.

Congratulations upon first quarter-century of pioneering for self-ownership of liberty for, and social development by organization among sailors. May your future history as keenly record great accomplishments. Then organization was sparse now it is popular, and must be made effective. White plague and yellow terror must alike be combated, and prevention of both require eternal vigilance by organized labor. Good luck and God speed the great cause!

JAMES DUNCAN,
First Vice-President American Federation of Labor.

Washington, D. C., March 5, 1910.

Sincerest congratulations upon the silver anniversary of the formation of the Sailors' Union. The heroic struggles which have been made and the success achieved offer the greatest incentive to still higher aspirations.

SAMUEL GOMPERS,
President American Federation of Labor.

The reading of these messages was punctuated by frequent applause.

The next speaker was Mr. Andrew J. Gallagher, Secretary of the San Francisco Labor Council, who was introduced as the representative of the general labor movement with which the Sailors' Union has been closely identified since its establishment. The speaker made a forcible address, in the course of which he paid an eloquent tribute to the Union for its part in building up the local labor movement. In concluding his remarks Brother Gallagher expressed the hope that the Union would ever be found in the front ranks, battling not only for the rights of those who go to sea but also for the advancement of the interests of all classes of labor. The speaker aroused great enthusiasm by the many telling points in his address.

The programme was enlivened by a number of amusing stories told by Mr. Richard I. ("Dick") Whelan and songs sung by Mr. M. J. ("Billy") Hynes. These gentlemen were greeted with a storm of merriment and fully maintained their reputation as fun-makers.

The Chairman, in announcing the unavoidable absence of Judge Maguire, spoke of the great work performed by that gentleman in Congress, resulting in the passage of the Maguire Act, and acknowledged the debt which the seamen owed him for these services. The letter of Judge Maguire was then read (see last week's Journal) amid every evidence of appreciation by the large audience.

The Chairman introduced Mr. James H. Barry, the last speaker of the evening, as one who had proved his interest in the Sailors' Union by his outspoken championship on the platform and in his paper, "The Star," at all times and more especially at a time when he alone, of all men of prominence in public life, had the courage to defend a struggling cause. Mr. Barry, who was received with great applause, spoke as follows:

BARRY'S ADDRESS.

I am more than gratified to be with you tonight, the twenty-fifth anniversary of the launching of the good ship, the Sailors' Union of the Pacific, which was christened without a bottle of sparkling wine and not very much "small beer," from a lumber-pile at the foot of Folsom-street wharf.

Well do I remember the event—for event it was, fraught with importance which could not then be dreamt of, even by those who participated in it.

Everybody laughed at the news that "Poor Jack" had formed a Union for his own protection—it seemed so preposterous.

The crimps, or sailor boarding-house keepers, the shipowners and shipmasters, who were and had been thoroughly organized since the memory of man runneth not to the contrary, were not at all alarmed—not then.

They simply met at the round table, drank deep of the choicest vintage, and, in "fair round belly with good capon lined," waxed merry as they resolved that the "desperate characters" who had formed the Union were mutineers, who, if permitted to ship at all, would be put in irons or the chamber of horrors as soon as the vessel got outside the Golden Gate.

The sailor-man at that time was as much a chattel slave as was the black man down on a Southern plantation before the Rebellion. He lived, or rather existed, under far worse conditions. He toiled and toiled and toiled, sometimes from early dawn until late at night, or from dawn until dawn, braved every storm and heroically faced every danger, his only reward being tortures like unto those of the Inquisition.

His was no downy couch upon which to rest his poor, weary, aching bones. His fitful sleep on unmattressed boards—ofttimes with rats and mice, and creeping, crawling, slimy things as his bedfellows—gave him no surcease of sorrow nor sweet forgetfulness of his wrongs.

The food he was given, and which the pangs of hunger forced him to eat, was unfit for hogs, let alone for men. Compared with it, the refuse which we see in an ordinary swill-barrel would make a sumptuous repast—a dish fit for the gods!

When sick and suffering, only the rough and ready hands of his shipmates sought to give him physical relief. Under their coarse shirts or jackets beat hearts as warm and tender as a little child's. They had "that within which passeth show." They sought to give comfort to their comrade's harrowed soul, and not always in vain.

The master, or shipowner, or "crimp," did not care whether the "sea-dog" lived or died. It was not their affair. Indeed, with them, if he was no longer fit for work, or kicks and cuffs, it was a matter of regret if he lingered, and they did their best to hasten the end. "Let him die, d——n him, die," was their thought, often expressed, and "hurrah for the next that dies!"

If in our penitentiaries the vilest criminals were to be treated as were the sailors aboard ship a quarter of a century ago, and the people knew of it, they would rise in mighty protest, and if reform did not speedily follow, they might open the doors of the iron cages, release the prisoners, and tear down the stone walls surrounding them to their very foundation, even as the French Revolutionists leveled the Bastille.

I said a moment ago that the slavery of the sailor was infinitely worse than that of the black slaves. I have drawn but an imperfect picture of the former—only a master artist could faithfully portray the tragedy of it all.

While the sailor slave was property no less than the black slave, the latter was property that had commercial value. A good buck nigger slave was worth all the way from $1,000 to $3,000, according to his physical condition. A sailor slave could not be bought and sold on the "block" or "on the hoof"; he was called a sovereign of the State, a freeman, therefore he wasn't worth—well, he wasn't worth to his owner a continental damn or the powder to blow him to hell. There were always others to take his place.

The black slave worked for nothing; the white sailor slave worked for less than nothing; he generally found himself in debt more than the amount of his wages to his crimp landlord at the end of his voyage, and in debt as much more before he shipped again. His wages were always mortgaged and garnisheed in advance.

Because of his financial value, the negro slave was ever well housed, well clothed, well fed, and carefully nursed when sick. Despite that, with the inherent love of liberty in his breast, he sometimes sought escape from his hated environment. If he did so, four-legged bloodhounds were put on his trail. When caught, he might receive a few lashes on the back. If a sailor slave fled his ship, deserted and broke his contract, two-legged bloodhounds, called human beings, but more savage than the others, were provided by law for his capture. He was thrust in prison until returned to his ship, when he was triced up by his thumbs, beaten, placed in irons, denied food to appease his hunger, or water to quench his thirst, and was otherwise inhumanly and barbarously treated.

With the law against him; with the world against him, too, because it did not know of the awful wrongs he suffered; with an "enlightened press" silent as the grave regarding those wrongs, because to expose them might "hurt business"—with all these things to battle, is it any wonder that the sailor slave, his heart yearning for freedom, should cry aloud in the anguish of despair:

"If I'm designed yon lordling's slave, by Nature's laws designed,
Why was an independent wish e'er planted in my mind?
If not, why am I subject to his cruelty and scorn,
Or why has man the will and power to make his fellows mourn?"

Twenty-five years ago it was no child's play to organize a union of sailors! Every one of the handful of men who met at Folsom street wharf on March 6, 1885, "dared to be in the right with two or three." They had all solemnly resolved to break the shackles that bound them and assume the Godlike attitude of men. They were heroes whose loins were strong enough and shoulders broad enough to bear the load of principle—who battled not alone for their own rights, but that each and all might share in those universal rights which are broader than the universe and deeper than the sea.

Where are these heroes, all, to-night? Ah, my friends, a quarter of a century is a long, long time in life's human span, but only a day, an hour, in the evolution or progress of a great cause. Of all who were present on that never-to-be-forgotten 6th of March, I see here but one, as a little while ago I saw him proudly leading the triumphant march through Market street. I see Ed Andersen. The rest of the "boys" are probably safe in the port for which we are all fast sailing and where we are sure to land "on time."

I need not dwell upon the changed condition of the sailors—upon what they have accomplished since their organization. I have kept "tab" of it all from the very beginning, until I feel that I am one of you myself.

Among other things you have done, I may mention these: You have abolished the infamous crimp system, have achieved shorter hours and higher wages, are no longer galley slaves, have proper treatment at sea, and com

(Continued on Page 7.)

CAPTAIN FOUND GUILTY.

A dozen sailors and firemen of the steamer Gut Heil of the German-American Petroleum Company recently preferred charges against their captain, J. Jahns, at the German consulate in Boston, after a cruise of three and one-half months, during which they claim they at times collapsed from exhaustion due to lack of food, and six of their number had been put in such a critical condition that they had to be hurried to the hospital on their arrival at that port.

The German consul, after a hearing of the case, found the captain, J. Jahns, guilty of violating section 76 of the German seamen's regulations, as having without due cause withheld from the crew food and drink and having provided putrefied meat. This released the crew from serving out the rest of their contract and a dozen left the ship.

The officers, too, complained of the poor quality of the food. The first officer and the first machinist dined with the captain. The captain, according to the statement of the cook, would eat a plate of soup only, pretending to eat the same kind of food as the rest. The two officers, however, were aware of his duplicity, and thereafter refused to eat with the captain and joined the crew in the mess-room.

"One night at 12 o'clock," said Fireman Behnke, "I was working with one of the Portuguese. We were just taking the clinkers from the boiler. Something seemed wrong with the Portuguese. He breathed heavily and there was a feverish look in his eyes. Suddenly his features convulsed. He staggered. Before him was a mass of burning coal. With a cry he collapsed. I just took hold of him in time to prevent his falling upon the red-hot coals and burning to death."

From Matanzas the ship was to go to Boston. For a six days' voyage and thirty-five men to feed, the captain had provided only 150 pounds of bread.

They had hardly been three days at sea, when three of the firemen dropped from exhaustion. Four firemen were now left to bring the ship to Boston. They worked long stretches at a time. Their only food was hard tack and black coffee.

The twelve sailors and firemen who have abandoned the Gut Heil are at present at the Seamen's Haven in Charlestown. Captain Stanton King has taken charge of them. He has undertaken to see that they get to New York in safety and find employment without further delay.

NEW STEAMER COASTWISE.

On Sunday, March 6, the harbor of Boston was noisy with salutes to the new steamer Coastwise, the latest addition to the colliers of the Atlantic Coast. As recently noted in the JOURNAL, this is the first of the steamers ordered by the Coastwise Transportation Company, otherwise known as the "Crowley fleet," which has heretofore confined itself entirely to large schooners.

This company was the owner of such vessels as the Thomas W. Lawson, William L. Douglas, etc., but now it has decided to build no more sailing vessels and is building steamers.

The Coastwise is commanded by Captain Elmer Crowley, one of the well-known skippers on this coast, and a brother of the General Manager of the Coastwise Transportation Company. Another new steamer for the same company will be out within a short time. She will be named Transportation.

MANHATTAN BURNED.

The steamship Manhattan, owned by the Maine Steamship Company, was totally destroyed by fire at Portland, Me., on March 7. The loss is placed at $250,000. The fire started just after she docked on her arrival at that port from New York.

Captain Pierce Lewis of Portland and several of the crew refused to leave the vessel until compelled to do so by the flames, that made one of the most spectacular harbor fires this city has ever seen.

A strong wind was blowing at the time of the fire, and to prevent the flames from spreading to the docks, the Manhattan was towed into the stream by several harbor tugs. There the fireboat attempted to extinguish the fire on the blazing steamship, but without avail.

Six passengers and a crew of forty men were on the steamer when she caught fire between decks, but, with the exception of one fireman, known as Kapley, who was reported missing, all escaped with the most of their effects. Kapley, it is thought, was burned to death on board.

Although the hull of the steamship was flooded with water the fire continued to burn all day. At high tide the seared and charred hulk was beached at South Portland, where she was clear of all shipping.

It has been officially stated that the losses on the steamer and cargo were fully covered by insurance.

A LITTLE SECRET.

There was a hearing at the Massachusetts State House on March 3 on the bill to repeal the old State law that forbids the "persuading or assisting or attempting to persuade or assist" a seaman to leave his vessel before the expiration of his term of service. Secretary Frazier and George Cummings, of the Atlantic Coast Seamen's Union, Representative Fogg, of the Massachusetts Legislature, and John Weaver Sherman, of the Massachusetts State Branch of the American Federation of Labor, appeared in favor of the bill. Attorney Dillaway, representing the Atlantic Carriers' Association. ("A voluntary organization that meets once or twice a year, has a little dinner and chips in a little money each for such purposes as this," was the description of the organization by Attorney Dillaway), and Captain John S. Emery, a shipowner, appeared in opposition to the bill. In answer to the question "Why do you really want this law to remain on the Statutes?" Mr. Emery said: "I could not tell you here the reason, but I could tell you in private." I wonder what he meant?

IQUITOS-NEW YORK SERVICE.

The steamship service which has been for some time suspended between Iquitos and New York has been reopened, the first steamer Napo, having left the former Peruvian city at the headwaters of the Amazon the first week in August, and was followed eight weeks later by the steamship Mcayali. Should these two steamers be found insufficient for the American trade the line will be supplemented by the steamship Yavary and a constant service maintained. A great revival of trade is looked forward to at Iquitos during the season now opening, a large rubber crop being anticipated.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Unions, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 85 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques y puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

Home News.

The Direct Primary law passed by the Nevada Legislature a year ago was declared to be constitutional on March 4.

Between sixty and one hundred lives were lost in a snowslide that buried two train crews in Rogers Pass, two miles east of Glacier, Wash., on March 5.

Thirty-three miners were killed by an explosion in the powder magazine of the Mexican shaft of the Treadwell gold mines at Juneau, Alaska, on March 2.

Six heavy earthquake shocks were recorded on February 28 by the seismograph at the St. Louis University, indicating a great upheaval of the earth's crust in some part of the globe.

President Taft has denied application for pardon in the cases of four men in various parts of the country who had been sentenced to prison for the misapplication of national bank funds.

Women's long hatpins were declared to be a "public nuisance," and an "anti-hatpin" ordinance was ordered drawn up by the Judiciary Committee of the City Council of Chicago on March 7.

President Taft has instructed the American Embassador at St. Petersburg to make strong representations to the Russian Government looking to the inviolability of American passports in that country.

The Grand Jury of Columbus, O., on March 1, returned twelve more indictments against former State Printer Mark Slater, charging him with uttering false vouchers, by which he defrauded the State out of thousands of dollars.

Three snowslid s occurred in the Couer d'Alene district on February 27. The villages of Mace and Burke and the Carbonate Hill Mining Company's camp at Mullan were swept by avalanches. Twenty persons were killed and a number injured.

A heavy snowslide on March 1 at Wellington, in the Cascade Mountains, Wash., swept two passenger trains off the tracks, burying them in a canyon two hundred feet deep. Over one hundred passengers, train hands and laborers were killed.

The Oklahoma House of Representatives on March 3 passed the election bill, which excludes from the amendment franchise those whose fathers or grandfathers were slaves. The bill has already passed the Senate and now goes to the Governor.

Representative Moon of Pennsylvania has introduced a bill in Congress increasing the salary of the Chief Justice of the Supreme Court to $18,000; Associate Justices to $17,000, Circuit Judges to $10,000 and the United States District Judge to $9000.

The Federal Government will take an appeal from the decision of Judge Hough dismissing for want of jurisdiction the indictment against the Press Publishing Company (New York World) on the charge of libel in connection with the Panama Canal cases.

A thorough investigation of Japanese conditions on the Pacific Coast and of evasions of the Exclusion agreement will be made as a result of the decision of the House of Representatives to increase from $65,000 to $125,000 the appropriation for the Immigration Commission to finish its work.

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All goods sold at lowest San Francisco prices. We buy direct from Kentucky Distilleries and our California Wineries. Seafaring men invited to inspect our stock.

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THE SAN FRANCISCO STORE
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427 FRONT STREET.

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When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.
MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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FRONT ST., OPP. S. P. DEPOT,
SAN PEDRO, CAL.

INFORMATION WANTED.

John M. Murphy, dark hair, blue eyes, height 5 feet 8, smooth face. Last heard of at Oakland. Any information, communicate Seamen's Institute, 242 Steuart street, San Francisco.

Named shoes are frequently made in Non-Union factories.

NO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INFORMATION WANTED.

Henry Laurent, who has been sailing between San Francisco and Honolulu, is inquired for by his mother. Anyone knowing his present whereabouts will please communicate with the Coast Seamen's Journal.

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS

San Pedro Letter List.

Abrahamson, A.	Kristiansen, E.
Anderson, Charlie	Larsen, L. P.
Anderson, John	Lano, Emil
Andersen, Martin	Lewis, J.
Anderson, Gust.	Lane, Edward
Andersen, Sigurd	Larsen, J. -1025
Anderson, Tom	Lankewitz, E.
Andersson, A. -1447	Leith, Chas.
Anderson, Gust	Louis, Michael
Andersen, Harry	Larsen, Chris. T.
Andersen, P. T.	Larsen, Christian
(package)	Larsen, Marinius
Anderssen, Frank	Larsen, K. Louis
Anderson, J. E.	Lindroth, Erik
Arplund, August	Ludlow, J. J.
Boye, Axel H.	Lange, Friedrich
Boylan, C. J.	Lehtonen, John
Bjork, Axel	Lueman, A.
Bensen, Ray	Lundquist, F.
Bedford, A.	Maroth, Richard
Brogard, R.	Mulley, James
Blusath, Max	Mygind, W. F.
Broden, Julius	Mardisan, Andrew
Bertilsen, Peder	Mookala, John
Blumquist, C.	Mueller, Hugo
Bordjelm, Alex.	Michelsson, A. -1105
Bolander, J. E.	Mannstrom, V.
Brose, R.	Moe, John M.
Bjorseth, Knut	Nelsson, Karl J.
Backman, Ernest	Nelson, John C.
Christophersen, A.	Nystrom, Ragnar
Christiansen, E.	Nordgren, Chas.
Berntsen, Julius	Nelson, C. -663
Campbell, Geo.	Nelsen, Eddie
Carlson, Markus	Nyberg, Erick
Christenson, H.	Nestor, Wilson
Celley, Edward	Nobereit, Gustav
Carlssen, C.	Nilsen, J. -780
Christiansen, Chr.	Olausen, Kristian
Castro, Manuel	Olsen, Hagbart
Christiansen, Hjal.	Olsen, Adolf
Colombay, Louis	Orten, Sigurd
Carlsson, N.	Ohm, Gunwall
Cainan, George	Ott, John
Clausen, Johannes	Olssen, L.
Conrad, Fritz	Olsen, G. A.
Dudler, Hans	Ohlsen, Ch.
Dorles, J. H.	Olson, Karl
Donaldsen, G. C.	Olson, Wm.
Dahlman, J. A.	Ohman, P. W.
Daugul, G.	Pierson, A. -1102
Edlund, Agaton	Pestoff, Savaty
Englebright, H.	Pedersen, Gert C.
Ellingsen, F.	Petersen, H. -1061
Edland, Gus	Peterson, K. E. -903
Englund, Hjalmar	Pettersen, Peder. O.
Erdman, Bob.	Peratis, John
Emanuelsen, Gust.	Peterson, Chas.
Falk, J. P.	Pihpic, C.
Foss, Louis	Pihpic, J.
Fryland, C. J.	Pedersen, A. -1341
Fisher, J. -566	Petersen, Oscar
(photo)	Quinn, Wm.
Fredricksen, H. G.	Rasmussen, F. -341
Gerner, Hans	Rokow, Stefan
Gronroos, E.	Randle, David
Gutman, E.	Reuter, Ernest
Gunther, Christian	Reuten, Axel.
Gunther, Hans	Rudland, Jake
Glausen, Harry	Rueter, Herman
Gorgesen, Emil	Remme, F.
Garner, Louie	Rodriguez, M.
Hansen, Thron	Rytko, Otto
Hedlund, Arvid	Rajala, Victor
Hansen, Markus	Sorensen, C. -1607
Heckman, Fred	Scholl, Karl
Hansen, Carl	Solie, Ingvald
Heggum, Louis	Saarinen, H.
Halvorsen, I.	Strand, Olav
Hanze, Albert	Steen, Hilmar
Hoglund, F. V.	Schultz, Albert
Hansen, Charlie	Sundquist, W. W.
Hassall, G.	Swanson, Chas.
Hansen, L. -794	Scott, E. G. -2041
Hansen, Hans	Samuelsen, V.
Husby, Lars	Schlitt, James
Hansen, Rasmus	Staelsten, Karl
Harris, Tom	Smith, John
Hansen, Theodor	Southerland, A.
Heggenmuller, H.	Silverberg, Harry
Harmening, Fr.	Steen, J. C.
Ingbrethsen, Daniel	Spearing, Gustav
Iversen, Fred	Stein, John
Isaccson, Gustav	Smith, J. S.
Jensen, J. -1801	Sander, A. J.
Johnson, Charles	Sandy, Oskar
Jacobsen, Tom	Tobiasen, Anton
Johansson, J. -1821	Thompson, W. J.
Jansson, F. -1234	Tufte, A. Paulsen
Johansen, J. -1462	Thompson, T.
Jeshke, H.	Tuominen, Alfred
Jensen, Wilhelm	Touanne, Walter
Johnsen, Charlie	Thomas, Paul
Jensen, Hans	Wiemer, Paul
Jeffersen, V.	Warkkula, John
Jobsen, Ch.	Wahrenberg, Otto
Jensen, -1311	Warren, Louis
Jorgensen, Emil	Werner, A.
Jones, Harry	Westad, Johan
Johansson, Bob E.	Zuhne, W. (registered letter)
Kalberg, Wm.	Zimmerman, Fritz
Knutsen, K. -138	

INFORMATION WANTED.

John Ernest Meyna (Meiner), supposed to be sailing on the Pacific Coast, last heard of 9 years ago, is inquired for by relatives. Address, Coast Seamen's Journal.

Pacific Coast Marine.

E. B. Wood was recorded at the San Francisco Custom-house on March 5 as master of the steamer Buckman, vice Frank Wilson.

The Postmaster-General of Australia has extended the contract with the Union Steamship Company for mail service between Canada and Australia one year from July 31.

The well-known bark St. Katherine has been sold by the Matson Navigation Company to Frank Peterson and will be added to the fleet of the Red Salmon Canning Company.

The five "mutineers" in the crew of the French bark Duc d'Aumale at Seattle have refused to return to work and they will be shipped back as prisoners on the next ship sailing for France.

Captain Nelson T. Oliver, a pioneer Coast mariner and veteran of the sealing industry on the Pacific Coast, died at Port Townsend on March 8. He had been an invalid for years.

The Weser Zeitung, of Bremen, publishes a denial of the report in some American newspapers that the North German Lloyd Steamship Company intends to open a line from San Francisco to Yokohama.

The following changes of masters were recorded at the San Francisco Custom-house on March 11: Schooner Esther Buhne, Charles M. Forest, vice H. C. Grimm; barkentine Retriever, George S. Dent, vice N. J. MacLeod.

The following changes of masters were recorded at the San Francisco Custom-house on March 9: Steamer Alvira, C. F. Christensen, vice A. P. Christensen; steamer Thomas L. Ward, Henry Pedersen, vice Olaf Johnson.

Captain G. R. Sterling, one of the owners of the ship W. F. Babcock, received a telegram at Seattle on March 11 announcing that that vessel had put into Honolulu with a jury rig. It is feared that she will have to be towed to San Francisco for repairs.

Beginning this week the San Francisco and Portland Steamship Company and the North Pacific Steamship Company will charge $1.75 a ton for transporting wheat from Portland to San Francisco, and the following week the tariff will be increased to $2 a ton.

Purser F. N. Bish of the steamship Humboldt, which arrived at Seattle on March 11, reports fine weather north of Ketchikan, and says snows are rapidly melting. Fishermen who have been at the wreck of the Yucatan in Icy Straits declared that the vessel would be a wreck.

A badly decomposed body was discovered floating in the inner harbor of San Pedro on March 5 and from a ring which was found on one of the hands was identified as that of Peter Peterson, formerly first mate of the steam-schooner Chehalis, who disappeared two months ago.

A special cable to the Post-Intelligencer from Seward, Alaska, says that a wireless message received there from the United States revenue-cutter Tehoma tells of the rescue of the boat's crew that set out nine weeks ago to seek aid for the survivors of the wrecked steamer Farallon.

By a decision given by Judge Donworth of the United States Federal Court at Tacoma on March 10 the Grays Harbor Tugboat Company of Hoquiam must pay W. H. Wood and others of Aberdeen $11,636 for failure to have a tug ready to tow the schooner Solano to a place of safety after she was floated.

Judge Welborn, of Los Angeles, Cal., has awarded the Pacific Coast Steamship Company $8000 in an Admiralty suit for $25,000 against the Norwegian steamer Cecil, hauled off a shoal in Magdalena Bay last January by the steamer Curacao. The owners of the Cecil refused to acknowledge the agreement made between the masters of the steamers.

Driving up the Coast with almost steamer speed, the well-known barkentine Archer, Captain Parker, negotiated the passage from the Golden Gate to Tatoosh in four days, the fastest time made by a sailing vessel in a long while. The Archer sailed hence Washington's Birthday and was reported passing in at Tatoosh Island at 12:30 o'clock on February 26.

The fastest run that has been made in a long time by a sailing vessel from Yokohama to San Francisco is that of the bark Calcutta, Captain Davies, which arrived on March 1, only thirty-one days out from Japan. The Calcutta had fine weather the entire passage. Captain Davies reported that he was favored with west and southwest winds all the way across the Pacific.

Balfour, Guthrie & Co. have announced the establishment of a regular freighter steamship line between European ports and Portland. A steamer in the line will arrive and depart at the latter port every six weeks, requiring six or eight steamers, three of which have been engaged. They are the British steamer St. Nicholas, the Norwegian steamer Titania and the German steamer Wotan.

The ship St. Francis of the Alaska Fishermen's Packing Company will not be brought to Astoria this spring, but will load supplies and take on the Chinese at San Francisco and sail from there for Alaska about April 1. The W. R. Flint, the other vessel of the company, will sail from Astoria about April 12 and will carry the white cannery workers and fishermen, in addition to supplies.

Reporting the loss of two seamen at sea during a storm, the British bark Glenmark, Captain Buchon, arrived at San Francisco on March 9 after a passage of 140 days from Antwerp. The two seamen drowned were Otto Lewin, 26 years of age, a native of Germany, and Hans Tabbens, 20 years of age, a native of Holland. Both men fell overboard from aloft during a storm on December 11.

The following changes of masters were recorded at the San Francisco Custom-house on March 8: Steamer Santa Maria, Carl Alberts vice Lebbeus Curtis; steamer Dauntless, E. A. Sandstrom vice Rasmus Rasmussen; steamer Ida A., L. T. Ward vice John Campbell; steamer Sea Fox, Louis L. Langren vice E. W. Sandstrom. The schooner H. C. Wright, V. B. Nielsen master, was enrolled.

The American ship Governor Robie, loaded with a specially cut cargo of spars and heavy timbers consigned to New York City, was towed to sea on March 6 from Port Blakeley. It is expected that the Governor Robie upon arrival at New York will follow the lead taken by many other old-time American clipper ships and be dismantled into a barge for hauling fuel between Atlantic Coast ports.

A contract has been made by the Alaska Steamship Company with the Morans of Seattle for the construction of a new passenger and freight steamer to cost about $300,000. The vessel will be for use either on the Southwestern or Southeastern Alaska runs. She will accommodate 100 passengers and carry 1000 tons of cargo. The new steamer will be 250 feet long, 40 feet beam and 26 feet deep.

The following changes of masters were recorded at the San Francisco Custom-house on February 28: Steamer Homer, reported from Los Angeles, Thomas P. Davies vice G. H. Pierce; steamer Dauntless, Rasmus Rasmussen vice L. L. Langren; steamer Del Norte, J. A. Sanford vice Charles F. Hall; schooner Gaslight, A. S. Olsen vice Peter Turner. The whaling bark Gayhead was registered with James A. Wing as master.

The following changes of masters were recorded at the San Francisco Custom-house on March 1: Steamer Modoc, C. W. Schultz vice J. A. Carson; steamer Watson, John Griffith vice E. B. Wood; steamer Pride of the River, J. F. Stephenson vice Ernest Atthowe; steamer Bowdoin, Joseph Tibbets vice Andrew Anderson. The gasoline steamer Tope, J. Santos, master, and the schooner Amelia, E. Selfridge, master, were enrolled.

The charge of blacklisting against J. C. Hayden, manager of the Arlington Dock Company, brought by a union longshoreman who alleged that he was not permitted to work on a ship at that dock because he was a union man, was dismissed at Seattle on March 8, the jury having disagreed, and the prosecuting attorney refused to go on with the case. The charge arose out of the strike a year ago when the docks declared for the "Open Shop."

To realize on the copper with which her frame is fastened, what is left of the old bark Germania is to be burned. Of recent years the Germania has been utilized as a coal barge on San Francisco Bay, but now she has outlived her usefulness, even in this direction, and has been sold by the Pacific Coast Fuel Company to junk dealers. In the days of the clippers the Germania had a brilliant record as a smart sailer, and was credited with some fast passages.

The old bark Diamond Head, which has been under British, Hawaiian and American registry, has been purchased by the Tyee Company on private terms. The vessel is now at Oakland Creek and it has not been announced what her new owners expect to do with her. The Diamond Head was built in 1866 at London and was originally the British bark Gainsborough. She was later the Hawaiian bark Diamond Head and retained the same name when she came into the possession of American owners.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

Affiliated with
AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer,
1½A Lewis St., Boston, Mass.

AFFILIATED UNIONS.

ATLANTIC DISTRICT.

ATLANTIC COAST SEAMEN'S UNION.

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Headquarters:
NEW YORK, N. Y., 85 West St.

INLAND SEAMEN'S UNION.

Headquarters:
WHITEHALL, N. Y.

LAKE DISTRICT.

LAKE SEAMEN'S UNION.

Headquarters:
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Branches:
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TOLEDO, Ohio, 54 Main St.
NORTH TONAWANDA, N. Y., 152 Main St.

Agencies:
DETROIT, Mich., 7 Woodbridge St., East.
SUPERIOR, Wis., 213 Banks Ave.
BAY CITY, Mich., 108 Fifth Ave.
KINGSTON, Ont., Canada (Box 96), King St.
ERIE, Pa., 328 German St.
CONNEAUT HARBOR, O., 992 Day St.
SOUTH CHICAGO, Ill., 113 92nd St.
SANDUSKY, O., 510 Meigs St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, Ohio, 1185 W. Eleventh St., N. W.
CHICAGO, Ill., 63 East Kinzie St.
DETROIT, Mich., 7 Woodbridge St.
MILWAUKEE, Wis., 157 Reed St.
ASHTABULA, Ohio, 85 Bridge St.
CONNEAUT, Ohio, 995 Day St.
TOLEDO, Ohio, Cherry and Summit Sts.
WEST SUPERIOR, Wis., 401 Tower Ave.
SOUTH CHICAGO, Ill., 83 Ninety-second St.
OGDENSBURG, N. Y., 8 Judson St.
BAY CITY, Mich., 208 Fraser St.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St. Tel. Seneca 823 R.

Branches:
DETROIT, Mich., 33 Jefferson St.
TOLEDO, Ohio, 1702 Summit St.
NORTH TONAWANDA, N. Y., 154 Main St.
OGDENSBURG, N. Y., 94 Hamilton St.
BAY CITY, Mich., 919 Water St.
ASHTABULA HARBOR, Ohio, 74 Bridge St.
CLEVELAND, Ohio, 929 Superior Ave.
CHICAGO, Ill., 242 South Water St.
MILWAUKEE, Wis., 317 Virginia St.

Sub-Agency:
CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

WALTER MACARTHUR.....Editor
PAUL SCHARRENBERG.....Manager

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Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, MARCH 16, 1910.

PROSPECTS OF LEGISLATION.

Secretary Furuseth, of the Sailors' Union of the Pacific, returned to San Francisco last week on business of importance at Headquarters. Reporting upon the status of the Seamen's bill in Congress, Comrade Furuseth states that the prospects of securing legislation are now more favorable than for some time past. Until recently it has appeared that nothing might be expected during the present session. Latterly, after hearing the representatives of the seamen, several members of the Committee on Merchant Marine and Fisheries have displayed a tendency to change their minds and to look favorably upon certain provisions of the Seamen's bill. It now seems likely that these provisions, notably the abolition of imprisonment for desertion in foreign ports, will be reported to the House of Representatives. It is not believed possible that any legislation will be actually passed by Congress during the present session, but the presentation of a favorable report by the Committee will pave the way for action by Congress during its next session.

Of equal importance to the Seamen's bill is another measure introduced by Representative Greene, the effect of which, if passed, will be to seriously affect the seamen's interests, especially in the coastwise trade. Briefly stated, the Greene bill proposes to bring the coastwise trade under the jurisdiction of the law as applied to foreign-going shipping, with the exception of the imprisonment and allotment sections, and to repeal certain features of the Maguire Act. Altogether the measure in question is regarded as radically reactionary and therefore to be opposed by every possible means. The defeat of the Greene bill, even if nothing of a positively beneficial nature be accomplished, will be a decided victory for the seamen, as preserving the advantages gained by previous legislation. After reporting to the foregoing effect Secretary Furuseth was instructed to return to Washington for the purpose of looking after the seamen's interests in Congress.

ALL SAFE AND SOUND.

Among the death notices published in last week's JOURNAL were the names of Comrades Otto Nilsson, No. 108, C. V. Peterson, No. 644, and Gustaf Ferdinand Svensson, No. 1454, reported drowned from the wrecked steamer Farallon in Alaskan waters last February. We are pleased to announce that these comrades have been picked up and are now on their way home. Nilsson, Peterson and Svensson, with three other members of the Farallon's crew, left the wreck in a boat to seek help and had not been heard of for many weeks, being latterly reported lost. In the meantime the passengers and remaining members of the Farallon's crew were taken off the wreck. Last week the boat's crew were picked up by a revenue-cutter and landed at Seward, Alaska. The men suffered very severe hardships, but are said to be in a fair way to complete recovery. The news of their safety will be received with pleasure by their friends along the Coast.

While the chief events in the life of the Sailors' Union have, of course, transpired at Headquarters, a very important and necessary feature of the Union's work has been that of the agencies established at the various ports on the Coast. The agencies at Seattle, Port Townsend and Eureka were established shortly after the foundation of the Union. Following these, agencies were established at San Pedro in 1886; San Diego, 1887; Aberdeen, 1898; Honolulu, 1900; Tacoma, 1900; Portland, 1903; Vancouver, B. C., 1908. Thus the whole Coast is covered and members are assured of care wherever they may touch. Much credit for the success of the Union is due to the splendid work performed by the Agents at these ports, without whose aid the Union's power for good could not have been maintained.

One of the most significant and agreeable features of the Sixth of March celebration at San Francisco was the presence at the Valencia Theatre of many old friends, ladies as well as gentlemen, whose interest in the Union dates back to '85 or thereabout. A goodly number of these friends have grown old with the passing of the years, while others have grown from childhood to the full bloom of manhood and womanhood, but all retain the keenest interest in the fortunes of the organization that first won their admiration and affection. Long may they be spared to join with us in testifying to the mutual loyalty of the Union and its friends, and may their tribe increase and flourish!

Demand the union label of the United Garment-Workers when buying overalls, shirts, ready-made suits, etc. By so doing you will aid the white union workers in the clothing industry in their struggle against Chinese labor. You will also do your duty as union men.

Demand the blue label of the Cigarmakers' Union when buying cigars. Cigars that do not bear the label are the product of tenement-house and Chinese factories.

Read the statement issued by the Press Committee of the Lake District, and pass it along to your friends!

Demand the union label on all purchases.

The letter from Samuel Gompers, published on page 1 of this issue, was due to appear in the JOURNAL's Sixth of March issue, and would have done so but for the fact that it was delayed in the mails fully twice the usual length of time. The arrival of the latter only one day too late for publication in our last issue confirms the well-established reputation of President Gompers for absolute reliability. President Gompers gave his promise that he would send the Sailors' Union a few words of greeting on the occasion of its twenty-fifth anniversary. Although delayed by the pressure of other work in keeping his word, the letter would have arrived in good season but for the tie-up on the railroads. The greetings of our "Grand Old Man" are the more welcome, if anything, by reason of the accident that has delayed their publication. Of all the fraternal greetings received by the Union none is more highly prized than these words of encouragement from the gallant leader of the American labor movement.

The Sixth of March was celebrated at the Agencies of the Sailors' Union by special addresses appropriate to the occasion. Secretary Furuseth addressed the meeting at Seattle, reviewing the history of the Union and outlining the work of the future. An interesting feature of the meeting at Eureka was an address by Charles Grambarth, a prominent member of the Cigarmakers' Union and a veteran of the labor movement on the Coast. Brother Grambarth spoke from personal familiarity with the early history of the Union and his remarks were correspondingly interesting and instructive.

The Press Committee of the Lake District, International Seamen's Union of America, requests the widest possible publication in the press of the statement issued by it concerning the struggle on the Great Lakes, as published on page 7 of this issue.

STRIKE ON THE GREAT LAKES.

With the purpose of informing the public and especially those who may be tempted to act as strike-breakers, the Press Committee of the Lake District, International Seamen's Union of America, has issued a statement to the press setting forth the facts in the strike of the Lake seamen's unions against the Lake Carriers' Association. The statement is as follows:

The great seamen's struggle for the maintenance of human freedom on the Great Lakes is still in progress. Ten thousand seamen have been on strike against the shipowners (known as the Lake Carriers' Association) since the month of May, 1909, and the battle is still being waged as bitterly as in the beginning. The Lake Carriers, by the way, are really controlled by the Pittsburg Steamship Company, a subsidiary of the Steel Trust.

In spite of the most vicious attacks from the employers and persecutions from both city and State authorities in many instances, especially by the police, public and private, the unions of seamen have been able to present a solid front and can report few deserters. By careful management and the loyal support of seamen on both the Atlantic and Pacific coasts, the men on the Lakes have carried on the struggle for nearly an entire year without assistance from any source outside their own Interna-

tional Union, and they are still in good condition, their unions being sound both as to finances and membership.

The strike was brought about by an attempt on the part of the shipowners to compel the union men to hand over their union books and cards to the employers and to pledge themselves never to again join a labor union "as long as they sailed for a living." This the Lake Carriers called "Open Shop."

This was followed by a further attempt on the part of the Lake Carriers to inaugurate an industrial passport system which they had dignified by the name of "Welfare Plan," but which was modeled upon the police system of Russia and the notorious English Shipping Federation scheme which brought about such havoc on the English merchant marine, resulting in the employment of Asiatic labor on over a third of the vessels of that country; 70,000 Asiatics had to be employed because the Federation scheme so lowered the wages and conditions that white men could no longer be induced to ship on those vessels.

The "Welfare Plan" passports of the Lake Carriers, obtained only after registration of name, personal appearance, past history, etc., are intended to keep the seamen under constant control of the shipowners, whether the seamen are employed or not. While ashore these passports must be exhibited to the shipping masters of the Lake Carriers, the holder being required to frequent certain places called "Assembly Rooms" while out of employment. Upon being given a job the seaman must deposit his passport with the ship's master, who will return it to him when he leaves the vessel, provided the master has been satisfied with the services of the seaman; otherwise the passport is taken up and returned to the Lake Carriers, and the sailor is forever blacklisted. Every owner, shipping master and ship's officer has the full authority under this "Welfare Plan" to at any time, for any or no reason, blacklist any sailor or marine fireman or cook. Afloat or ashore, constant restraint and espionage is to be applied to every seaman. It was a deliberate attempt on the part of the shipowners to establish serfdom on the Great Lakes.

The seamen are on strike to prevent this, and they have exhibited true manhood in their determined stand. As patriotic American citizens, it is their duty to fight against this attempt to inaugurate a modern feudalism. Born freemen, unless they surrender their birthright, they can do nothing except to continue the struggle until the slave system, which the shipowners have seen fit to mask under the name of "Welfare Plan," has been entirely abolished.

This the seamen of the Lakes have decided to do and have publicly announced their determination and their belief in their ability to remain on strike, conducting themselves as law-abiding American citizens until the Lake Carriers' Association will agree to recognize them as free men. The seamen realize that real freedom, real liberty, will not be theirs unless they can rid the Lakes of this vicious passport system and again themselves exercise an effective voice in nominating the conditions under which they must live and work.

The American Federation of Labor has indorsed the strike and has pledged moral and, should it be needed, financial aid. But at present the seamen are asking nothing except the moral support and the active sympathy of all workingmen. They make this request of union men everywhere: "Pass the word along, brother, there is a strike on the Great Lakes; advise all unemployed workers to keep away."

SAILORS' SILVER JUBILEE.

(Continued from Page 2.)

mand a respectful hearing on land when you have a wrong or wrongs to right, even from Congress and the courts. National legislation has been enacted for your betterment, and there is much more to come.

For a time after your organization, you seemed powerless. All classes treated you with disrespect, disdain or contempt. Even some of the unions—some which you since have helped with both your financial and moral support—held aloof from you. The shipmasters and shipowners refused to recognize or receive your committees in conference. The "Great Moral Engines"—the bulwark of our liberties, the press—knew not of your existence, or cared not to know, and said nothing to displease the shipowners. They entered into a conspiracy of silence, which was maintained for two years, or until the Coast Seamen's Journal appeared, in 1887, to light and lead the way. The first issue was only a little, insignificant, seemingly harmless four-page sheet, somewhat timid in expression of opinion. But each succeeding issue became more and more forceful, until at last the paper attracted public attention, won sympathy for the sailors' cause, and the enemy was compelled to "sit up and take notice."

No longer were committees refused audience with the "big chiefs" of the Shipowners' Association. No longer was the Sailors' Union ignored by the daily press. The Journal soon proved that the poet was right when he said:

"But words are things, and a small drop of ink,
Falling like dew upon a thought, produces
That which makes thousands, perhaps millions, think."

When Wm. J. Mackay (I am glad to see him here to-night) became the editor—two years after its establishment—the Journal was enlarged, and during the seven years he remained in the position it became a power in the land.

To-day the Coast Seamen's Journal, with its sixteen pages and Walter Macarthur as its editor, has few if any equals, certainly no superior, among the labor journals of the world. It is the hope of all who suffer—the dread of all who wrong.

The Journal was, as it is, sent to every seaport in the world. There was no organization of sailors anywhere but here. Soon, inspired by your example and success, as recorded by the Journal, unions of sailors were formed in the four quarters of the globe—they may soon be found at the North Pole—and to it, more than to anything else save your support of the Journal, I attribute the formation of the International Seamen's Union of America. Through the Journal you once a week shake hands with your comrades across the Atlantic and the Pacific, and all around the world, from north to south, from east to west, and they are proud to acknowledge the Sailors' Union of the Pacific as their father—their guide, philosopher and friend.

The Sailors' Union flag, now known in every sea, must never be, will never be, lowered. Let your motto be: "Liberty and Union, now and forever, one and inseparable."

Be not among those "who go down to the sea in ships" if you can avoid it. Stay with this Union ship, and although you may oft face the breakers, you will never run on the rocks. In conclusion, I take a little liberty with the poet in quoting the following:

Sail on, O men, in manly state!
Sail on, O Union, strong and great!
Humanity with all its fears,
With all the hopes of future years,
Is hanging breathless on thy fate!
We know what master laid thy keel,
What workmen wrought thy ribs of steel,
Who made each mast, and sail, and rope,
What anvils rang, what hammers beat,
In what a forge and what a heat
Were shaped the anchors of thy hope!
Fear not each sudden sound and shock,
'Tis of the wave and not the rock;
'Tis but the flapping of the sail,
And not a rent made by the gale!
In spite of rock and tempest's roar,
In spite of false lights on the shore,
Sail on, nor fear to breast the sea!
Our hearts, our hopes, are all with thee,—
Our hearts, our hopes, our prayers, our tears,
Our faith triumphant o'er our fears,
Are all with thee,—are all with thee!

The Chairman, after again thanking the audience for its participation in the celebration, called for three cheers for the Sailors' Union of the Pacific, the sister unions of the Pacific District and the International Seamen's Union of America. These were given with a mighty shout, and the meeting adjourned amid congratulations upon all hands.

The members in uniform formed in line again and headed by the band marched back to Headquarters, where they were finally dismissed. Thus ended the twenty-fifth anniversary celebration of the Sailors' Union of the Pacific, the greatest in the history of that organization.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Mar. 8, 1910.
Regular weekly meeting was called to order at 7:30 p. m., E. A. Erickson presiding. Secretary reported shipping improving. Shipwreck Benefit was paid to four members wrecked in the steamer Yucatan in Alaska waters.

San Francisco, Mar. 14, 1910.
Regular weekly meeting was called to order at 7:30 p. m., Ed. Andersen presiding. Secretary reported shipping medium. Andrew Furuseth addressed the meeting and the prospects of legislation at Washington, D. C.

E. ELLISON, Secretary pro tem.
44-46 East St., Pacific Phone Kearny 2228. Home Phone J 2228.

Vancouver, B. C., Mar. 5, 1910.
Situation fair.

JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, Mar. 7, 1910.
No meeting; no quorum. Shipping fair.

H. L. PETTERSON, Agent
2218 North 30th St. Tel. Main 808.

Seattle Agency, Mar. 7, 1910.
Shipping fair.

P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Mar. 7, 1910.
Shipping and prospects poor.

WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Mar. 7, 1910.
Shipping slack; prospects poor.

H. G. LUNDBERG, Agent pro tem.
P. O. Box 6. Tel. 225.

Portland, Or., Agency, Mar. 7, 1910.
Shipping dull.

D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Mar. 8, 1910.
Situation unchanged.

JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Mar. 7, 1910.
Shipping medium; prospects poor.

HARRY OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Mar. 10, 1910.
Regular meeting was called to order at 7 p. m., Wm. Brisco in the chair. Secretary reported shipping quiet.

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Mar. 3, 1910.
Shipping fair.

LEONARD NORKGAUER, Agent.
P. O. Box 1335. Phone Sun Main 2233.

San Pedro Agency, Mar. 8, 1910.
No meeting. Shipping medium; prospects fair; plenty of men ashore.

ED. BARRY, Agent.
P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Mar. 7, 1910.
Situation unchanged.

ALEX. McKECHNIE, Sec'y pro tem.
674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Mar. 8, 1910.
Shipping brisk.

WM. H. FRAZIER, Secretary.
1½A Lewis Street.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

NEW LAKE SHIPS.

Two of the 10,000-ton steamers ordered last summer and reported to be for southern furnace interests will be operated by M. A. Hanna & Co. One of the boats, it is understood, will be placed in one of the old companies and a new company will be organized to operate the other one.

One of the steamers will be named in honor of Joseph Wood of Pittsburg. Mr. Wood is First Vice-President of the Pennsylvania Railway Company. The second boat will be named for Charles S. Price, President of the Cambria Steel Company.

Both boats are building at the Lorain yard of the American Shipbuilding Company. They will be 524 feet over all, 504 feet keel, 54 feet beam and 30 feet deep. They will have triple expansion engines and Scotch boilers. The first of the steamers will be launched about the middle of next month and the other ship will be dropped into the water some time in April.

The steamer John B. Cowle, which is building for the United States Transportation Company, will be launched at Lorain shortly. No other dates for launchings have been fixed. Names have been selected for twenty-one of the new ships that will come out next season, and fourteen of them will be named in honor of prominent businessmen.

The names that have been selected for new boats and the companies that will operate them follow:

Pittsburg Steamship Company—William B. Dickson, William J. Olcott, William P. Palmer, John P. Morgan, Jr., William B. Schiller.

Hutchinson & Co.—A. A. Augustus, W. C. Richardson, Leonard B. Miller.

Northern Lakes Steamship Company—Ontario, St. Clair, Champlain.

United States Transportation Company—John B. Cowle.

Boland & Cornelius—Harry Yates.

Mutual Transit Company—North Star.

Wisconsin Transit Company—John P. Reiss.

Ruthland Transit Company — Arlington, Brandon.

North American Steamship Company—Peter Reiss, A. M. Byers.

M. A. Hanna & Co.—Joseph Wood, Charles S. Price.

Anchor line—Octorara.

The Lake shipbuilders have contracts for twenty-two bulk freighters, five package freighters and five passenger steamers for delivery in 1910. Only seven of the vessels are in the water. The steamers Schiller, Morgan, Augustus and John P. Reiss are afloat at Lorain and the Richardson has been launched at the Cleveland yard. The steamer Ontario was dropped overboard at Ecorse and the passenger steamer Octorara was launched at Wyandotte some time ago.

The steamers Strathcona, E. C. Pope, A. B. Wolvin, Uranus, Steel King and P. G. Walker are being repaired at Buffalo.

TO ORGANIZE ARCHITECTS.

A movement is afoot to organize the architects and survey experts of the Great Lakes into a sort of company with a view to centralizing the wrecking work, and having it all done under the supervision of one concern. Several of the architects have agreed to go into the scheme, and a proposition is being prepared to be submitted to the Great Lakes Protective Association, which is the insurance department of the Lake Carriers' Association.

The new organization proposes to make all surveys and supervise all repairs to boats, and to furnish competent wrecking masters to take charge of all wrecked vessels immediately on notification from headquarters. The wreckers who are assigned the various boats will work on the jobs until recalled, or until the boat has been delivered safely in port. Then the vessel will be inspected by expert surveyors, who will determine the extent of the damages, and superintend the work of repairing the ships until it is completed. For this work they will receive their fees in addition to the actual transportation and hotel expenses and incidentals which are allowed by the underwriters to the vesselowners now in case of wrecks.

The new concern will also furnish reports of wrecking operations and damage surveys, and will keep on file a record in the shape of drawings, showing the damage repaired, so that the owners can refer to it at any time.

It is proposed to charge the Great Lakes' Protective Association five cents per gross ton per annum for the work promised by the architects.

It is understood the proposition will be submitted to the Great Lakes' Protective Association when a sufficient number of architects have entered into the agreement.

If the plan goes through the head office will assign survey men to various districts, and whenever an accident is reported a wrecker will be sent to it, and the survey man of the district in which the mishap occurs will look after the work. Up to date each owner has been engaging his own survey expert.

COMRADE McCOY INJURED.

On Friday, February 25, Comrade Thomas J. McCoy, agent at Erie, slipped on the ice-covered pavement and broke his right leg. The break is in the ankle and very painful. The undersigned went to Erie at once to take charge during Comrade McCoy's enforced idleness. We hope Comrade McCoy will be on his feet again in a few days, as he is doing very nicely, and hereby express regret for the unfortunate circumstance.

It appears as though a property owner who is so negligent as to allow snow and ice to accumulate on his sidewalk, to the danger of the limbs of the pedestrians who are obliged to walk from place to place, should be dealt with by law.

Conneaut, O. W. H. JENKINS.

ORE MACHINES AT LORAIN.

Announcement came recently from a responsible source that the B. & O. Railroad Company has definitely decided to install two Hulett ore-handling machines at its dock near the mouth of the river at Lorain. These machines are to be capable of unloading a 10,000-ton boat in ten hours. The old ore plant could barely handle 4,000 tons of material. In addition the company plans in the near future to erect a coal loading machine at the foot of Ninth street, which will be a duplicate of No. 2 machine.

The company, recently acquired two lots on First street, adjoining its property on the Lake front. This gives the company about eleven and one-half acres of land which extends from the river to the city waterworks property and from First street north to the Lake. On the Lake there is a frontage of 360 feet. The company has asked the Government for permission to use its west pier and will use its riparian rights in building up additional land.

It is estimated that $1,500,000 will be spent in the improvements to the local docks. In addition to the new machines, provision will be made for the storage of 2,000,000 tons of ore. More tracks will be laid in the yards and the increased business will require the double tracking of the system from this city to junction points in the southern part of the State. It requires 500 cars every twenty-four hours to keep the No. 2 coal machine in operation.

This with 250 cars required for No. 1 machine makes a total of 750 cars required daily. With its present single track cars sufficient for the business could not be supplied. Under these conditions it is stated the company will in a short time begin the double tracking operation in order that the work may be completed in 1911.

BOTH SIDES MAKE CLAIMS.

Marine interests generally are much interested in the controversy of the Weather Bureau and the Navy Department in regard to the proposition to place the Hydrographic Office in charge of the Weather Bureau. Both sides are waging a national fight, and before the question is settled there will probably be a good deal of excitement created. The Navy Department has ordered the officers in charge of the Hydrographic Offices to do all in their power in their localities to shape public opinion in their favor and the Weather Bureau has done likewise.

Commander John J. Knapp of the Hydrographic Office of the Navy has issued a lengthy statement in which he sets forth the Hydrographic Office's side of the matter, giving a brief history of the work that the Hydrographic Office has accomplished. The Weather Bureau's side is championed in another letter published by Willis L. Moore, chief of the Weather Bureau. The letter published by Commander Knapp is a reply to the one published by Chief Moore.

Demand the union label on all purchases.

TO IMPROVE SOO RIVER.

After several conferences wiith prominent vesselmen, including William Livingstone, President of the Lake Carriers' Association, Colonel C. McD. Townsend, United States district engineer, has submitted a report to Congress on the result of a survey and examination of St. Marys River, for the purpose of constructing a filling basin or fore-bay. Colonel Townsend submitted a plan for constructing a dike from the end of the regulating works of the Michigan-Lake Superior Brewing Company, past Island No. 2 at the north end of the present plant of the Edison Sault Electric Company.

The project includes the deepening of the channel at an estimated cost of $109,000. This structure will conduct the waters required for filling the locks to a gate-house, then through three tunnels extended from the canals to the operating valves of the locks. The cost of the tunnels, exclusive of connections to existing locks, is estimated at $570,000. The plans provide for filling a fourth lock, if such ever be constructed, at an estimated cost of $453,000 additional. Colonel Townsend says that work already provided for at an estimated cost of over $1,000,000, and now in progress, will so improve conditions that a further expenditure for the filling of locks from an independent fore-bay is not considered necessary.

NEW PASSENGER SHIP.

The Richelieu & Ontario Navigation Company will bring out a new steel twin-screw passenger steamer in the spring. She will be 204 feet long by 43 feet 6 inches beam and 10 feet deep. The hull will be entirely of steel and the upper works of wood. She will have accommodations for 112 passengers, with fifty-six staterooms, and will be fitted with dining rooms, ladies' cabin, observation room, smoking room and other modern equipments for a day and night ride from Prescott to Montreal. The engines are of four-cylinder, triple expansion type of about 900 horse-power, that will give her a speed capacity of about sixteen miles an hour. She will have a Scotch boiler and will be fitted complete with independent air pump, feed pump, cooler pump, and will have a bilge pump of extra large capacity.

BOATS BEING REPAIRED

The steamer New York, which was recently sold by Captain Humphrey of Detroit, is to have new four-inch cross floors, new bulkhead forward of boiler, some new planking, new fender streaks, top sides calked and boiler repaired at Marine City.

At the same yards the steamer Gogebic is being remodeled into a flush-deck vessel, calked outside, and she is to be otherwise improved. The steamer Canisteo is to receive new bow and minor repairs. The steamer Desmond is being rebuilt aft from the water line up, and more or less repairs will be made on the Maine, Otis, McLouth, Melvin S. Bacon and the good ship Troy.

For fair products of all kinds consult the JOURNAL'S ad columns.

NEW MASTERS APPOINTED.

Two new masters have been named in the appointments announced by Hutchinson & Co. for next season. They are Captain Fred Goodrow, who formerly sailed the steamer Berlin for Henry Wineman of Detroit, and Captain James Goodwin, formerly mate with Captain Charles A. Benham on Hutchinson boats for several seasons. Captain Goodrow has been appointed master of the steamer J. T. Hutchinson and Captain Goodwin on the steamer Harold B. Nye.

The list of appointments is as follows: Steamer J. J. Sullivan, Captain William P. Benham; steamer D. R. Hanna, Captain S. B. Massey; steamer Joseph G. Butler, Jr., Captain James Murphy; steamer John Stanton, Captain Charles H. Heaton; steamer A. A. Augustus, Captain Emil Detlefs; steamer William A. Paine, Captain Charles A. Benham; steamer John A. McGean, Captain U. S. Cody; steamer Martin Mullen, Captain John A. Logan; steamer J. T. Hutchinson, Captain Fred R. Goodrow; steamer Harold B. Nye, Captain James Goodwin; steamer E. M. Peck, Captain T. W. Lawler; barge Abyssinia, Captain T. K. Woodward.

KENDALL REBUILT.

When the wooden steamer Harvey J. Kendall visits Cleveland next season her old friends will scarcely recognize her, for she will look like a new ship. She is now in Kenyon's yards at Marine City undergoing extensive repairs. Her pilot house and texas are being raised and new carlins and decking are being placed under them. She is also having new covering board, stanchions, some planking and new ceiling in the hold. In addition to these improvements the Kendall will be newly painted throughout, and Captain Harvey J. Kendall will have a new suit of blue with brass buttons and a regulation master's cap. His old chum, Captain Paul Rivard of the steamer Huron City, threatens to wear an outfit that will outdo Captain Kendall's, if "Harv" springs anything like the uniform described. Captain Rivard told this to a Cleveland man at the recent meeting of lumber carriers in Detroit. The Harvey J. Kendall was built in 1892, and is a stanch craft, engaged in the lumber trade.

COAL CARRIERS COMBINE.

Captain Gus Hinckley and Captain F. Densmore, both of Oswego, returned from Kingston, Ont., where they assisted in forming the Lake Ontario Coal Carriers' Association. Captain Hinckley was elected president of the organization and Captain Densmore was made chairman of the executive committee. Captain Swords of Kingston was made secretary and treasurer. The object of the association is to protect boat-owners by maintaining prices. Attorney F. T. Cahill was made attorney for the company in the United States and Attorney King of Kingston for Canada.

Captain Edward Thorpe of Cleveland, superintendent of the Kelly Island Lime & Transportation Company, has been at Buffalo securing bids from local shipbuilders on a 75-foot steel tug. No contract was made.

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Wm. A. Nicholson, No. 13,156, Lake Seamen's Union, is inquired for by his sister, Miss Alice Nicholson, 356 Lake street, Oak Park, Ill.

John Diskin, No. 10763 Lake Seamen's Union, commonly known as "Yorkie," is inquired for by his mother, 411 W. 40th St., New York City.

Comrade William Burke, of the Marine Firemen, Oilers and Water Tenders of the Great Lakes, is inquired for by his sister, Miss Ella Burke, Little Falls, New York.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

Marie Panoitz, 1195 W. 11th street N. W., Cleveland, O., inquires for her brother, John Ernest Meyna, last heard from nine years ago. Anyone knowing his whereabouts please notify above address at once.

Fred G. Loftus, of Dorchester, Mass., is inquired for by his mother, No. 2 W. Vernon st., Dorchester. Please address above or W. H. Jenkins, 1244 Main ave., 21 W., Cleveland, O.

The steamer building for Boland & Cornelius by the Great Lakes Engineering Works, will be named Harry Yates.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)
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Telephone, 1321 Monroe.

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Telephone 240 South.
BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.
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Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

MINE-RESCUE STATION.

The Fife and Clackmannan (Scotland) Coal Owners' Association, acting upon the recommendation of a special committee, has decided to go forward with the installation of a rescue station in the mining village of Cowdenbeath for the practical training of miners in the use of mining life-saving apparatus. It is proposed to erect a drill hall, around three sides of which will run a gallery, through which smoke and noxious gases will be automatically circulated for experimental purposes. This gallery will be constructed with a glass side, in order that the men who are being trained will be visible to those who are watching the experiments. Emergency exits will be provided for reaching fresh air, so that there will be no danger to the experimenters. One part of the gallery will be built without any obstructions, so that the men can walk about and become accustomed to the conditions of the atmosphere. This will lead to a second portion, constructed to resemble, as nearly as possible, the conditions of a mine after an explosion.

Sets of printed instructions will be circulated among the participating experimentalists in order that their efforts may be intelligently directed, and both the apparatus and the men will be thoroughly tested for practical rescue work.

On the opposite side of the hall the apparatus will be stored, and an engine installed for driving the illuminating dynamo and for circulating the poisonous exhausts from the furnace through the experimental gallery. The station under construction will be somewhat similar to one recently established at Howe Bridge, Atherton. At least 20 sets of apparatus will be provided with ample stocks of fresh caustic potash and oxygen for the regular replenishment of the apparatus.

This rescue gallery will be erected in proximity to the proposed Fife mining school, the construction of which is also progressing. The object of the latter institution is to offer to miners facilities for a more scientific understanding of their work. The combined cost of the mining school and the rescue station is estimated at about $110,000.

AIR-SHIP FLEETS.

From statistics just published in the German press, giving for European countries the number of dirigible balloons and aeroplanes already finished at the end of 1909, or which will be ready for use very shortly, we quote the following:

Germany possesses 14 dirigibles of six different models—namely, Gross, Zeppelin, Parseval, Schutte, Siemens-Schuckert, and the Rhine-Westphalian airship—and five aeroplanes. France has seven dirigibles and 29 aeroplanes; Italy, three dirigibles and seven aeroplanes; Russia, three dirigibles and six aeroplanes; Austria, two dirigibles and four aeroplanes; England, two dirigibles and two aeroplanes; and Spain, one dirigible and three aeroplanes. Altogether, European nations have 32 dirigibles and 56 aeroplanes that are presumed to be available for service.

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AMERICA'S INVENTIVENESS.

Never in the history of the country have so many boys and girls been interested in practical scientific and mechanical inventions and experiments. From coast to coast, from the Lakes to the Gulf, come reports of achievements that are positively astounding.

The records of the Patent Office show that during the last year many boys and girls, from 11 to 20 years of age, applied for and received letters of patent on a variety of inventions ranging from a cornhusker to a new signaling device for which the young inventor refused $18,000.

Of course, the early training that the modern boy receives does much to stimulate his inventive faculties. Manual training is now taught in many schools, and the boys and girls are encouraged to make tools and instruments of which they may be in need.

Wireless telegraphy has hundreds of devotees among the boys, but it is giving way to aeronautics, which has such a hold on the juvenile inventor that a large club of juniors has been organized for the purpose of furthering the manufacture of miniature aeroplanes and dirigibles.

Wonderful as is the record of these boy inventors, their sisters are not far behind them in the exercise of their inventive faculties. The compartment tray for holding eggs safely while in transit was invented by Ella Marsh, the fifteen-year-old daughter of an Illinois farmer. It proved so successful at home that Mr. Marsh realized its value and had the idea patented for her. It was then put on the market, with the result that the girl made a considerable sum of money.

Miss Sophie Heilbrun, a young woman of 20 years, has patented a machine which will open 400 letters a minute. Some time ago she saw that it required too much time and labor to open the day's mail. The present machine is designed to obviate this, and opens about 10,000 letters a day.—F. W. Splint in Van Norden Magazine.

MEXICAN RELIEF FUND.

The Mexican Government will advance $500,000 gold to alleviate the corn famine among the poorer classes, $250,000 of which will be put to immediate use by the special junta. The appropriation will go to buy corn and frijoles at once. The Department of the Interior has sent out a new general circular to the governors of the various States where the crops suffered from the frosts, telling of the appointment of the special governmental committee to have charge of the distribution and asking for new details as to the needs of the States. This committee is composed of Manuel Araoz, Manuel Elguero, Julio Aspe, Manuel Llmosa, Pedro Cordoba, Jose Arce, and Miguel Macedo, Jr.

Corn will be imported by the carload and sold to the poorer classes at prices within their means. The general scheme advanced by Gov. Landa y Escandon to be observed in the capital, which consists of grinding the maize to a tortilla masa and selling in small quantities to prevent speculation, will be proposed to all the state committees who act in the distribution of corn.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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ALASKA FISHERMEN'S UNION.

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The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

LABOR AND WAGES.

The following report, prepared from British Board of Trade returns, shows the extent of the industrial depression in the United Kingdom:

After a number of lean years, culminating with 1904, in which wages were constantly falling, an upward tendency was manifested which reached its climax in 1907. Beginning with the second quarter of 1908, and during the first 6 months of 1909, there has been a steady fall in wages, with an increasing number of workers out of employment. The wages of 464,000 persons were reduced in 1908, while only 119,000 received an increase. Of the number receiving the increase, 57,000 were employes of the government or of the various municipalities, 12,000 were textile workers, 11,000 were employed in the printing and allied trades, and 9,000 were engaged in the building trades. Of those receiving diminished wages, 83,500 were in the engineering and shipbuilding trades, 69,000 were employed in the manufacture of pig iron and iron and steel, and 283,000 were coal miners. In the first 6 months of 1909, 1,081,273 persons suffered a decline in wages, as against 6,49 who were benefited by an increase.

Stated in money values, the wage-earners of Great Britain were paid, on an average, $287,956 less in wages a week for the last 9 months of 1908 than in the same period of 1907, and in the first 6 months of 1909 there was a weekly diminution of wages of $329,-576. The coal miners were the principal sufferers in 1908, and continued so in 1909. In the first 6 months of the current year 846,750 employes in coal mines were compelled to work for a reduced wage. With the exception of those employed in the clothing and printing trades and the employes of local authorities and of the government, it may be broadly stated that all British industrial wage-earners were receiving smaller compensation on July 1, 1909, than on the same date in 1908.

If the trade boards bill, which has been submitted in Parliament, should become a law, the Board of Trade will be authorized to establish a minimum rate of wages in all trades where there is satisfactory proof that the scale of wages paid is unusually low in comparison with the compensation received for similar work in other industries.

An interesting and significant fact disclosed in the report of the Board of Trade is that while the wages received by men in the tailoring trade are higher on the average than those paid in the textile trades, the number receiving less than $4.86 per week being only 7.2 per cent as against 8.4 per cent in the textile trades, the women receive less in the tailoring than in the textile trades.

The fluctuation in the wages paid to women in the same industry is especially noticeable, and is illustrated in the millinery trade, where 28 per cent of the women earned less than $2.43 per week, while 15 per cent earned in excess of $4.86 per week.

The lower wages paid to women is the rule and is not confined to any special industry or trade, but is common to all. One of the leading English newspapers states as its opinion that "independent existence on the wages paid to at least 20 per cent of the women workers would be an impossibility." It is only made possible by the circumstance that many of the women are not entirely dependent upon their earnings, but contribute what they receive to a general fund for the support of the family.

Eliminating meals and overtime, the hours representing a full week's work vary from 51 hours in millinery, dressmaking, etc., to 57 hours in the silk and felt industry.

All economic questions, especially those relating to unemployment, wages, hours of labor, provisions against the contingencies of old age, and general improvements in the environments of the worker are now receiving special attention in England.

The encouraging feature of the British labor situation is the subsidence of the number of strikes, boycotts, and lockouts and the settlement of disputes between employers and employes on the principle of give and take, with the view of reaching, with the least friction and the smallest delay, a workable conclusion. This conciliatory spirit is illustrated by the fact that less than 2 per cent of the workers whose wages were reduced in 1909 suffered an interruption of work on that account. Of the workers affected, 62.4 per cent had their lower wages determined by wage boards, arbitration, etc., 31.1 per cent by direct negotiation between the interested parties, and 6.5 per cent by an automatic sliding scale. Writing in totals, the decrease in wages in 1908 (the decline did not begin until the second quarter of the year) was $4,252,348, as against increases, respectively, of $6,905,563 in 1906 and $28,-327,896 in 1907.

There was a reduction in 1908 of 38,400 hours in the weekly working time of wage-earners of Great Britain. In the first 6 months of 1909, 189,000 working people had a reduction in their working hours aggregating 46,836 hours per week, and 221 had their aggregate working time increased by 332 hours per week.

It will thus be seen that falling wages still continue in Great Britain, notwithstanding the favorable showing made from month to month in the volume of imports and exports.

The tense condition of the labor market is further emphasized by the statistics of unemployment. In the first 3 days of registration in October, 1909, by the unemployed in London, 2,500 more persons applied for work than in the corresponding 3 days a year ago.

In the figures which have been given in this report only industrial laborers have been included, while agricultural laborers, seamen, and railway servants have been expressly excluded. The statistics, however, affect an industrial population of 10,000,000 people, and are therefore sufficiently comprehensive to indicate the labor trend of the whole country.

Turkestan is now becoming a field of interest to the miner. Many new copper mines have been discovered that are most promising, and concentrators and furnaces are being set up in anticipation of a large production. The coal discoveries, too, are proving of immense value.

A decline equal to 15 per cent in the production of gold in Russia for 1908 is reported. The Minister of Trade and Industry has officially announced the opening for private gold exploitation of the treasury land situated along the basin of the Vitim and Badaibo, covering a large area of land.

POPULATION OF THE EARTH.

The first definite estimate of world population, with figures to support it as far as figures go, was computed by D'Omolius D'Halloy. The mean of several reckonings he fixed at a round billion (a thousand million). These computations were published in 1856 in the Bulletin de l'Academie Royale de Belgique, xxxiii, 812. Since that time a knowledge of population of savage regions rests upon well-taken enumerations by the great colonizing powers, and these figures have been subject to revision. At the beginning of this century records gave the following components, much of the savage world being reckoned in with the states among which the wild lands have been partitioned. The figures represent the number of millions of population:

British Empire	400
Chinese Empire	400
Russian Empire	135
France	85
United States	84
German Empire	70
Latin America	60
Austria-Hungary	45
Japan	44
Netherlands	43
Ottoman Empire	40
Italy	32
Total	1438

A similar computation by religions gives results in striking accord:

Christianity	480
Confucianism	250
Hindooism	200
Mohammedanism	175
Buddhism	150
Taoism	40
Shintoism	15
Judaism	10
Polytheism	120
Total	1440

An estimate of the population of the earth at 1,500,000,000 is thus doubly supported by figures, and its possible error will lie in the line of understatement.—F. W. Atkinson in New York Sun.

UNEMPLOYMENT INSURANCE.

A very novel and interesting experiment has recently been inaugurated in Scotland by the formation of a conjoined Labor Exchange and Unemployment Society. Its proportions, however, are so far only of a local character, but the popularity of the idea seems to be attested by the fact that the organization already possesses a membership of something over 300.

Those desiring admission into this guild are assessed a weekly sum equal to about eight cents and after four months' subscription are privileged to draw upon emergency unemployed benefits up to 40 cents per day. This sum, however, is not available to the same member for more than 48 days in any financial year.

The general public responded to the invitation to subscribe toward raising the necessary $1,500 to finance the undertaking, which appears to have been suggested by several persons who have long been affiliated with problems of unemployment and social betterment.

Domestic and Naval.

The House Committee on Naval Affairs on March 1 voted for the construction of two battleships, one repair ship, two fleet colliers and four submarines.

Foreign steamship companies whose vessels ply between America and foreign ports are subject to the law imposing a tax of 1 per cent on foreign corporations, according to Attorney-General Wickersham.

The new battleship Michigan on her official trial trip off the Chesapeake capes, on March 5, made her four-hour speed run at the rate of 19.42 knots per hour, almost a full knot in excess of the contract requirement.

The Russian steamer Korea was abandoned on March 1, 1300 miles east northeast of Cape Race. The crew of forty-eight men were taken off by the Anchor liner Caledonia, bound for Philadelphia from Norway.

The building of a world's record-breaking battleship of 32,000 tons displacement at a cost of $18,000,000, and the making of the United States as the leading naval power, is a plan proposed by Secretary of the Navy Meyer.

The Senate Committee on Commerce on March 3 ordered a favorable report on the Gallinger bill to authorize increased pay to mail lines between the United States and South America, the Philippines, Japan, China and Australasia.

Two new steamship services between Germany and Canada will be inaugurated on March 19. They will include the Hamburg line and the North German Lloyd line, in connection with the Canadian-Pacific and the Grand Trunk Railroads.

The steamship Ransom B. Fuller, formerly of the Boston and Bath line, having been cut in two and lengthened by the insertion of a section 40 feet long in her middle, at East Boston, is equipped to carry many more passengers and a good deal more freight the coming season than heretofore.

A gold watch and chain, the gift of President Taft, will be presented to Captain Echevarri, in command of the British steamship Mercedes, due at Baltimore from Huelva, in recognition of his services in rescuing the crew of the three-masted schooner Edward J. Berwind, which vessel was abandoned while on the way from New Orleans to Philadelphia on January 30.

The huge collier Coastwise, which was launched from the yards of the New York Shipbuilding Company, at Camden, recently, has been chartered to run between Norfolk, Baltimore and Boston in the coal trade for two years at a freight rate of 70 cents a ton, with four days to load and discharge. The Transportation, a sister-ship, under construction at the same yards, has also been chartered for the same trade for two years.

Secretary Nagel, of the Department of Commerce and Labor, reports that of 282 steamships which carried steerage passengers to and from the United States under the Act of 1882, during the first half of 1909, 143 were equipped with wireless installations. In the coastwise passenger trade of ocean steamships carrying 50 passengers or more, over routes of 200 miles or more, 97, with a capacity of 32,000 passengers, were equipped with a wireless, while 70, with a capacity of 18,000, were not so equipped.

Taylor's Nautical Academy

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Seattle, Washington.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Allurhson, Johannes	Lahbinen, Frank
Anderson, A. R.	Laatz, L.
Anderson, Victor	Lorin, Chr.
Anderson, Martin	Mattson, Mauritz
Anderson, Oscar	Miller, Chas. J.
Anderson, Geo.	Mikkelson, Alfred
Andreasen, O. L.	Mikkelson, Kristian
Anderson, Alf -1638	Moore, James
Anderson, Swerre	Nilson, K. E. -972
Aposlalakas, P. G.	Nielsen, C.
Beardsen, E. M.	Noschis, P.
Berendsen, A. M.	Nystedt, Albert
Bunarawitz, F.	Nuberge, H.
Bay, Geo.	Olsen, Erik K.
Brakke, Hans	Olsson, Anders
Buck, F.	Olsen, Chas.
Carlson, C. O. -1324	Olsen, Johan B.
Carlson, G. -622	Olsen, Edw.
Caldwell, W. M. G.	Olsen, Gust T.
Christiansen, And'w	Olsen, Valdemar
Christensen, N.	Olsen, Chris
Christaffersen, Edw.	Olsson, A. P.
Christensen, Viggo.	Olacsen, Andrew
Christensen, Vilhelm	Olsen, C. J.
Clauson, Carl	Olsen, J. -1046
Crosby, J., "Pckg."	Olsen, Harold
Darbler, Thos.	Omar, W.
Dreyer, H.	Osses, W. A.
Egers, John	Ouerland, T.
Ehmke, W.	Peterson, Meyer
Eklund, P. H.	Price, B.
Ellison, Chas.	Pringle, R.
Elliot, W. V.	Rasmussen, Vigo
Ericson, E. M.	Rasmussen, Akton
Espy, Orville	Ridders, Paul
Eskola, H.	Robertson, D. A.
Forslund, Victor	Ryberg, Ove
Fredriksen, B. D.	Salvenen, F.
Fredriksen, Frithjof	Samuelson, Harold
Fraberg, F.	Scanlon, H.
Haugen, Arthur	Scohlmeister, Otto
Hansen, H. A.	Seeberg, G.
Letter and p'c'kg.	Skarin, R.
Hansen, Hans Chr.	Smith, W. C.
Hansen, Ole	Soderlund, J. F.
Hiltwood, — —	Spierling, G.
Haset, Gust.	Strom, Hans
Hoi, O.	Stone, Chas.
Jensen, S. G.	Stuhr, M.
Jensen, R. -1754	Sunde, P. P.
Jensen, Hans	Sund, J. W.
Jensen, Johan	Svendsen, Hans
Johansen, Aug. L.	Sweeney, S. B.
Johansen, Ludvig	Swenson, L.
Johansen, Olaf K.	Syvertsen, Ole
Johnson, J. P. K.	Schneikloth p'ck'g.
Johnson, C. J. -1566	Thoren, G.
Johnson, John W.	Thompson, And.
Kenealy, E. D.	Thompson, F. G.
Kreutz, Karl	Udley, Harold
Kristoffersen, Emil	Van Loo, Alfred
Kohlmeister, Otto	Vogt, C.
Larsen, S. -1081	

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INFORMATION WANTED.

Nicholas R. West, supposed to be sailing on the Pacific Coast, is inquired for by his mother. Any one knowing his present whereabouts please notify the Russian Consulate at San Francisco.

Erwin Bausback, born at Weilheim, Germany, is inquired for by the German Consul, San Francisco. Royal Insurance Building, 201 Sansome street.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

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INFORMATION WANTED.

Fritz V. Jacobson is inquired for by his brother, Job Jacobson. He was last heard of in Seattle. Address Lake Seamen's Union, 70 Isabella street, Ogdensburg, New York.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

Carl Wilhelm Swensson, a native of Kalmar, Sweden, born September 15, 1881, supposed to be sailing on the Pacific Coast, is inquired for by his sisters and parents. Address, Klaes Swensson, Sodra Lauggatan No. 26, Kalmar, Sweden.

John Johnson, a native of Norway, born September 15, 1858, at Blegeleidet Bamle; last heard from in 1904 living at 230 Third street, San Francisco. Any one able to give any information kindly communicate with his nephew, M. Olsen, 165 Third street, San Francisco, Cal.

World's Workers.

Premier Wade, of New South Wales, has threatened to make inquiries if any funds of the unions in that State have been voted to assist the miners now on strike.

Following the refusal of the owners to grant a series of demands, the crews of the interisland steamers struck at Manila, P. I., on March 2, tying up the vessels and holding up the mails.

The Tramway Employes Union of Sydney, Australia, now has a membership of 2700, and their strike of last year, though nominally defeated, has considerably tamed Railway Commissioner Johnston.

At the Forty Mile Bush, near Dannevirke, New Zealand, a gang of Maori shearers recently struck work because a white man had been given a stand in the shed. The result was that the white man was dismissed.

The Melbourne (Australia) Trades Hall Council has now a band of its own. It is unlimited as to the number of players, who must, however, be members of their respective unions or apprentices of such unions or branches.

In an action against the New Zealand Government £1100 compensation has been awarded to Mrs. Burden for the death of her husband, who was killed when cleaning out a gas-holder at Dunedin railway station.

In delivering judgment recently in the appeal respecting the pay prescribed for railway boilermakers' helpers and strikers in Sydney, Australia, Judge Heydon said there should be a general rate of 7s. 6d. per day.

The New South Wales Government brutally tried to stop the distribution of money sent to the suffering women and children at Newcastle by generous sympathizers, who desired to provide some little comforts for them during the coal strike.

The threat of a general strike of the firemen and engineers on the French State railroad is due to the dissatisfaction of the employes of the Western railroad, which was recently taken over by the State, with the adjustment of certain premiums accruing under the old management.

The whole of the domestics, including the waitresses and housemaids, struck work at one of the largest and most fashionable Sydney (Australia) boarding-houses on Christmas eve. Their grievances are said to be general. Amongst other things they object to the treatment offered them by the landlady.

The Indian National Congress at Lahore, recently passed a resolution urging India to refuse indented labor to Natal. On an appeal being made for funds for the sufferers in the Transvaal, jewels and money were thrown at the feet of a speaker, and thousands of pounds were collected for transmission to the leader of the Indians in the Transvaal.

The secretary of the Sydney (Australia) Labor Council has circularized the various unions in that State that it has been decided by the Council to withhold from publication all references to the amount donated by unions to relieve distress resulting from the coal miners' strike; each union is requested to make no announcement to the press respecting the financial support rendered.

Labor News.

Seven hundred miners employed at the plants of the American Zinc, Lead and Smelting Company at Joplin, Mo., struck on March 5 for higher wages.

Louis E. Cummings, proprietor of a printing establishment at San Francisco, was found guilty in the Police Court on March 11 of using a union label in violation of the State Penal Code. He was fined $50.

The demands of the striking Bethlehem Steel Company employes which were recently presented to President Charles M. Schwab were refused by him. Schwab also refused to recognize the union.

Refusal to grant demands started the real fight between operators and miners of soft coal in the Central Competitive field at the second session of their joint conference at Cincinnati on March 9.

The call for arbitration between the Philadelphia Rapid Transit Company and its 4000 or more striking employes has become insistent. From all quarters of Philadelphia the demand for mediatory measures is voiced.

Conferences at Chicago on March 10 between committees representing the Brotherhood of Locomotive Firemen and Enginemen and about fifty Western railroads, to effect a peaceful settlement of the wages dispute, falled of definite result.

Firemen and engineers on the Great Northern and Northern Pacific Railroads have completed a strike vote and it is rumored they have declared overwhelmingly in favor of walking out unless the roads grant the demands made last November.

Three thousand miners in eight mines of the Irwin fields of Westmoreland County (Pa.) struck on March 10. The strike followed the organizing of the miners in that section, which has heretofore been nonunion, and is for recognition of the union.

An Asiatic Exclusion League was formed at Los Angeles on March 3 and resolutions were passed condemning the report of the immigration committee of the Los Angeles Chamber of Commerce, which favored Japanese and Chinese immigration to California.

David R. Randelman and Charles J. Brock, the conductor and engineer convicted of responsibility for the wreck on the Mexican Central Railway near Encarnacion de Diaz in September, 1907, have been released from the State Penitentiary at Guadalajara, on parole.

The Sailors' Union of the Pacific celebrated its twenty-fifth anniversary on March 7 by a parade and literary exercises at Headquarters in San Francisco and by meetings at the agencies of the Union in the leading Coast ports. The Union was organized at San Francisco on March 6, 1885.

A sweeping temporary injunction was issued by Judge Dyer of the United States District Court at St. Louis on March 11 against individual members of the striking bricklayers and stonemasons' unions, who formerly worked on the new Catholic Cathedral. The union men are restrained from interfering with the workmen in any way and are prohibited from visiting them at their homes.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aas, Oscar
Aaslin, Oscar
Abrahamsen, -13332
Abrahamson, Johan
Adamsen, W. O.
Ahlberg, Oskar
Allan, Wm.
Allen, G.
Ahrens, Walter
Ahern, D.
Akesson, C. A.
Andersen, -1620
Bachmann, Edich
Backtrom, Wm.
Back, M.
Barm, Jacob
Bausback, -1511
Bauwens, H.
Beausang, E.
Bechler, Josef
Beck, John A.
Begg, W. E.
Behne, -1316
Berg, H. G.
Berge, Johan S.
Cardell, Adolph
Carlson, Richard
Carlson, Martin
Carlson, -760
Carlsson, Alfred
Carlsson, John W.
Carlsson, Marcus A.
Ceelan, John
Chapman, Frank
Chauche, Jean A.
Dahlon, Harry
De Vaney, Daniel J.
Dixon, Chas.
Eckert, Fred
Edman, Oscar
Edlund, Agaton
Eggers, Johan
Eklund, Evert
Elfstrom, A.
Elfstrom, Axel
Fagen, John
Farnen, Wm.
Faulkner, John E.
Ferwedow, R.
Fischer, Torsten
Folkman, J.
Frank, -499
Gad, S. V.
Gostman, A.
Graff, Edw.
Gram, Eric
Grane, Jose Callon
Grant, Stephen
Gras, Mr.
Grauers, Gosta
Geen, Chas.
Hallbeck, J. O.
Halvorsen, Wm.
Halvorsen, Chas.
Halvorsen, Isak
Hammargren, O.
Hansen, -1224
Hansen, Max
Hansen, Hans E.
Hansen, Hans H.
Hansen, -965
Hansen, -968
Hansen, -1576
Hansen, -1658
Hardin, M.
Ingwardsen, R.
Ingemand, Chris.
Isaacson, Isaac
Jansen, K.
Jansen, Edward
Janson, -1579
Jansson, E. W.
Jensen, Jens
Jensen, Jens K.
Jensen, Edward
Jensen, -2014
Jensen, -1791
Jensen, -1987
Jensen, J. K.
Kane, G.
Kaold, John
Karlsen, John A.
Karlsen, -388
Karlsen, Konrad
Karlson, Richard
Karlsson, Axel Geo.
Kayser, Carl
Kjelgren, J. A.
Klebingat, Fr.
Kluge, Frank
Knuttsen, Knut
Lahr, Otto
Lane, Leland
Lankewiz, E.
Landal, Chas.
Larsen, Peder G.
Larsen, Kristen
Larsen, Anton
Larsen, -1271
Larsen, -1536
Larsen, Ludv J.
Larson, C.
Larson, Alek
Larsson, Efraim
Larsson, K. E.
Larsson, Karl
MacCue, T.
Made v. d. L. W.
Madsen, -952
Magnussen, Karl G.
Mahsing, W.
Maherin, L. W.
Maripu, John
Martin, Howard
Masterman, E. P.
Mathews, John
Mathews, Fred
Mathisen, Nils L.
Matson, Alec
Matson, -1471
Mattson, -579
McCarthy, T.
Nanberg, Gus
Nasstrom, Gottfrid
Neilson, Sievert
Nelsen, F.
Nelson, Chas. M.
Anderson, -1449
Anderson, Gotfried
Anderson, E.
Andersson, Emil
Andersson, C. W.
Andersson, Johan
Andreasen, Hans
Andresen, -1635
Antell, Fred
Astrom, Torsten
Austin, John
Axelsen, Herman
Berntsen, Ellert
Bjorklund, E.
Blackstad, Chas. E.
Blank, Geo.
Block, Billie
Bostrom, C.
Bourbigou, Louis
Boylan, C. F.
Brox, Henrik
Bryde, Carl M.
Bryning, Wm.
Buchtman, T.
Christensen, J. P.
Christiansen, N.
Christiansen, -979
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Christoffersen, -1288
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Coughlan, -1174
Drausmann, H.
Dreier, Paul
Duncan, G. M.
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Ericksen, Axel
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Erikson, Gus.
Ericksen, Geo.
Franzell, Adolf
Fredriksen, B. D.
Freiberg, P.
Froberg, Erik G.
Frose, Elias
Frose, J. J.
Gronman, H. R.
Grigoleit, E.
Guilderson, Eugene
Gundersen, Ole
Gustafsen, Gustaf
Gustafsson, G. B.
Gustafson, Ivar
Gutman, Carl
Harlow, Bert
Harlow, H. A.
Hedlund, C. W.
Heimann, Christian
Helmer, Fred.
Henriksen, A. G.
Henriksen, -1375
Hernas, -2042
Hetman, Walter
Hogensen, M.
Holmgren, G. J.
Holstein, R.
Holt, Karl C.
Hoye, Haakon
Isaksen, Kristen
Ishmell, Paul
Jensen, I. M.
Johannesen, -1549
Johannessen, -1863
Johansen, -2004
Johansen -2071
Johanson, -1204
Johnsen, -228
Johnson, John
Johnson, F. E. J. J.
Jorgensen, Johan
Jouanne, -2019
Koening, D.
Kohlmeister, Otto
Kosel, H.
Kotcharin, Jacob
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Kristiansen, Krist
Kristiansen, L. A.
Kristoffersen, Jakob
Krogstad, H. E.
Kvistgard, Carl
Lehto, C.
Liedtke, B.
Linde, O. B.
Lindgren, Gust.
Lindkvist, A. I.
Lindholm, -1274
Link, Alex.
Linquist, Gust.
Ljungqvist, H.
Lohne, E.
Luckmann, Ewald
Ludvigsen, Arne
Luhrs, L.
Lund, Peter
Lundkvist, F. E.
McGrath, Jack
McLoughlin, M.
McManon, John
Mersman, A.
Mikkelson, -1620
Miller, James
Moller, Nels
Moller, L.
Mordin, John
Morris, Francis
Morrison, Donald
Mortinsen, E.
Mortinsen, D.
Murray, Ed.
Muta, Gust
Nelsson, -552
Ness, E.
Newman, Nels
Nielsen, Niels A.
Nilsen, Anders
Nilsson, -895
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Odman, -557
Ofeldt, C.
Olesen, Marinus
Olsen, Amund
Olsen, -922
Olsen, John O.
Olsen, Martin
Olsen, Otto M.
Olsen, -499
Olson, Gustaf
Olson, -562
Pache, Paul
Palludan, Chas.
Partel, L.
Pearson, T.
Pedersen, -896
Pedersen, -1015
Pedersen, -1263
Pedersen, -1365
Pedersen, -1549
Pedersen, -1086
Petersen, S.
Pedersen, Halfdan
Pedersen, Johan
Pedersen, -1138
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Pettersen, Gustaf
Rasmussen, -525
Rasmussen, S. W.
Rasmussen, Vald.
Reimers, Johan
Reuter, Ernest
Roalsen, Fred
Saar, -1790
Samuelsen, Kristian
Sand, -2113
Sandstrom, O. H.
Sanne, R.
Sausin, R.
Scherlou, Robert
Schevig, Anton
Schmidlen, John
Schroeder, Herman
Schroeder, F. A.
Schulz, -1665
Schultz, Albert
Simanofsky, P. von
Simonsen, Sigv.
Seiron, Tom
Seppi, Pete
Sexon, Chas.
Simonsen, Barney
Tandberg, Einar
Teerling, W. R.
Teigland, Karl
Terente, M.
Thomsen, O. B.
Thomsen, Karl F.
Thommassen, C. B.
Thorne, A.
Thornton, John B.
Tiebelt, E. F. P.
Ueback, Sigfrid
Valentinsen, G.
Verto, Herman
Vestman, A.
Wacogne, Victor
Wagner, Paul
Wakely, R. E.
Walberg, Rudolf
Wells, Geo.
Werner, Paul
Wikstrom, Wm.
Zimmerman, Fritz
Nordlund, F.
Norris, E.
Olsen, Sam
Olsen, Theo.
Olsson, Ernst
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Osmundsen, Klaus
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Ottosson, Chas.
Overland, Tom
Pettersen, Alek
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Pietila, Th.
Pirnke, Carl
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Prendl, Ludwig
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Purnhagen, L.
Rolf, Harry
Rosenvald, Isak
Rost, K. G.
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Rylander, Rudolf
Singleman, E.
Skaanes, Johan
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Snyder, Jack
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Stensen, Andreas
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Stensland, Paul
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Svensen, Andrew
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Virtanen, Carl
Vogel, Martin
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Wilson, Anders
Winters, C. J.
Winter, Gus.
Wolter, Johan
Work, Johan
Zirnbauer, Chas.

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Boers, M.
Christansen, N.
Christensen, M. H.
Curran, N.
Damiano, Alex.
Fischer, Julius
Eriksen, Karl H.
Jansen, Edward (3)
Halvorsen, Eugene
Hansen, O. R.
Hansen, -1229
Hinner, Paul
Hogeler, Tom
Holden, Olaf
Hovland, P. S.
Jensen, -1342
Johanson, -1677
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Kaald, John
Kirst, Hans
Lane, Leland
Leech, Wm. A.
Lewis, H.
Matisen, Nils
Mattler, Franz
Michaelsen, Johan
Mikkelsen, A. M.
Moe, J. M.
Morken, Kristian
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Schager, E. L.
Siegurd, J. I.
Thompson, A.
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Adams, Steve
Andersen, Ole
Andersen, Fred
Alander, Karl
Bucktmann, F.
Backman, Paul
Brodie, W. G.
Blecha, Alfons
Carlson, Oscar
Carlsson, Walter
Carlson, A. M.
Christensen, Emil
Corty, Chas.
Farm, J. B. -612
Geiger, Jos.
Gudmunsen, Martin
Glaas, Waldemar
Grimes, Donald
Gardner, J. B.
Hassell, S. G.
Heggum, L.
Hansson, Chas. S.
togen, Lars
Jones, Eddie
Johnson, Axel
Johansen, J.
Johanson, Hjalmar
Karlsson, A. M.
Kohlmeister, Otto
Klorning, Martin G.
Larson, L.
Lagerman, Johan L.
Lang, Chas.
Lamberg, Albert
Lindberg, John
Ness, Aksel
Norman, S. L.
Nilsen, B. P.
Newman, Joseph
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Olson, Anton
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Sunde, Albert
Sandberg, Alfred
Scott, Wm.
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Condon, L.
Callam, C. Mc
Campbell, N. Mc-Donald
Duval, Benoit
Ehmke, W.
Gram, Erik
Garder, O. C.
Hillig, H. A.
Hillig, A.
Holberg, J.
Holmstrom, C. A.
Hubner, H.
Ingebretsen, O.
Johansen, J.
Knudsen, P.
Lindberg, Richard
Mullich, August
Mikkelsen, A. B.
Nagel, A. P. A.
Osmundsen, K.
Oberhauser, J.
Picard, Frank
Pemberton, D.
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Young, E.

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ALASKA FISHERMEN'S LETTER LIST

San Francisco, Cal.

Letters at the Alaska Fishermen's office will be advertised for six months only and will be returned to the Post Office at the expiration of seven months from date of delivery.

Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

Alfonso, J. G.
Albertsen, P. H.
Antonsen, Carl
Anderson, Oskar
Benson, John
Balzani, Pietro
Benvon, Fred
Christiansen, Alfred
Cutino, Gaetano
Di Mauro, Giuseppi
Evald, Fred
Ellis, Wm.
Frazer, Jas.
Flyn, Wm.
Green, John
Gabrielsen, Knud
Gullivsen, G.
Hansen, A. E.
Hagen, G. L.
Hanez, L.
Johannessen, Eng A.
Johnson, George
Johnsson, Harry
Knudson, Oscar
Monteith, R. V.
Monroe, W.
Nicolarson, Otto
Olsen, Oskar
Peterson, Gust
Rouzle, H. S.
Romero, R.
Rensen, Albert
Swanson, Chas.
Tonnessen, Jorgen
Thompson, A.
Ybanes, L.

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Andersen, Lars T.
Andersen, John
Andersen, Olof
Anderson, S.
Armmi, Walter
Blunt, H.
Bostrom, C.
Brown, C. A.
Bryan, G. T.
Bulander, B.
Carlson, Gust.
Carlmark, Barthold
Counaughton, H.
Ekwall, G. A.
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Hummel, Fritz
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Penney, Math.
Petterson, Aaskar
Ryberg, Ove
Syversen, Ole
Shuils, Christ
Sjelman, Jonas
Stabell, Frank
Svensen, Olof
Thoresen, Petter
Teigland, G.
Valkman, Otto
Weback, S.
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Boss, L. A.
Boy, Georg
Brandt, Nels
Bregler, Fred
Carlsen, Carl
Castel, G.
Ceccane, Felix
Christie, M. R.
Colberg, Chas.
Collens, Frenk
Cooley, Howard
Faccett, Sam
Fisko, Oluf
Flenkenberg, Alfred
Gardiner, J.
Graves, Sam
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Jonarson, Axel
Janassan, C. A.
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Olson, Wiljam
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Sjorgren, John
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Wedequist, A.
Wells, Leo L.
Wishaar, E. B.
Winters, M. C.

Packages.

Hohm, Carl
Pedersen, Peder
Polison, Tom
Uggla, Fred
Torvig, Olaf

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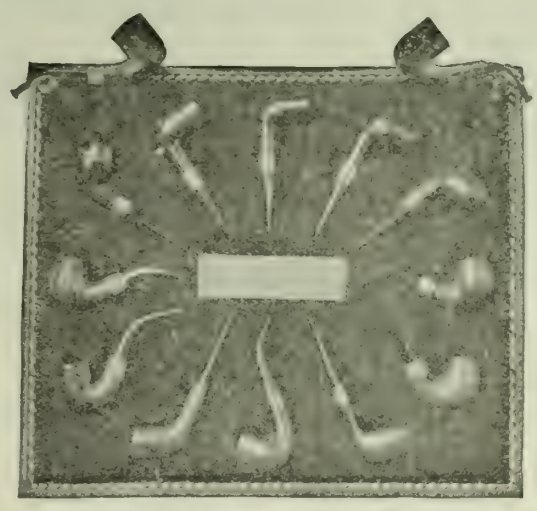
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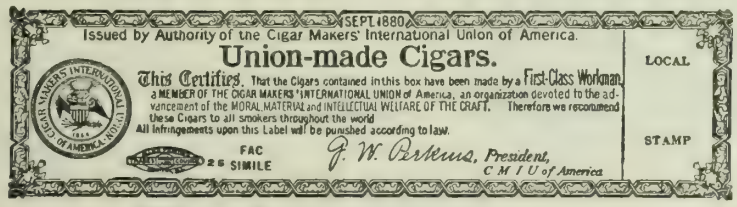
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INFORMATION WANTED.

John Ferdinand Petterson Franken, a native of Finland, is inquired for. Address Coast Seamen's Journal.

John Tierney, last heard from by letter, October, 1906, is inquired for by his sister, Mrs. Wm. Degnan, 124 Harrison street, Pawtucket, R. I.

Jack McGrath, late master-at-arms on the revenue-cutter McCulloch, is inquired for. Address Coast Seamen's Journal.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England.

The five sailors who left the schooner A. J. West at Honolulu, on March 30, 1908, are requested to communicate with the Secretary of the Sailors' Union of the Pacific. The libel against the A. J. West has been adversely decided by the Federal Court at Honolulu.

INFORMATION WANTED.

Peter Nielsen, from Aarhus, Denmark, is inquired for by Christ Hansen, 230 W. Thirty-second street, Los Angeles, Cal.

Louis Carlson, native of Finland, last heard of in Aberdeen, Wash., in 1908, is inquired for by his sister-in-law, Rika Nyman, 930 Harrison street, San Francisco.

Henry Fauske, a native of Norway, aged 36, last heard of on the Pacific Coast 18 years ago, is inquired for by Mrs. Emma Fauske. Address St. Helens, Wash.

Mr. Willis (or Crouse), a native of Portugal, who left Halifax, Nova Scotia, in 1881 or 1882 for California, is inquired for. Anyone knowing his present or past whereabouts since 1882 is requested to communicate wtih the Coast Seamen's Journal.

The following members have salvage due from the Globe Navigation Co., account of S. S. Eureka, when they picked up a Russian vessel in 1907: H. Anderson, H. Ellman, M. Gunderson, Carl Swanson, N. Nilsen and Manuel Par. Apply to P. B. Gill, Agent, Sailors' Union of the Pacific, Seattle, Wash.

News from Abroad.

The German naval estimates for the year are $6,000,000 less than last year's figures, according to Marine Minister Admiral Tirpitz.

A collision occurred between the Berlin police and the Socialists at Treptew Park, on March 6, when a Socialist procession endeavored to force its way into the park.

The German Geographical Society has decided to send out a South Polar expedition and so contest with the United States and Great Britain in the race through the Antarctic.

Charges of corruption in the German army resembling those recently brought against dockyard officials at Kiel were made in a case which came up before a court-martial at Berlin on February 26.

Buenos Ayres continues to be the largest Latin-American city, the largest city south of the equator, and the fourth city in the two Americas, being only exceeded by New York, Chicago and Philadelphia.

Professor Rampoldi of the University of Pavia, Italy, asserts that he has discovered a cure for cancer, consisting of a local application with special ointment made from the juice of a pod-bearing Indian plant.

British Premier Asquith has announced that the Government will not continue in office unless it is in a position to insure its view of the proposal to restrict the veto power of the Lords being passed into law.

Russian Premier Stolypin has provoked an indignant outcry throughout the Empire by sending to the Governors and local authorities a circular in which he orders the prohibition of societies for popular instruction.

That the zinc mines of Northern Mexico will ship their ores to Europe, principally to Germany, in the future, is the statement of Leonard Worcester of Chihuahua, the leading buyer of zinc products in the northern part of the republic.

Meetings of anti-clericals who seek the reopening of the lay schools and rival meetings of Catholics in opposition to the movement were held in many parts of Spain on February 27. At Bilbao rioting followed a Catholic meeting and the police charged the crowd.

The London Court of Common Council on March 3 unanimously conferred the honorary freedom of the city on Theodore Roosevelt in recognition of the "distinguished services to civilization during his Presidency and his efforts toward the maintenance of the peace of the world."

The first regular air navigation service in Europe will be inaugurated on May 15. Regular trips will be made from Munich, Bavaria, alternately to Stamberg and Oberammergau. A dirigible balloon of the Parseval type, having a gas capacity of 6700 cubic meters and driven by two motors of 100 horse-power each will be used.

The London County Council elections on March 5 resulted practically in a deadlock, curiously similar to that of Parliament. Fifty-nine Municipal Reformers and fifty-seven Progressives were elected. The Progressives, who stand for municipal ownership of public utilities, gained twenty-one seats, as compared with two gains by their opponents.

With the Wits.

Not Bad.—Teacher—Tommy, what is a floating debt?

Tommy—A balloon what ain't paid for.—Cleveland Plain Dealer.

How They Look.—"I want one of the new spotted face veils, please."

"Yes, madam. Speckled, spattered or splotched?"—Cleveland Plain Dealer.

No Trouble After That.—"Pnoodles, how long have you been keeping chickens?"

"Ever since I put a good lock on the chicken-house."—Exchange.

When the Shoe Pinches.—"Women can stand pain far more heroically than men. I know it by experience."

"What, are you a doctor?"

"No, a shoemaker."—Fliegende Blaetter.

Maude—What do you think. That bold, handsome Jack Gidday tried to flirt with me in church?

Ethel—Where was he sitting?

Maude—Three seats behind me.—Boston Transcript.

Natural Mistake.—Caller—What I like about your flat is its fine large closets.

Mrs. Wrenter—I beg your pardon, but—er—you've been looking at the bed rooms.—Chicago Tribune.

Maid of Athens, ere we part,
Never mind about my heart.
Give, oh, give me back the ring
And each fair, expensive thing
That I sent you, and each note
Which in those dead days I wrote—
They are what the jury says
Indicate the damages!

—Judge.

A Risky Thing.—"I think I'll go home."

"But it's only 11 o'clock, old man."

"Well, there's nothing doing at the club."

"I know; but consider. Once I went home at 11 o'clock and came near establishing a dangerous precedent."—Kansas City Journal.

Joint Accounts

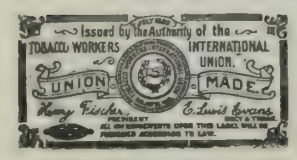
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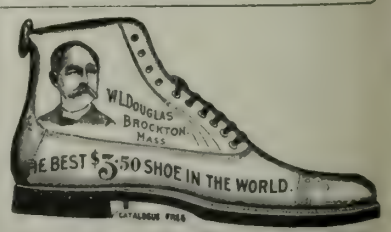
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COAST SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXIII, No. 27. SAN FRANCISCO, WEDNESDAY, MARCH 23, 1910. Whole No. 2061.

MEMORIAL TO CONGRESS.

AS A MEANS of informing the members of Congress upon the features of the Seamen's Bill now before that body, a Memorial has been prepared by the Legislative Committee of the International Seamen's Union of America. Accompanying the Memorial are a number of Appendices, presenting in detail the facts in favor of the bill and a comparison between the maritime laws of the United States and those of other nations. The whole has been printed as Senate Document No. 379, 61st Congress, 2d Session. We reprint the Memorial itself, as follows:

PETITION OF SEAMEN OF UNITED STATES.

Mr. La Follette presented the following:

MEMORIAL TO THE SENATE AND HOUSE OF REPRESENTATIVES FROM THE SEAMEN OF THE UNITED STATES OF AMERICA RESPECTFULLY PETITIONING FOR THE PASSAGE OF SENATE BILL 6155, HOUSE BILL 11193, BEING SUBSTANTIALLY IDENTICAL BILLS, ETC.

February 23, 1910.—Referred to the Committee on Commerce and ordered to be printed.

MEMORIAL.

The seamen of the United States of America, through their committee, duly appointed at their national meeting, held at New York City in the month of November, 1909, respectfully petition for the passage of Senate bill 6155, House Bill 11193, being substantially identical bills.

And in support of said petition your petitioners respectfully represent and state as follows:

To the Senate and House of Representatives of the United States, to humanitarians, democrats, Christians, and friends of human freedom everywhere, do we, the seamen, the yet remaining bondmen, humbly yet earnestly submit this our petition, that we be made free men and that the blighting disgrace of bondage be removed from our labor, which once was considered honorable, which is yet needed in the world of commerce, and which has been held to be of great importance to nations with seacoasts to defend.

Existing maritime law makes of us, excepting in the domestic trade of the United States, the property of the vessel on which we sail. We can not work as seamen without signing a contract which brings us under this law. This contract is fixed by law or authorized by governments. We have nothing to do with its terms. We either sign it and sail, or we sign it not and remain landsmen.

When signing this contract, we surrender our working power to the will of another man at all times while the contract runs. We may not, on pain of penal punishment, fail to join the vessel. We may not leave the vessel, though she is in perfect safety. We may not, without our master's permission, go to a mother's sick bed or funeral, or attend to any other duties of a son, brother, a Christian, or a citizen, excepting in the domestic trade of these United States.

If the owner thinks he has reason to fear that we desire to escape, he may, without judicial investigation, cause us to be imprisoned for safekeeping until he shall think proper to take us out. If we have escaped, he may publish our personal appearance along with a reward for our apprehension and return. He may, through contracts between nations, cause the peace officers and police to aid him in recovering his property. The captain may change, the owner may change—we are sold with the vessel—but so long as the flag does not change there is nothing except serious illness or our master's pleasure that will release us from the vessel.

The master, acting for the vessel, may release himself and the vessel by paying a few dollars, with no alternative.

He that owns another man's labor power owns his body, since the two can not be separated.

We stand in the same relation to the vessel as the serfs did to the estate, as the slave to his master. When serfdom was abolished in western Europe we were forgotten by the liberators and our status remained. When the slaves of the United States and Brazil were emancipated our status continued. When serfdom was abolished in Russia no change came to us.

We now raise our mancled hands in humble supplication and pray that the nations issue a decree of emancipation and restore to us our right as brother men; to our labor that honor which belonged to it until your power, expressing itself through your law, set upon it the brand of bondage in the interest of cheap transportation by water.

We respectfully submit that the serfdom of the men in our calling is of comparative modern origin. Earlier maritime law bound, while in strange countries and climes, the seaman to his shipmates and the ship, and the ship to him, on the principle of common hazard. In his own country he was free—the freest of men. We further humbly submit that, as the consciousness of the seaman's status penetrates through the population, it will be impossible to get freemen to send their sons into bondage or to induce freemen's sons to accept it, and we, in all candor, remind you that you, when you travel by water, expect us—the serfs—to exhibit in danger the highest qualities of freemen by giving our lives for your safety.

At sea the law of common hazard remains. There must be discipline and self-sacrifice, but in any harbor the vessel and you are safe, and we beseech you give to us that freedom which you claim for yourself and which you have bestowed on others, to the end that we may be relieved of that bitterness of soul that is the heavy burden of him who knows and feels that his body is not his own.

WHY THE AMERICAN BOY DOESN'T GO TO SEA.

1. He knows, or soon finds out, that a seaman is a slave. (See secs. 4596, 4600, and 5280 of the Revised Statutes, and treaties of extradition and commerce.)

2. He is compelled to live in a place 6 feet long, 6 feet high, and 2 feet wide. This is the legal forecastle space, except in the sailing vessels built or rebuilt after June 30, 1898. (See Act of May 3, 1897.) This space, in which men must sleep, live, eat and keep their clothing, has been described as "too large for a coffin, but too small for a grave."

3. He is compelled to sign away, in the foreign trade, a certain sum of the wages to be earned in order to get employment. This is known as "allotment to original creditor" and is permitted by section 24 of the Act of December 21, 1908; but is made mandatory by the crimps (marine employment agents) and to surrender his right to part payment of wages in ports of call. (See sec. 4530, R. S., as amended December 21, 1898.) The proviso "unless the contrary be expressly stipulated in the contract" is made a condition upon which employment is obtained.

4. He must obey any order from the master or other officer, or go to prison, but if crippled for life by injury thereby received he has no remedy, because under late decisions the officers are "fellow-servants."

5. He must, in obtaining employment, compete with the unskilled and destitute, not only in this country, but from all nations and races, because the law as to citizenship was repealed in 1864, and the custom which enforced skill has been destroyed by abolishing the owner's risk and liability, and no law has taken its place. No standard of skill has been adopted.

6. He must do this unskilled man's work at sea, because the work must be done and there is nobody else to do it.

7. He knows that vessels are generally undermanned, both as to skill and as to number of men employed.

8. He knows, or he soon finds out, that in this calling he will not, except in rare cases, growing rarer as vessels grow larger, be able to earn sufficient money to marry and keep a family.

9. He knows that he can get employment on shore that is more lucrative and more honorable, or at least is so considered by men on shore.

Those who continue in this employment do so because they have not the energy to get out. They are, in many instances, men who have fought life's battle, have lost and accepted defeat, or they still have hope that the civilized nations will realize their need of seamen and will, for those reasons, change the laws so that sea life shall again be honorable and furnish sufficient income upon which a family may be kept.

It is said that the country wants seamen for the merchant marine and the Navy. It is said that there is a desire to have the American boy go to sea, and that the American man shall remain there. If there be any sincerity in this desire, the very first thing to do is to restore to the seaman his rights as a citizen. No man worthy of the name of American will remain in a calling when to do so stamps him as one satisfied to be a slave.

Lord Chatham once said in the House of Commons when a bill relating to seamen was under discussion:

"Sir, the two honorable and learned gentlemen who spoke in favor of this clause were pleased to show that our seamen are half slaves already, and now they modestly desire that you shall make them wholly so. Will this increase

your number of seamen, or will it make those you have more willing to serve? Can you expect that any man will make himself a slave if he can avoid it? Can you expect that any man will breed his child to be a slave? Can you expect that seamen will venture their lives or their limbs for a country that has made them slaves? Or can you expect that any seaman will stay in the country if he can by any means make his escape? Sir, if you pass this law you must, in my opinion, do with your seamen as they do with their galley slaves in France—you must chain them to their ships or chain them in couples when they go ashore."

That Chatham was right has been shown by the incidental laws which it became necessary to adopt. Imprisonment and extradition were needed to enforce the law. The American people know that the seaman is a slave.

The bill in question is known as "S. 6155 and H. R. 11193:" "A bill to abolish the involuntary servitude imposed upon seamen in the merchant marine in the United States while in foreign ports, and the involuntary servitude imposed upon seamen of the merchant marine of foreign countries while in the ports of the United States, to prevent undermanning and unskilled manning of American vessels, to encourage the training of boys in the American merchant marine, and to amend the laws relative to American seamen."

The features of the bill are, briefly stated, as follows:

1. Establishing "watch and watch" at sea, and prohibiting unnecessary work on Sundays and holidays in port, thus insuring the amount of rest necessary to the highest state of efficiency.

(This is now the law of France, Germany, and Norway. See Appendices 3, 4, 5, and 7.)

2. Providing that seamen kept waiting for their wages at the completion of the voyage beyond the period now specified by law, i. e., two days in the coastwise and four days in the foreign-going trade, shall receive two days' extra pay for each day's delay instead of one day's extra pay, as now provided, thus affording the seaman additional protection against the necessity of going into debt while waiting to receive his wages. (See Appendix 7.)

3. Abolishing the existing law providing that the seaman may sign away his right to receive one-half of the wages due at every port of lading or discharge during a voyage, thus reducing the tendency to desertion. (See Appendix 7.)

4. Providing that vessels may be inspected in foreign ports upon demand of a majority of the crew, instead of requiring that such demand shall be joined in by one of the ship's officers.

(This last is now the law in Great Britain, and similar provisions are in the law of Germany.)

5. Enlarging forecastles of all vessels so as to provide that after June 30, 1910, each seaman shall have not less than 100 cubic feet and not less than 16 square feet of space, thus bringing all vessels up to the standard already set for vessels built subsequent to June 30, 1898.

(English law provides 120 cubic feet, so also Norway, and France more. See Appendices 2, 3, and 5.)

6. Abolishing imprisonment for desertion in foreign ports, thus extending to the seamen in the foreign-going trade the right to quit their vessels in any safe port, a right already extended to the seamen in the domestic or coastwise trade. (See Appendix 7.)

(Commissions appointed to inquire into the conditions of merchant seamen in Norway and Italy have determined to recommend the repeal of imprisonment for desertion or failure to join, if such desertion or failure to join did not endanger life or property or the seaman had not received advance of wages.)

7. Abolition in all trades of allotment to "original creditor" (i. e., boarding master or crimp), thus protecting the seamen against robbery by the crimps. Such allotment is now prohibited in the domestic or coastwise trade. (See Appendix 7.)

8. Providing that in cases of cruelty to seamen or illegal punishment by a ship's officer, and the escape of such officer through failure on the part of the master to surrender such officer to the proper authorities, the vessel as well as the master shall be liable in damages to the seaman illegally punished.

9. Improving the food scale so as to increase the allowance of water from 4 quarts to 5 quarts per day, and the allowance of butter from 1 ounce to 2 ounces per day.

(France, England, Germany, and Norway regulate the quality and quantity of food either by direct statute or by regulation in pursuance of statute. See Appendices 2, 3, 4, and 5.)

10. Providing a manning scale for vessels, so as to insure that they shall carry the number of seamen of proper age, ability, and experience necessary for their safe navigation. The principal features of this provision are that an able seaman must be 19 or more years of age and must have had at least three years' experience on deck at sea or on the Great Lakes; an ordinary seaman must be 18 or more years of age and must have had at least two years' experience on deck at sea or on the Great Lakes. Every seaman must have a sufficient knowledge of the English language to understand any order given in English. It is further provided that all vessels shall carry in their crews a certain number of boys in proportion to their tonnage. (See Appendix 7.)

(In Great Britain the authority to detain vessels as unseaworthy is lodged with the board of trade. Undermanning is cause for detention; so also unskilled manning. A seaman must be able to speak and understand English unless he be a British subject, and in all cases an able seaman must have had at least three years' experience at sea on deck. (See Appendix 2.)

LEGAL RELIEF WON BY SHIPOWNER.

Shipowners have been relieved of:

1. Risks arising from acts of God or dangers of the sea through the system of insurance; arising from piracy through the present perfect policing of the seas; from those arising from popular local disturbances through damages paid by such localities or States.

2. Liabilities to the shipper, passenger, or seaman through limited liability as to the shipper or passenger; as to the seaman through decisions making the master and other officers "fellow-servants" of the seaman.

3. Taxes on floating property by a large number of States and others about to follow in this policy.

4. Fees to be paid for the enforcement of navigation laws (see Acts of June 19, 1886, and June 10, 1890), by which fees theretofore paid by the owner are now paid from the General Treasury. Some small fees only are left.

5. Care and cure of sick seamen, which has been assumed by the United States, through the Marine Hospital Service, the expenses of which were placed against the General Treasury by the Fifty-ninth Congress, and from the burial of dead seamen, who are handed over to the coroner and then buried by the community.

6. The duty to carry a certain number of citizens in the crews of vessels. (See Act June 28, 1864.)

7. The duty of training men for the sea service. This is now done by foreigners or at public expense by training ships. Too often they are not trained at all. Although the owner is supposed to provide a competent master and crew, yet there is no legal standard as to the seamen, and this law only comes into operation when some one is damaged and the plaintiff proves that the crew were inefficient, in which case limited liability ceases to operate.

8. If the subsidy bill passes, the tonnage taxes which he now pays will be returned, with more added as a payment for running his vessel.

9. Since section 4463, Revised Statutes, was amended by the Sixtieth Congress his responsibility as to the crew has ceased, he being covered by having obeyed the rules as to number of men prescribed by the local inspectors.

He may carry any amount of cargo that he shall think safe on deck. He may load his vessel as deeply as he shall think proper. There are no regulations on these subjects.

He may hire, and in a foreign port in the foreign trade, by the assistance of the police, keep, the cheapest men that can be found in any part of the world.

Under admiralty law, as it came to this country, the owner was liable to the full extent of his property for any loss or damage caused to the shipper or passenger through his own carelessness, or the carelessness or lack of skill of master or crew. He was further liable to the seamen employed for injuries caused by defective gear or for injuries received through any lack of skill on the part of the master or other officer.

Section 4283, Revised Statutes (Act of March 3, 1851), relieved him of part of his liability by enacting that where the loss or damage was caused by neglect of master or crew the owner should not be liable beyond his interest in the vessel and freight pending.

Section 18, Act of June 26, 1884, extends this to all debts and liabilities, except in case of those employed by the vessel. That Act reads:

"The individual liability of a shipowner shall be limited to the proportion of any or all debts and liabilities that his individual share of the vessel bears to the whole; and the aggregate liabilities of all the owners of a vessel on account of the same shall not exceed the value of such vessel and freight pending."

The owner was still in duty bound to furnish a competent master and crew. In the case of the Rio de Janeiro of the Pacific Mail Steamship Company (130 Fed. Rep., 76), the Court of Appeals held, and the Supreme Court of the United States later on concurred, as follows:

"It is the duty of the owner of the vessel to provide a crew not merely competent for the ordinary duties of an uneventful voyage, but for any emergency that is likely to happen and which calls for instant action to save lives of passengers and crew. A ship is not sufficiently manned when the sailors can only receive orders through the boatswain.

"* * * We have no hesitation in holding that the ship was insufficiently manned, for the reason that the sailors were unable to understand and execute the orders made imperative by the exigency that unhappily arose and resulted so disastrously to life as well as to property." (Opinion filed May 9, 1904.)

The reconstruction of section 4463 seems to have abolished the liability. (See Appendices 1 and 7.)

COMMON HAZARD.

It will be seen from the foregoing that the old principle of admiralty law, as laid down in article 66 of the Laws of Wisbuy, which reads as follows, has been abandoned:

"Article 66. If the merchant obliges the master to insure the ship, the merchant shall be obliged to insure the master's life against the hazards of the sea."

Since the hazard remains with the master and crew and the financial and other risks have been shifted to the people at large, it seems to be reasonable and just that the risks and hazards, so far as reasonably possible, should be minimized by legislation. This thought has been acted upon in Great Britain by providing a standard of efficiency in the men employed, rigid inspection laws as to the hull and machinery, regulations as to the depth that the vessel may be loaded, and the deck loading, which during certain times of the year is prohibited altogether. With reference to manning, the Board of Trade has issued a circular to superintendents of the mercantile marine offices and to detaining offices, specifying the minimum in the number and skill of men employed on steamers in accordance with their tonnage.

In order to keep the seamen in a condition to do their duty a specific minimum scale of provision has been enacted in Great Britain, in France, and in Norway. In Germany this is determined by the port from which the vessel hails, and if no standard has been determined by such port, then by regulations issued by the Government.

Dealing with the necessary rest, the vessels of Great Britain have always adhered to the two-watch system for the sailors and the three-watch system for the firemen, and there seems no doubt that any law upon the subject, up to the present, was deemed unnecessary. France and Germany have provided, by law, two watches for the sailors and three for the firemen. (See Appendices 3 and 4.) The Norwegian law provides (see Appendix 5) that "while at sea their working hours are distributed as usual," thereby maintaining the two-watch system for sailors and the three-watch system for firemen, which had been usual, but from which there had been a disposition to depart.

With reference to working hours in port, France, Germany, and Norway provide a maximum workday of ten hours, inclusive of anchor watch, and overtime to be paid for any additional time, except in the case of Norway. There the crew of the vessel coming into harbor may be worked not exceeding eighteen hours, including time for meals, without any payment of overtime, but shall then have eight hours of undisturbed rest. (See Appendix 5.)

We herewith inclose a table giving a synopsis of seaman's laws in the maritime nations of Europe and the United States, and, so far as Germany, Denmark, Norway, Sweden, Austria, Italy, Greece, Russia, Spain, Japan, the Netherlands, and France are concerned, is taken from a document issued by the House of Lords in 1906; in so far as it relates to the United States and Great Britain it is taken from the laws of the United States and Great Britain, as shown in Appendices 1 and 2. The insertions showing the new laws of France are taken from Appendix 3.

THE APPENDICES.

Appendix 1 consists of extracts from the laws of the United States and treaties entered into between the United States and other countries. Section 4463 of the Revised Statutes, as amended by Act approved April 2, 1908, the scale of provision and an affidavit showing the usual method of violating the law prohibiting advance by vessels under foreign flags in ports of the United States.

Relative to the amended section 4463, we desire to say that so far the uniform result has been a reduction in the number of men employed and a clear disregard of the kind of men employed, no standard either as to skill or as to number having been provided to guide the local inspectors in their decisions or to guide the higher officials when any question of this matter came to them on appeal.

Appendix 2 consists of extracts from the laws of Great Britain, adopted in 1897, to prevent undermanning; adopted in 1906, to prevent unskilled manning, to provide a minimum scale of provisions, rules for inspecting the same; the forecastle space to be provided for; the application of these laws to foreign vessels coming to Great Britain, except in distress; the amended workingmen's compensation Act, adopted in 1906, and its application to masters, seamen, and apprentices.

Appendix 3, taken from the Act passed in France April 17, 1907, relating to labor on board ship, both as to officers and crew, provides, among other things, that no fireman shall be required to tend more than three fires; regulating watches and hours of labor in port and at sea; providing that the scale of provisions in the merchant marine shall be the same as that furnished in the navy, and regulations under this law

(Continued on Page 7.)

A LIVELY CAMPAIGN.

William R. Buchanan will be the Republican nominee for the unexpired term of the late Congressman Lovering. Mr. Buchanan says he is opposed to "Cannonism," believes in "protection of the rights of the masses, and is against special privileges for the classes." (Sounds nice!) Candidate Buchanan is being opposed by Eugene S. Foss. Mr. Foss has been a life-long Republican until within the last year, when he severed his allegiance with that party because he claimed the party did not keep its promise on Tariff revision. For some years Mr. Foss has been agitating for reciprocity between New England and Canada. Because this policy was not pushed by the Republican Congressmen and Senators he left the Republican party and last fall he ran on the Democratic ticket for Lieutenant-Governor; he was defeated but managed to cut considerably into the normal Republican majority of the State.

Mr. Foss is not a resident of the Fourteenth District, except during the summer months, but he has received the regular Democratic nomination and has accepted, and the good people of the Fourteenth District will see one of the liveliest campaigns in its history, as Mr. Foss never does things by halves. Mr. Foss says now that "he will live in an automobile" during the campaign. Mr. Foss is a very wealthy man, and during the campaign for Lieutenant-Governor declared in favor of an Anti-Injunction measure, an effective Eight-Hour bill and Child-Labor bill. He has made no declarations during this campaign as yet, other than that he is an "insurgent," which every one knows on account of his desertion of the Republican party.

A change of captains of the Clyde fleet has been announced. Captain Googins of the Onondaga will serve as chief officer aboard the Katahdin with Captain Maguire. When the Algonquin left Boston for Charleston and Jacksonville she was in command of Captain MacBeth, formerly of the Chippewa, who is reinstated as commander. Captain Devereux, who has been in the Algonquin, will assume charge of the Onondaga, which will in the future run from New York to San Domingo. Captain Bunnell, at one time in the Onondaga, is now in one of the company's steamers plying between New York and Wilmington, N. C.

The fleet of steamers now operated in various trades by the Prince line will shortly be augmented by the addition of four large steamers, especially designed for the trade between New York and Brazil. They are to be named Scottish Prince, Eastern Prince, Asiatic Prince and Indian Prince, to be delivered in the order named. These ships are of 5200 tons, with a capacity of 300,000 cubic feet, and of sufficiently light draft to enter such ports as Rio Grande do Sul.

The steamer Boston, of the Merchants' line, will take the place of the Manhattan, recently burned in Portland, Me., and will take up the run between Portland and New York. The Boston will be kept in this service until the new steamer Northland is ready for service.

For educational purposes a watch movement recently was made in London 100 times the usual size.

GRANITE CUTTERS CELEBRATE.

We had the pleasure of assisting the International Granite Cutters to celebrate their thirty-third anniversary on the 10th inst., at Quincy, Mass. The affair had all the appearance of a meeting of employers and employes, and it looked as if all the granite manufacturers in and around Quincy were present.

One manufacturer was especially noticeable on account of his having been one of the founders of the organization at Clark's Island. The Mayor of Quincy was present, and addressed the meeting on the subject of the upbuilding of that city.

The banquet was all that it could possibly be, and it is safe to say that every one had "full and plenty." The only thing that in any way marred the occasion was the fact that the last train that went back to Boston, supposed to leave at 11:20 P. M., did not come along until midnight, and the visitors from Boston had to hang around the depot when they could just as well have been continuing the festivities with the Granite Cutters. But we will have to blame this on the N. Y., N. H. & H. R. R. instead of upon our host.

LABOR DISPUTES IN CANADA.

During the two years in which the Industrial Disputes Act has been in operation 55 disputes were dealt with, of which all except two were settled without strike or lockout, and in these two cases the findings of the conciliation boards were finally accepted. The calendar year 1908 was remarkable for the few strikes and lockouts in Canada, the number being 69, a decrease of 82, which was fewer than in any of the preceding seven years. The only disputes of serious consequence were those affecting the cotton-mill hands in various companies in the Province of Quebec and the strike of machinists employed along the lines of the Canadian Pacific Railway.

The total number of employes involved in the trade disputes was approximately 26,250. The loss of time to employes was 706,556 working days. Of 66 disputes, 12 were in the building trades, 10 in the mining and quarrying industry, and 9 in the metal-working and shipbuilding trades. Twenty-six of the strikes and lockouts took place in the Province of Ontario, 19 in the Province of Quebec, and 1 in each of the Provinces of Manitoba and Saskatchewan. There were no disputes in Prince Edward Island.

Immigration returns of the Canadian Government for September show that for the first time more settlers reached Canada from the United States than from all the other countries combined. During the month 7,194 immigrants entered through ocean ports, while 8,198 came from America. During the month of October 17,000 immigrants arrived, over 9,000 coming from America. During the year 1908, 25,731 persons took out naturalization papers.

The schooner Frontenac, of the Emery fleet, has completed extensive repairs and is ready to enter service again. The Frontenac was driven ashore last October at Key West during the fearful cyclones then prevailing, and was at first considered a total loss. She was subsequently floated.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Unions, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 85 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter. Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare. Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques y puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

Home News.

A distinct earthquake was felt throughout Humboldt county, Cal., on March 18. No damage was recorded.

Katrina Murat, the first woman settler in Colorado, and reputed a Countess, died at Denver on March 13, aged 85 years.

Financial loss in the United States caused by tuberculosis in food-producing animals amounts to $24,000,000 annually, according to Dr. A. D. Melvin, chief of the Bureau of Animal Industry.

President Taft announced on March 18 that a complete agreement has been reached with France on all tariff differences, and he will sign a proclamation giving France the minimum rates of the Payne-Aldrich law.

All legislation imposing educational tests and head tax on immigrants has been ordered deferred until the next session of Congress. This action was taken in order to await the report of the Immigration Commission.

The Deen bill, giving cities the right to vote on the liquor question regardless of whether the county is wet or dry, was defeated in the Ohio Senate on March 9. This probably ends all liberal liquor legislation this session.

The Iron City Central Trades Council of Pittsburg on March 17, at a meeting at which 100 organizations were represented indorsed the Statewide strike recommended by the convention of the State Federation of Labor.

By practically a unanimous vote the subcommittee of the House Naval Committee on March 9 decided against bestowing any reward upon Commander Robert E. Peary until he furnished further proofs that he discovered the North Pole.

The conviction of William P. Snyder and James M. Schumaker, charged with conspiracy to defraud the State in connection with the furnishing of the State Capitol, was affirmed by the State Supreme Court at Philadelphia on March 7.

Assemblyman A. M. Drew, author of the Alien Land bill in the California Legislature, has addressed a letter to P. A. Stanton of Los Angeles, Speaker of the Assembly, challenging him to debate the Japanese question in the ten largest cities in the State.

Rear-Admiral Cowen P. Rees, commandant of the naval station at Honolulu, cabled the Navy Department on March 18 that there have been two deaths from the bubonic plague on the island of Konokas and two on the island of Hilo, but that there were no other suspicious cases.

A caucus of members of the Canadian Parliament supporting the Government recently discussed the tariff situation. A majority of the members favored Canada standing to her position and retaliating with a surtax if the United States imposed the maximum provisions against Canada on April 1.

Representative Castel has introduced in the Lower House of the Oklahoma Legislature a series of bills contemplating the creation of a State Industrial Commission which shall purchase the coal, oil and gas lands of the State, manage and operate them and sell the product to State institutions and private consumers.

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MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

INFORMATION WANTED.

Henry Laurent, who has been sailing between San Francisco and Honolulu, is inquired for by his mother. Anyone knowing his present whereabouts will please communicate with the Coast Seamen's Journal.

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San Pedro Letter List.

Abrahamson, A.	Kristiansen, E.
Anderson, Charlie	Larsen, L. P.
Anderson, John	Lano, Emil
Andersen, Martin	Lewis, J.
Anderson, Gust.	Lane, Edward
Andersen, Sigurd	Larsen, J. -1025
Anderson, Tom	Lankewitz, E.
Andersson, A. -1447	Leith, Chas.
Anderson, Gust	Louis, Michael
Andersen, Harry	Larsen, Chris. T.
Andersen, P. T.	Larsen, Christian
(package)	Larsen, Marinius
Anderssen, Frank	Larsen, K. Louis
Anderson, J. E.	Lindroth, Erik
Arplund, August	Ludlow, J. J.
Boye, Axel H.	Lange, Friedrich
Boylan, C. J.	Lehtonen, John
Bjork, Axel	Lueman, A.
Bensen, Ray	Lundquist, F.
Bedford, A.	Maroth, Richard
Brogard, R.	Mulley, James
Blusath, Max	Mygind, W. F.
Broden, Julius	Mardisan, Andrew
Bertilsen, Peder	Mookala, John
Blumquist, C.	Mueller, Hugo
Bordjelm, Alex.	Michelsson, A. -1105
Bolander, J. E.	Mannstrom, V.
Brose, R.	Moe, John M.
Bjorseth, Knut	Nelsson, Karl J.
Backman, Ernest	Nelson, John C.
Christophersen, A.	Nystrom, Ragnar
Christiansen, E.	Nordgren, Chas.
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Christenson, H.	Nestor, Wilson
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Christiansen, Chr.	Olausen, Kristian
Castro, Manuel	Olsen, Hagbart
Christiansen, Hjal.	Olsen, Adolf
Colombay, Louis	Orten, Sigurd
Carlsson, N.	Ohm, Gunwall
Cainan, George	Ott, John
Clausen, Johannes	Olssen, L.
Conrad, Fritz	Olsen, G. A.
Dudler, Hans	Ohlsen, Ch.
Dorles, J. H.	Olson, Karl
Donaldsen, G. C.	Olson, Wm.
Dahlman, J. A.	Ohman, P. W.
Daugul, G.	Pierson, A. -1102
Edlund, Agaton	Pestoff, Savaty
Englebright, H.	Pedersen, Gert C.
Ellingsen, F.	Petersen, H. -1061
Edland, Gus	Peterson, K. E. -903
Englund, Hjalmar	Pettersen, Peder. O.
Erdman, Bob.	Peratis, John
Emanuelsen, Gust.	Peterson, Chas.
Falk, J. P.	Pihpic, C.
Foss, Louis	Pihpic, J.
Fryland, C. J.	Pedersen, A. -1341
Fisher, J. -566	Petersen, Oscar
(photo)	Quinn, Wm.
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Gronroos, E.	Randle, David
Gutman, E.	Reuter, Ernest
Gunther, Christian	Reuten, Axel.
Gunther, Hans	Rudland, Jake
Glausen, Harry	Rueter, Herman
Gorgesen, Emil	Remme, F.
Garner, Louie.	Rodriguez, M.
Hansen, Thron	Rytko, Otto
Hedlund, Arvid	Rajala, Victor
Hansen, Markus	Sorensen, C. -1607
Heckman, Fred	Scholl, Karl
Hansen, Carl	Solie, Ingvald
Heggum, Louis	Saarinen, H.
Halvorsen, I.	Strand, Olav
Hanze, Albert	Steen, Hilmar
Hoglund, F. V.	Schultz, Albert
Hansen, Charlie	Sundquist, W. W.
Hassall, G.	Swanson, Chas.
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Hansen, Hans	Samuelsen, V.
Husby, Lars	Schlitt, James
Hansen, Rasmus	Staelsten, Karl
Harris, Tom	Smith, John
Hansen, Theodor	Southerland, A.
Heggenmuller, H.	Silverberg, Harry
Harmening, Fr.	Steen, J. C.
Ingbrethsen, Daniel	Spearing, Gustav
Iversen, Fred	Stein, John
Isaccson, Gustav	Smith, J. S.
Jensen, J. -1801	Sander, A. J.
Johnson, Charles	Sandy, Oskar
Jacobsen, Tom	Tobiasen, Anton
Johansson, J. -1821	Thompson, W. J.
Jansson, F. -1234	Tufte, A. Paulsen
Johansen, J. -1462	Thompson, T.
Jeshke, H.	Tuominen, Alfred
Jensen, Wilhelm	Touanne, Walter
Johnsen, Charlie	Thomas, Paul
Jensen, Hans	Wiemer, Paul
Jeffersen, V.	Warkkula, John
Jobsen, Ch.	Wahrenberg, Otto
Jensen, -1311	Warren, Louis
Jorgensen, Emil	Werner, A.
Jones, Harry	Westad, Johan
Johansson, Bob E.	Zuhne, W. (registered letter)
Kalberg, Wm.	Zimmerman, Fritz
Knutsen, K. -138	

INFORMATION WANTED.

John Ernest Meyna (Meiner), supposed to be sailing on the Pacific Coast, last heard of 9 years ago, is inquired for by relatives. Address, Coast Seamen's Journal.

Pacific Coast Marine.

The schooner Aloha, which sailed from Hilo on March 11, bound for Redondo, put into Honolulu on March 17 in a leaking condition.

O. M. Greene, second-mate of the steam-schooner Quinault, was struck by a sling of lumber at South Bend, on March 13, breaking his left leg.

President Kennedy of the Interisland Steam Navigation Company denies a Seattle report that his company is purchasing the steam-schooner Washington for service in Hawaiian waters.

Joshua Green, President of the Puget Sound Navigation Company, has given directions to push the Puget Sound rate fight and will add more steamers to each of the competitive runs.

The American ship Jabez Howes has been chartered to bring a cargo of coal from Nanaimo, B. C., to the Columbia River. Later the Howes will go to Bristol Bay as one of the salmon fleet.

Captain John Alwen, for many years master of the steamship Hyades, has been appointed master of the steamship Hazel Dollar. He has cut short his vacation to take charge of the vessel at San Francisco.

Eschen & Minor, of San Francisco, have purchased the British ship Dunsyre on private terms, and the vessel will next carry a cargo of lumber from Columbia River to Melbourne for J. J. Moore & Co.

The powerboat Lady Mine, owned by Captain Kruger, which during the summer months has been plying between Eureka and Smith River, Del Norte County, was wrecked while attempting to cross the Humboldt bar on March 12.

The steamer Rupert City, owned by the Mackenzie Company of Vancouver, B. C., is the first of two vessels to be purchased by the Ethiopian American Steamship Company of Los Angeles, which will establish a line between Los Angeles and Liberia.

A suit in admiralty was filed in the United States District Court at San Francisco on March 7 by the United Engineering Works against the Matson Navigation Company to recover $34,737.72, alleged to be due for material and repairs for the steamer Hilonian.

The following changes of masters were recorded at the San Francisco Custom House on March 16: Steamer Hanalei, Fred Hamma vice T. D. McFarland; steamer Blossom No. 2, Clarence Holman vice N. F. Buckingham. The schooner Oliver J. Olson, E. Kallenberg master, was enrolled.

The following changes of masters were recorded at the San Francisco Custom-house on March 7: Steamer Topo, A. J. Hoffner vice Joseph Santos; schooner Andrew Jackson, Lars Jacobsen vice Luiz Dreyersdorff. The ship John Ena, M. A. Madsen, master, and the steamer Santa Rita, A. B. Conner master, were enrolled.

President Taft has come to the conclusion that the slaughter of seals on the Islands of St. Paul and St. George must stop, and sent a special message to Congress on March 15 recommending that the Government take charge of the islands, their inhabitants and seal herds when the present lease of the hunting rights there expires on April 1.

The Tacoma Chamber of Commerce will endeavor to have a Russian Consul appointed for that city. A petition to St. Petersburg is being prepared. Carsten's Packing Company and other local manufacturers are encountering difficulty and delay in making shipments to Siberia because the nearest Russian Consul is now at San Francisco.

It was announced at Seattle on March 18 by leading vesselowners that approximately 5,000,000 feet of lumber is being held back from shipment pending a firm charter market or higher rates. The rates have been demoralized since October, when the Alaska and Pacific Coast Steamship Companies took a slice of about 50 per cent out of prevailing tariffs.

The Nippon Yusen Kaisha has decided to enlarge the American service between Hongkong and Seattle and will build two steamships, one of 8000 tons and the other of 9000 for that route. Two steamships will also be built for the European route, and officials of the company will be sent to the United States and Europe in April in connection with the undertaking.

The machinery of the wrecked steamer R. D. Inman was sold at San Francisco on March 18 by the Whitelaw Wrecking Company to the United Engineering Works on private terms. The Inman went ashore on March 20 of last year one and a half miles north of Duxbury Reef and was a total loss. Much of her machinery and gear, however, was salvaged by Captain Whitelaw.

The Pacific Coast Steamship Company has libeled the French ship Duc D'Aumale, now discharging at Tacoma, for $1000 as the result of a collision between the steamship Eureka and the Frenchman at Seattle recently. The libelant claims that the ship's stern could not be seen when the Eureka tried to pass her in reaching her dock. The master of D'Aumale says proper lights were in place.

The following changes of masters were recorded at the San Francisco Custom-house on March 10: Steamer Richmond, John Nelson, vice John A. Haekey; steamer Aurora, N. R. Nelson, vice C. F. Christensen; steamer Pride of the River, Ernest Atthowe, vice J. T. Stephenson. The schooner Lady Mine, E. L. Pentland master, and the schooner H. C. Wright, V. S. Nielsen master, were enrolled.

A suit in admiralty was filed in the United States District Court at San Francisco on March 18 by the Dieckman Hardwood Company against the barkentine Gleaner to recover an aggregate of $11,500 for breach of charter party and refusal to take on cargo. The Gleaner was chartered for Mexican ports to take on cargoes of hardwood logs, but it is alleged there is a refusal to deliver her cargo and another to take on certain logs as ordered.

One of the largest admiralty decrees handed down in many months was rendered by Judge Donworth at Tacoma on March 8, when he granted damages of $11,636 to plaintiffs in the libel action accruing over the wreck of the schooner Solano, which occurred in February, 1907, at the entrance to Willapa Harbor. The suit was brought by a syndicate headed by W. H. Wood against the Grays Harbor Tugboat Company of Aberdeen.

A libel was filed by the Government in the United States District Court at San Francisco on March 10 against the Crescent City Transportation Company, owner of the steamer Del Norte, to recover $1500 for damages to the Blunt's Reef lightship, due to the Del Norte running it down January 22 last. The investigation before Local Inspectors Bolles and Bulger resulted in the licenses of both master and officer of the watch being suspended.

Some of the finest wireless work on record was accomplished by S. A. Phelps, the operator on the Pacific Mail liner Korea, which arrived at San Francisco on March 14 from ports in the Orient. At a distance of 2687 miles from San Francisco Phelps was in communication with San Francisco direct, being able to send and take messages clearly. At the time the Korea was two days beyond Honolulu. On the homeward voyage Phelps registered another feat by conversing with Japan at a distance of 2100 miles.

Bringing the cargoes of three vessels wrecked in Perula Bay, the barkentine Gleaner, Captain Dollard, arrived at San Francisco on March 14, after a passage of thirty-six days from Manzanillo. The Gleaner's cargo consisted of 652 primavera logs and 532 cedar logs, and was consigned to Dieckman & Co. It was taken from the wrecks of the schooner Mary E. Russ, the schooner Lena Sweasey and the barkentine Tropic Bird. Three of the Gleaner's crew were down with malaria upon her arrival and were taken ashore for treatment.

The sale was announced at San Francisco on March 8 of the old bark Electra by the Alaska Packers' Association to the Pacific Coast Coal Company. The Electra, whose sailing days are over, will be converted into a barge and used for carrying coal around the Bay. She will fill in the place of the old bark Germania, which is now no longer fit for work even as a hulk. The Electra is one of the oldest wooden American sailing vessels afloat. She was built in 1868 at Boston, and is of 939 tons. In the old days the Electra was famed as a smart sailer and has more than one record to her credit.

The Norwegian ship Nordstjernan, from Bellingham December 15 for the United Kingdom with lumber, put into Valparaiso on March 4, with timbers strained. The Nordstjernan is the last to report of ten vessels that might have picked up the crews of the American schooner Susie M. Plummer and the German ship Parnassus, which were abandoned by their crews in the December gales. The Plummer broke up on Vancouver Island and the Parnassus is supposed to have sunk off the mouth of the Quillayute River, Washington. The crews of both vessels took to the lifeboats and have never been heard from.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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Headquarters:

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Headquarters:

WHITEHALL, N. Y.

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MILWAUKEE, Wis., 157 Reed St.
ASHTABULA, Ohio, 85 Bridge St.
CONNEAUT, Ohio, 995 Day St.
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WEST SUPERIOR, Wis., 401 Tower Ave.
SOUTH CHICAGO, Ill., 83 Ninety-second St.
OGDENSBURG, N. Y., 8 Judson St.
BAY CITY, Mich., 208 Fraser St.

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TOLEDO, Ohio, 1702 Summit St.
NORTH TONAWANDA, N. Y., 154 Main St.
OGDENSBURG, N. Y., 94 Hamilton St.
BAY CITY, Mich., 919 Water St.
ASHTABULA HARBOR, Ohio, 74 Bridge St.
CLEVELAND, Ohio, 929 Superior Ave.
CHICAGO, Ill., 242 South Water St.
MILWAUKEE, Wis., 317 Virginia St.

Sub-Agency:

CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

WALTER MACARTHUR.....Editor
PAUL SCHARRENBERG.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, MARCH 23, 1910.

THE MARINE HOSPITAL.

Whereas, Numerous sworn complaints have been made by discharged patients concerning the ill-treatment accorded them by the authorities of the United States Marine Hospital at San Francisco, under the management of Dr. Gassaway; and

Whereas, These complaints have culminated in a charge of gross brutality by one of the Hospital officials, to wit, Dr. Dunlop Moore, upon the person of a patient named Matteo Brezzini, who subsequently died; and

Whereas, All efforts by personal conference with Dr. Gassaway to secure proper treatment of the patients in the Marine Hospital having failed, there remains only the hope of arousing public sentiment against the system now prevailing in that institution; therefore be it

Resolved, By the Sailors' Union of the Pacific, in regular meeting assembled at Headquarters, March 8, 1910, that we commend the course of the San Francisco Call in publishing the facts in this connection as a valuable service to the cause of humanity and as affording the public the information needed to inspire a protest which shall force a reform in the conduct of the Marine Hospital and thus insure the patients the skilful and considerate treatment to which they are entitled as a matter of right and public obligation.

These resolutions were adopted by the Sailors' Union in recognition of the services of the Call in directing public attention to the situation now and for some time past existing in the Marine Hospital at San Francisco. It is satisfactory to note that the authorities at Washington have taken cognizance of the matter to the extent of ordering an informal investigation. Dr. Paul M. Carrington, acting under instructions from Surgeon-General Wyman, has been in San Francisco during the past week, examining patients and conferring with the officers of the maritime organizations. Copies of the affidavits made by discharged patients and the correspondence accompanying them have been presented to Dr. Carrington. Eight discharged patients have been examined, and statements have been made by the official representatives of the following organizations: Masters, Mates and Pilots, Marine Engineers, Firemen, Cooks and Stewards, Bay and River Steamboatmen, and Sailors. Dr. Carrington is now in possession of information sufficient to justify the complaints made by the seamen and to warrant action by the Washington authorities in the direction of a much-needed reform.

The exposures of ill-treatment of the patients at the Marine Hospital have aroused widespread public indignation. The brutality of Dr. Moore to the dying man, Matteo Brezzini, has focused public attention in a demand for the punishment of Moore. The hearing of the charge against the latter, now pending in the United States Court at San Francisco, was recently postponed for two weeks owing to the non-appearance of one of the nurses. The public attitude in this matter is indicated by the following expressions of our contemporaries:

At least a prima facie case of extreme brutality done on the helpless sick appears to be made out against the medical officers in charge of the United States Marine Hospital at the Presidio. If the testimony given by many witnesses can not be rebutted and proved untrue it is a matter calling for the severest discipline that can be applied. Stories are told and corroborated of revolting cruelties practiced on the sick and helpless. It is an affair that should be taken up in Washington and it is the duty of the San Francisco delegation in Congress to see that the right representations are made in the proper official quarter.

It is charged that Doctor Moore of the hospital staff had a dying man strapped to his cot and then struck him on the face because the man, being in great pain, was groaning and making a disturbance. If Doctor Moore is unable to rebut this testimony in a satisfactory way he should be dismissed from the service in disgrace. Some of the officials connected with the hospital say that Washington will pay no sort of attention to complaints based on charges of maltreating seamen. We do not believe anything of the sort, but if there is any ground for the allegation it is a disgrace to the bureau and should have the attention of Congress.

Other charges of brutality and cruelty at the hospital are supported by competent testimony and it is represented that the spirit of the hospital management is to treat the sailor like a dog. This is the temper of the bucko mate translated to dry land. It is the same spirit that finds expression in the intimation that Washington will pay no attention to the complaints or charges of seafaring men.

We had supposed that this state of mind had become extinct, at least on land. The Sailors' Union is an influential body, which has done much to raise the status and repute of their calling, but if the stories are true the San Francisco Marine Hospital is a belated survival of a savage period, and the duty rests on the Union to take such measures of self-defense as the law and our form of government permit.—The Call, San Francisco, Cal.

The charges of ill-treatment of patients in the Marine Hospital, referred to in our last issue, will be heard in the Federal courts in the near future. Specific charges have been lodged against Dr. Dunlap Moore upon the ground of brutality to a certain patient while the latter was lying on his deathbed. The hearing of these charges will take place before United States Commissioner Heacock, and it is hoped that the investigation will be thorough and the findings above suspicion.

The nature of the complaints made by the patients is such as to arouse the greatest indignation. If one-half of what is charged be true, the officials in charge of the Marine Hospital are utterly unfit for the responsibility vested in them. Of course, Dr. Gassaway must be held chiefly responsible. In addition to the inherent evidences of truth in the charges of the unfortunate patients, and indeed the known facts as to the discharge of patients while still in a suffering and helpless condition, the general circumstances of Dr. Gassaway's record, present and past, lend a strong color of probability to the charges of mismanagement, incompetence and inhumanity.

The seamen are entitled, as a matter of right and public obligation, to skilful and considerate treatment in the Marine Hospital, and the public will insist that such treatment be accorded them. In the investigation about to be held, the efficiency of the hospital and the rights of the patients should be considered first and the "professional pride" of Dr. Gassaway and his subordinates afterward, if at all. The scandal that now attaches to the administration of the Marine Hospital can not be "hushed up"; it must be proved or disproved. The judicial authorities must wield the scalpel and probe, not the whitewash brush.—The Star, San Francisco, Cal.

We hope that the outcome of the trial of Dr. Moore and the investigation conducted by Dr. Carrington will be all that is needed to effect a reform in the management of the Marine Hospital. In event of failure in this respect, the seamen's unions and the JOURNAL will proceed to whatever further measures may be necessary to secure the desired end. The conditions prevailing under Dr. Gassaway's regime are a public scandal, a cruel and unusual crime against the patients, and a disgrace to the Government. These conditions must be altered, no matter at what cost to those responsible for them, and they will be altered, no matter at what cost in public agitation.

A SAILORS' UNION "STORY."

The average "sea story" is interesting to the landsman on account of its romance and to the seaman on account of its "rot." The latest and "rottenest" product of the kind appeared in a recent issue of the Saturday Evening Post, under the title of "Neighbors," by John Fleming Wilson. The plot of the yarn turns upon a supposed rule of the Sailors' Union. The rule in question provided that the members of the Union should not stow lumber in port and that they should demand time and a half for that kind of work at sea. The schooner "Suisun," owned by the "Talbot Navigation Company," was selected to fight the Union on this rule. The "Suisun" proceeded to load lumber on the Columbia River, and the crew refused to stow the cargo "because the Union wouldn't let 'em." "Captain Watson" of the "Suisun" was a resourceful man, so he just ordered the lumber dumped on deck. He then put to sea. Once outside, he ordered the crew to stow the deck load, which they again refused to do unless paid time and a half "accordin' to the Union rules."

The rest may be better imagined than described. The "Suisun" got into a heavy sea; the lumber knocked about, finally knocking the sticks out of her and knocking all hands overboard. At last only two men were left on board, "Captain Watson" and a seaman named "Higgins," "whose wife knew his (the Captain's) wife." In their last extremity these two "swapped yarns" about their wives and hoped that each would do the right thing by the other. Then "Higgins" passed the Captain a chew. Then the Captain let go the anchor, so as to prevent the schooner from drifting ashore, and was carried overboard while doing so. "Higgins" died while lashed to the wheel. At least we gather as much, although the finale isn't as clear as it might be.

"'Him and me was neighbors,' he muttered. 'My wife knew his wife . . . the ship couldn't pay time and a half . . . the union wouldn't give an inch . . . why——' In the light of death he sternly considered the problem of life."

Thus the schooner "Suisun" and her crew met a terrible fate—all on account of a rule that has no existence except in the mind of the author—a rule, moreover, that is directly contrary to the facts in the case of the Sailors' Union. The whole story is a ridiculous and pointless mass of nonsense, concocted by a writer who obviously knows nothing of Pacific Coast conditions and little or nothing about seafaring. However, the yarn probably serves the purpose of the Post's publishers, namely, to "take a slam at the unions." Of such is the anti-union campaign!

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For fair products of all kinds consult the JOURNAL's ad columns.

Demand the union label on all purchases.

MEMORIAL TO CONGRESS.

(Continued from Page 2.)

providing regulations relative to hygiene and sanitation.

Appendix 4. Germany; relative to hours of labor in port and at sea; to efficiency in the men employed; quarters and food.

Appendix 5. Norway; regulating hours of labor in port and at sea; providing a minimum scale of provisions, explanatory notes thereof, the size of forecastles and regulations for their cleanliness and renovation.

Appendix No. 6 shows, first, the different scales of wages in the port of Boston, signed by William H. Frazier, secretary Atlantic Coast Seamen's Union, and verified as far as this could be done at the shipping commissioner's office; the different scales of wages at the port of New York in the different classes of vessels and different trades for sailors and firemen, signed by G. H. Brown, agent Atlantic Coast Seamen's Union. These figures were verified at the shipping commissioner's office and at the office of the British consul. The wages of stewards, cooks, bakers, and waiters at the port of New York, signed by H. P. Griffin, secretary Marine Cooks and Stewards of the Atlantic. English wages from Liverpool across the Atlantic and other sundry ports of England in the foreign trade; also the weekly wages, not including food, in vessels in the coastwise trade and in vessels sailing on the North Sea and the Baltic, signed by J. Havelock Wilson. Compared with the Board of Trade report on changes in rates of wages and hours of labor in the United Kingdom, 1907, the publication, in so far as it deals with the same ports and the same trade, was found to correspond.

This appendix shows that the wages are determined by the port and the trade and not at all by the nationality of the vessel in question. It shows further that the difference between the wages in the coastwise trade on the east coast of the United States and the coastwise trade on the east coast of England is insignificant, if there be any difference at all.

Appendix 7 shows more particularly and in extenso why this bill (S. 6155; H. R. 11193) should be enacted into law.

Comparing the cost of operating vessels under American and English flags, it is plain that, aside from wages, the English cost is the greater and that the English laws as relating to seamen are the better, taking into consideration the different obligations imposed upon the shipowner in the construction of his vessel, the loading of his vessel, and the treatment of his crew. The same may be said about France, Germany, and Norway, but aside from this, the American shipowner has, under the law adopted June 26, 1884, the right to hire his men, exclusive of officers, in any port, bring them to the United States and back to the foreign port without reshipping them in the United States. He is thus placed on an absolute equality as far as wages of crew, exclusive of officers, is concerned, by being permitted to hire his crew in the same port with his competitor.

The wage cost on the Pacific, as compared with the total cost of operation of the vessel, is about 15 per cent. It may be slightly more in some vessels because the crew on the Pacific usually works the cargo, but the average will be found about 15 per cent. The wages of sailors range from $20 per month in the foreign trade to $50 per month in the coastwise trade. The wage cost of operation on the Lakes, with the larger vessels and the smaller crews employed, should not be more than 12 per cent, which would also be about the average for the Atlantic coast. The enactment of this bill into law would no doubt increase the wage cost on the Atlantic and the Lakes by about 2 per cent, inasmuch as it would gradually increase the wages of the seamen corresponding to the gradual increase in efficiency of the men employed, and hence in the safety of the vessel.

We desire to submit the following letter of indorsement from the American Association of Masters, Mates, and Pilots of the bill here in question.

Respectfully submitted.

INTERNATIONAL SEAMEN'S UNION OF AMERICA,
ANDREW FURUSETH,
WILLIAM H. FRAZIER,
WALTER MACARTHUR.
Legislative Committee,

No. 1½ Lewis Street, Boston, Mass., February 10, 1910.

[American Association of Masters, Mates and Pilots.]

Baltimore, Md., February 1, 1910.

Sir: I am ordered by this association to notify you that while they were in Washington, D. C., during the week commencing January 24, 1910, at their twenty-fourth annual national convention, that the bill (H. R. 11193) introduced by Mr. Spight in the Sixty-first Congress, was taken up and thoroughly discussed, section by section, and after a thorough discussion of the same our convention indorses this bill.

It might be of interest for you to know that our convention was composed of representatives from Manila to the State of Maine, each and every one of whom holds a United States license as master, mate, or pilot, and all of whom are men in active service.

Respectfully,

[Seal.] C. L. WARWICK,
National Secretary.

ANDREW FURUSETH,
President International Seamen's Union,
National Hotel, Washington, D. C.

FROM OUR FRIENDS.

Editor Coast Seamen's Journal: Dear Comrade—Permit me to compliment you and your assistants upon the splendid issue of the Journal in honor of our twenty-fifth anniversary. It certainly is a gem. I must not neglect to mention the contributions, which are great, and also not forgetting the organization which makes such work possible. The members here are enthusiastic over the paper and its contents, and it will prove a great boon in cementing the feeling of brotherhood among all seafaring men who are fortunate to receive a copy.

With best wishes for the continued success of the Journal and yourself, I remain,

Fraternally yours,
P. B. GILL,
Agent Sailors' Union of the Pacific.

Seattle, Wash., March 14, 1910.

The Coast Seamen's Journal issued a special twenty-page edition to commemorate the twenty-fifth anniversary of the Sailors' Union of the Pacific. The laurel wreath cover in blue and silver was very appropriate, and the articles by officials of the organization and friends were timely. Altogether the number reflects great credit on Editor Walter Macarthur and Manager Paul Scharrenberg.—Labor Clarion, San Francisco, Cal.

The issue of the Coast Seamen's Journal of March 9 is the neatest production of any labor paper received by the Union Record. It is, as usual, replete with the latest happenings in the labor world and contains many articles on economic questions showing deep thought. The present issue is in commemoration of the twenty-fifth anniversary of the Sailors' Union of the Pacific.—Seattle (Wash.) Union Record.

The silver anniversary number of the Coast Seamen's Journal is an unusually attractive one, with an illuminated history of the Sailors' Union of the Pacific, sketches and pictures of well-known men who have rendered assistance to the Union and to labor and much of general interest to the persons of this craft. The Journal is one of the bright and interesting labor publications of the country.—The Call, San Francisco, Cal.

The Sailors' Union of the Pacific celebrated its twenty-fifth anniversary on Monday evening last with an imposing parade from Headquarters to the site of the old lumber-pile on Folsom Street wharf, where the Union was organized; thence along East, Market and Valencia streets to the Valencia Theatre, where an immense audience was gathered, and interesting literary and musical exercises were held. In honor of the event a special edition of the Journal was issued this week, which is a credit to the Sailors' Union of the Pacific, as it would be to any body of men. The cover page is a "thing of beauty—a joy forever," being a simple wreath in silver, with blue outline, and the following lettering inside: "Twenty-fifth Anniversary Sailors' Union of the Pacific—Sixth of March—1885-1910." The whole is artistically printed on best calendered book paper. The edition will be a valued souvenir not only to sailors here, but throughout the world. In the wish that the future of the Union may be even brighter than the past, we have the honor, "boys," to doff our hat and salute you.—The Star, San Francisco, Cal.

The following changes of masters were recorded at the San Francisco Custom-house on March 18: Steamer Ida A., John Campbell, vice L. T. Ward; steamer Dixie, W. R. Osgood, vice Arturo Sbragra; steamer Lansing, Thomas A. Grant, vice Carl Alberts; steamer Pennsylvania, C. J. Holland, vice J. W. Saunders. The schooner Katie S., H. Christ master, was enrolled.

Equipped with a wireless apparatus, the tug Navajo has left the Mare Island (Cal.) Navy Yard for the Santa Barbara channel. The big tug will be stationed at Santa Rosa Island, in the channel, and by means of the wireless it is intended to keep her in constant communication with the remainder of the fleet.

Niels Hansen was recorded at the San Francisco Custom-house on March 15 as master of the schooner Rough and Ready vice C. A. M. Linder. The steamer Tahoe, Bernt Paulsen master, and the steamer Asuncion, George E. Bridget master, were enrolled.

The following changes of masters were recorded at the San Francisco Custom-house on March 17: Steamer James S. Higgins, J. B. Sorensen, vice W. F. Higgins; steamer Bee, John Wehman, vice Axel Sorenson.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Mar. 21, 1910.

Regular weekly meeting was called to order at 7:30 p. m., Frank Johnson presiding. Secretary reported shipping fair. Shipwreck Benefit was ordered paid to a member wrecked in the gasoline-schooner Lady Mine on Humboldt bar. Thomas Barry tendered his resignation as janitor, and Frank Brown was elected to fill the unexpired term.

E. ELLISON, Secretary pro tem.

44-46 East St. Pacific Phone Kearny 2228. Home Phone J 2228.

Vancouver, B. C., Mar. 14, 1910.

Situation fair.

JOHN PEARSON, Agent.

122 Alexander St. P. O. Box 1365.

Tacoma Agency, Mar. 14, 1910.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Mar. 14, 1910.

Shipping fair.

P. B. GILL, Agent.

1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Mar. 13, 1910.

Shipping medium; prospects good.

WALTER MOLLER, Agent.

229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Mar. 14, 1910.

Shipping slack; prospects poor.

H. G. LUNDBERG, Agent pro tem.

P. O. Box 6. Tel. 225.

Portland, Or., Agency, Mar. 14, 1910.

Shipping dull.

D. W. PAUL, Agent.

51 Union Ave. Tel. East 4912.

Eureka Agency, Mar. 15, 1910.

No meeting; no quorum. Shipping poor; prospects uncertain.

JOHN W. ERICKSEN, Agent.

227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Mar. 14, 1910.

Shipping dull; prospects poor

HARRY OHLSEN, Agent.

P. O. Box 67. Tel. Main 662.

Honolulu Agency, Mar. 7, 1910.

Shipping good; prospects uncertain.

CHAS. SORENSEN, Agent.

P. O. Box 314.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Mar. 17, 1910.

Regular weekly meeting was called to order at 7 p. m., J. Gordon in the chair. Secretary reported shipping fair.

EUGENE STEIDLE, Secretary.

Phone Kearny 5955.

Seattle Agency, Mar. 10, 1910.

Shipping medium.

R. POWERS, Agent pro tem.

P. O. Box 1335. Phone Sun Main 2233.

San Pedro Agency, Mar. 15, 1910.

No meeting. Shipping medium; scarcity of galley and cabinmen; plenty of cooks on hand; prospects good.

ED. BARRY, Agent.

P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Mar. 14, 1910.

Situation unchanged.

ALEX. McKECHNIE, Sec'y pro tem.

674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Mar. 15, 1910.

Shipping dull.

WM. H. FRAZIER, Secretary.

1½A Lewis Street.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

LAKE CARRIERS' "BENEFITS."

The Lake Carriers' Association is doing a lot of fake newspaper advertising for its so-called "Welfare" plan this winter, boasting of the good it does and the benefits it pays. No opportunity is passed for this sort of cheap appeal. The Cleveland Plain Dealer of March 5 says:

One year ago yesterday the books of the Lake Carriers' Association were opened for the enrollment of members in the "Welfare" plan, and its operation during the first year of its existence has been very gratifying, not only to the officers of the Lake Carriers' Association, but to the men in all grades of employment aboard the vessels.

The year closed with a total registration of 10,015 members, which indicates the general acceptance of the benefits of the "Welfare" plan by those eligible to membership.

Benefits not contemplated at the inception of this plan are constantly developing. One of these is that the Lake Carriers' Association becomes an agency through which relatives are notified in case of accident to men who have been employed upon the vessels, whose family connections would probably never have been known except through their registration in the "Welfare" plan.

A man suffering from exposure February 24, applied to the police department at Elkhart, Ind., for relief. He was unable to tell his name, or give any information in regard to his relatives. A physician was called, but he died in twenty-four hours, and the only means of identification on his person was the discharge book of the Lake Carriers' Association, through which it was possible to locate and notify the young man's mother.

Many requests are received by the Lake Carriers' Association from relatives, asking for information as to the whereabouts of employes of the vessels, and in many instances the association is able to supply this information through its system of registration.

The fact that the seamen's unions would have not only located this man's mother but have paid his funeral expenses as well is carefully ignored by the Plain Dealer. A member of the "Hellfare" plan must be killed or die on duty aboard a vessel of the Lake Carriers' Association, and that vessel must be in good standing in the Lake Carriers' Association, before any death benefits are paid. The seamen's unions have been paying these benefits for years, but never thought it exactly the proper thing to boast to the public about the good they do.

W. H. JENKINS.

Conneaut, O.

WANT BIGGER CHANNEL.

A strong delegation of prominent Saginaw business men, including President W. S. Linton of the Board of Trade and its directors left recently for Washington, to appear before the board of Government engineers at a hearing for the purpose of urging the authorizing of a sixteen-foot channel for the Saginaw River, as recommended by Colonel C. McD. Townsend of Detroit.

Both Congressman Fordney and Congressman Loud will appear before the engineers to support the valley deputations. The improvement has been held up by the board of engineers, and it is hoped to secure favorable action from that body in time for action at the present session of Congress.

The John B. Cowle, building for the United States Transportation Company, at Lorain, was launched on March 5. The Cowle is a 9000-ton vessel and her measurements are as follows: Length, 545 feet; beam, 58 feet; depth, 31 feet.

"LARGE ATTENDANCE RECORD."

Cleveland Plain Dealer prints this:

As an indication of the popularity of the Lake Carriers' Association assembly rooms, it was announced yesterday that during last week the attendance aggregated 2713, an average of 405 daily, in all the branches located at the different Lake ports.

An enjoyable card party was given by members of the "Welfare" plan, in the Buffalo licensed officers' assembly room, last Saturday evening.

Now, let's see what figures do with this. It is their own figures we take. There are on the Lakes now sixteen "Welfare" rooms. The average attendance in these sixteen rooms (their own figures) is 405—which gives each room 25 5-16 men. These same men attend daily and are counted daily, thus making the total, and the count includes masters, pilots, mates, engineers, assistant-engineers, and seamen—not enough men to man sixteen vessels. This article was published to frighten us, and succeeded only in making a holy show of the Lake Carriers themselves. But, then, they never thought that we would have sense enough to do a little figuring. If they had not thought us a "brother to the ox" they would not have tried that "Welfare" scheme on us, but they guessed wrong both times.

W. H. JENKINS.

Conneaut, O.

LAKE MARINE NOTES.

The steamer Champlain, building at Ecorse, was launched on March 4.

The steamer Harry Yates, building at St. Clair for Boland & Cornelius, of Buffalo, was launched on March 5.

The successful launching of the $250,000 steel steamer being built by the Lake Erie Excursion Company, of the Crystal Beach line, took place at the yards of the Buffalo Dry Dock Company on March 5. She has been called the Canadiana, and is an exact duplicate of her sister-ship, the American.

A dispatch from Collingwood, Ont., states the Playfair Company of Midland, has closed a contract with the Collingwood Shipbuilding Company for a steel bulk freighter of 10,000 tons carrying capacity. The boat will be 525 feet long and fifty-six feet beam, and will be delivered in time for the fall trade. It is claimed she will be the largest Canadian freighter on the Upper Lakes. It was stated during the progress of the negotiations, which resulted a few days ago in the consolidation of the Midland and the Inland Navigation Company fleets, that the success of the deal would mean new orders for ships.

Rear-Admiral Robley D. Evans, who was one of a committee appointed by former President Roosevelt, which approved of the plan to have the control of meteorological data transferred from the Hydrographic Office to the Weather Bureau has sent a statement to the Secretary of the Navy denying that he supports the present plan of the Weather Bureau to get the pilot charts also.

LUMBER CONTRACTS MADE.

Contracts were closed recently for several cargoes of pulpwood from Port Arthur to Chicago at $2.50 per cord. This will be free of handling to the ship, but the owners will be obliged to pay about 12 cents for trimming cargo. This rate is the highest that has been paid on the Lakes in three or four years. Some boats carried pulpwood last year between these ports at $1.90.

"The outlook for lumber business on the Lakes next season is better than it has been in a long time," said a local owner recently. "There is a big lot of good lumber to be brought down, and the owners of lumber vessels know just what there is before them. As a result they are not in any hurry to rush into things. They are not going to tie up for any business not in harmony with the conditions. We are going to demand a reasonable rate and will stand firm for that. We do not want anything exorbitant."

NEW ORE DOCK.

Nearly 75 per cent of the work of reconstructing the Great Northern ore dock 2 at Allouez has been completed, and the dock will be ready to receive ore by the opening of navigation.

To add to its ore handling capacity the Great Northern will probably next winter construct a huge steel and concrete dock having 300 pockets, at Allouez. The piling for the foundations will be driven during the coming summer. It is said that the Great Northern is already receiving bids for much of the structural steel that will enter into the construction.

WILL HAVE WIRELESS.

Isle Royale, which heretofore has been cut off from communication with the rest of the world after the closing of navigation, will be placed in touch with the rest of the universe when the first Booth boat sails for the Island this spring, for Manager F. G. Moe of Duluth of the United Wireless Telegraph Company has received instructions from the office at New York to install wireless stations at Isle Royale and Marquette, Mich.

Both stations are to be ready by the opening of navigation. The Marquette station will be erected at once, the one at Isle Royale as soon as the first boat arrives there.

PARCEL RATES UNCHANGED.

There will be no immediate change in the Lake and rail parcel rates to Chicago. All rates on the same basis as those in force last year have been checked in, effective April 1. These will continue in force unless a general readjustment of the import and domestic rates is brought about as the result of the agitation now under way among various commercial bodies. This can not occur for some time, if at all, and would not alter the existing schedules before the close of navigation in the coming fall.

NEW FOREBAY AT SOO.

eport was received by Congress recent- om Colonel C. McD. Townsend on the t of a survey and examination of St. s River for the purpose of construcing ng basin or forebay.

e district engineer submits a plan for rucing a dike from the end of the regu- works of the Michigan-Lake Superior ing Company past island No. 2, at the end of the present plant of the Edison Electric Company. The project in- s the deepening of the channel at an ated cost of $109,000. This structure conduct the waters required for filling locks to a gatehouse, then through tunnels extended under the canals to perating valves of the locks. The cost e tunnels, exclusive of connections to ing locks, is estimated at $570,000.

e plans also provide for filling a fourth if such ever be constructed, at an esti- l cost of $453,000 additional. The dis- engineer states that work already pro- for at an estimated cost of over 0,000 and now in progress will so im- conditions that a further expenditure e filling of locks from an independent ay is not considered necessary.

NEW STEAMERS COMING.

cording to a communication received Detroit recently, the Boland-Cornelius will be augmented the coming spring e addition of two new steel freighters being built at the yards of the Great s Engineering Works. They will be et keel, 56 feet beam and 30 feet deep. of the new ones will be named the y Yates, and the name of the other has et been announced. It is understood ships will be ready to go into commis- early in the spring. The placing of the act for one of these boats was an- ed some time ago, but nothing was out about the second one.

rd was also received that J. F. Nor- the Toronto, Ont., owner, is having a steel steamer, canal size, built in Eng- and she is expected to arrive on the s early next summer. She will be used general freighter.

FREIGHTERS CONVERTED.

e freighters Wolvin and Cambria are converted into passenger steamers, the ria being at the South yards of the aukee Drydock Company for that pur- Cabins containing eighty staterooms e built on the spar deck. The steamers e operated next season by the Port n and Duluth Transportation Com- controlling the cement product of the a Cement plants. They will visit Al- Sault Ste. Marie, Marquette, Hough- Hancock, Port Arthur and Duluth, ng cement and taking passengers.

the eighth annual meeting of the Cana- Association of Masters and Mates, held ronto, these officers were elected: l master, Captain J. H. McMaugh; first officer, Captain John McGiffin; ary-treasurer, Captain H. O. Jackson.

LUMBER SHIPMENTS FOR 1909.

The report of the Bureau of Statistics, Department of Commerce and Labor, for the year 1909 shows that 1,154,551,000 feet of domestic lumber was shipped over the Great Lakes last year. The report also sets forth the fact that Chicago is still ahead of the Tonawandas as the largest lumber market of the world. According to the report, Buffalo is the third largest lumber port on the Great Lakes.

The following table shows the ports at which over 50,000,000 feet of lumber was received during the year 1909:

Port.	Feet.
Chicago	337,437,000
Tonawandas	322,337,000
Buffalo	83,945,000
Cleveland	71,846,000
Luddington	72,385,000
Detroit	66,228,000
Frankfort	60,580,000
Milwaukee	51,881,000

TO ENLARGE LORAIN PLANT.

Definite announcement was made by the Baltimore & Ohio recently that it will start work at once to prepare the site for the installation of two Hulett ore unloading machines of modern type. The machines, with the ore storing yards and equipment for handling, will cost $1,000,000. It is also announced that the company has plans under way to install a third gravity coal loading machine at the foot of Ninth street, on the west bank of the river. The work of double tracking the line to a point where connection can be made with the main line also will be begun this spring and will be finished in 1911. This will more than double the company's traffic facilities in the handling of incoming coal and outgoing ore by rail. The total improvements in Lorain will cause an expenditure of $1,500,000 and will place Lorain in the front rank of ore and coal ports on the Great Lakes.

TO LEAVE THE LAKES.

Major Charles Keller, United States lighthouse engineer and officer in charge of the Lake Survey, who has been stationed at Detroit for about five years, will exchange posts with Major Charles S. Richie, now stationed at Rock Island, Ill. Since coming to the Lakes Major Keller has made many friends and has discharged the duties of his position with unusual ability. This is not Major Richie's first post on the Lakes, he having been in Detroit and in Sault Ste. Marie as a lieutenant under General O. M. Poe, district and division engineer. His familiarity with the Lake situation will prove of great advantage to him on his return to his former field of activity.

The United States Transportation Company's steamer, John B. Cowle, was recently launched at the Lorain yard of the American Shipbuilding Company, Saturday, March 5.

The 10,000-ton steamer building for the same company at the yard of the Toledo Shipbuilding Company was dropped into the water March 12.

Demand the union label on all purchases.

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Wm. A. Nicholson, No. 13,156, Lake Seamen's Union, is inquired for by his sister, Miss Alice Nicholson, 356 Lake street, Oak Park, Ill.

John Diskin, No. 10763 Lake Seamen's Union, commonly known as "Yorkie," is inquired for by his mother, 411 W. 40th St., New York City.

Comrade William Burke, of the Marine Firemen, Oilers and Water Tenders of the Great Lakes, is inquired for by his sister, Miss Ella Burke, Little Falls, New York.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

Marie Panoitz, 1195 W. 11th street N. W., Cleveland, O., inquires for her brother, John Ernest Meyna, last heard from nine years ago. Anyone knowing his whereabouts please notify above address at once.

Fred G. Loftus, of Dorchester, Mass., is inquired for by his mother, No. 2 W. Vernon st., Dorchester. Please address above or W. H. Jenkins, 1244 Main ave., 21 W., Cleveland, O.

The steamer building for Boland & Cornelius by the Great Lakes Engineering Works, will be named Harry Yates.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)
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BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.
CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.
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NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

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Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

OLD-AGE PENSIONS.

The British Old-Age Pension law applies to men and women alike who are 70 years of age or over, who, if they fall within the provisions of the law, are entitled to receive $1.21 per week from the General Government. The following statement shows the expenditures necessitated by this law, exclusive of the cost of administration, during the first eight months of 1909:

Divisions.	Pensions paid.	Number of pensioners.	Population.
England and Wales..	$15,913,455	410,000	35,736,000
Ireland	7,499,276	184,000	4,374,000
Scotland	2,885,834	73,000	4,877,000
Total	$26,298,565	667,000	44,987,000

It is estimated that an outlay of $38,932,000 will be required for the entire year, being one-fourth more than the original calculation. It was estimated when the bill was passed that there were 173,000 persons in Ireland 70 years of age or over, and that a considerable number in this aggregate would be ineligible to receive old-age pensions, either because they were paupers or had incomes in excess of the designated minimum, while the number indicated above who were entitled to relief is 11,000 in excess of the estimate of the entire number of persons over 70 years of age.

The entire expense of the old-age pensions in the United Kingdom is borne by the State, no contribution being required from employers or from wage-earners, as is the practice in Germany and other countries.

A report of the first year's working of the Old-Age Pensions Act in Nottingham has been made to the City Council. The Act took effect on January 1, 1909. To be qualified for a pension the applicant must be 70 years old, must not have an income exceeding $153 per year, and must have been a British subject and resided in the United Kingdom for the last 20 years. There are various other grounds of disqualification, the principal of which is the receipt of relief from the poor funds during the year, this debarring an applicant till the ensuing year. The pension varies from 24 cents to $1.21 a week, according to the income of the applicant, the maximum being paid where the annual income is not beyond $10.

Nottingham's population is now 260,000. The number of claims for pensions was 3,779, of which 3,358 were allowed by the investigating committee. Among the claims disallowed were some the refusal of which, in the opinion of the committee, works such hardship that the act should be amended. In one case of disallowance the applicant under great stress had been lodged in a workhouse one night; in another a woman had supported her invalid husband by hawking until, when he was dying, she was forced to quit her work and attend to him, a relieving officer giving them a few shillings to avert starvation, thus disqualifying her.

On the other hand, applicants who have considerable money obtain pensions. One with $3,893 invested at 2½ per cent is entitled to a pension of $1.21 a week, the maximum. A married woman whose husband had $6,083 invested at 4 per cent, yielding $243 a year, was granted a pension. The law provides that the income of any one of two married persons living together is taken to be not less than half of the whole of the income of both. The wife apparently had no income, and the husband's income was less than double the amount which disqualifies an applicant. The law was understood to mean that the wife would be assumed to have half as much income as her husband, and this entitled her to a pension of 75 cents a week.

The rejection of the applicants who had received a little poor relief and the acceptance of those who had an income from invested money were both reluctant acts of the pension committee, who resolved to recommend a change of the law in those respects.

WIND LOCOMOTION.

With the increased study of the wind as a direct factor in aiding locomotion in the air, German inventors have taken up again the problem of utilizing the wind for transportation by land. It is true that early experiments with horseless vehicles included sail wagons as well as steam wagons, but both at the time failed to promise any measure of practical utility. In these days of light construction, rubber tires, ball bearings, and, above all, of smooth, solid roads, the conditions are totally changed.

The feasibility of sailing easily over the frozen surfaces of rivers and lakes has long been recognized and utilized, and it would now appear as if the wind can render helpful service to some extent in connection with locomotion over normal roads. A German inventor has perfected and patented a simple sail vehicle which makes fair progress over good roads and across sandy stretches, such as a sea beach. The dominating features in the construction are lightness and effective steering facilities.

The present form is a light framework supporting a saddle and a mast for the sail, and resting upon four wheels, one wheel on either side and one before and one behind. The two latter are of a larger diameter than the former, and all are far apart, as is the practice with automobile wheels.

The chief peculiarity in the device is the connection of the wheels with one another. The rear wheel and the right side wheel are rigidly connected together, and the same is the case with the front wheel and the left side wheel. The two connecting bars are joined with each other by means of an axle or cross-bar, the attachment at each end being of a hinged type.

A person sitting on the saddle rests his feet on this transverse axle, and by suitable pressure can alter at once the relation of the wheels to the main axis of the framework. This arrangement furthermore leaves his hands completely free for adjusting the position of the sail or using a brake.

The whole device has a certain lightness and elegance which will appeal probably at first to the lover of sport. Contests of speed will involve but little of the danger accompanying competition with cycles or automobiles, but will afford play rather for the quickness and deftness required of the "mariner" in utilizing to the utmost the surrounding atmospheric conditions.

Experiments made with the new vehicle on smooth roads give good promise of its availability, especially in flat regions, where no serious grades are to be encountered.

So successful have been the ambulance wagons recently imported from the United States for the health department of Buenos Aires that 15 more are to be ordered at once.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
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SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal
Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the
FEDERATED SEAMEN'S UNION OF AUSTRALASIA
29 ERSKINE STREET, SYDNEY, N. S. W.

THE RIGHT TO "KNOCK OFF."

"The strike," it is said, "is the weapon of barbarism." It would be more accurate to describe it as the weapon of nature.

Men strike in response to an instinct which will last as long as humanity lasts. If they don't like the conditions of their labor, why should they continue to labor? What more natural than the refusal to do so until the conditions are altered to their liking?

It may be answered, "They should go on working out of consideration for the rest of the community."

Well, the appeal to patriotism is very good in its way, but if a man is a sweated slave, and suffering under grievances that oppress him every hour of the working day, and give him small respite on Sunday, it will not be easy to persuade him it is to the public interest that he should patiently remain a sweated slave, and bear his grievances with an ox-like stolidity.

It may be further answered, "They can invoke the law, and have their grievances dealt with in the Arbitration Court, without disturbing the community, and bringing suffering upon their wives and children."

But what if it be a bad law? What if it be only the statutory enactment of injustice, as Wade's Industrial Disputes Act is—the legislative expression of class-dominance? Or what if there be a class-biased judge on the bench—by no means a remote contingency?

The strike then becomes the one means of redress. And cruel as it is, and disquieting as it is to the public serenity, it may possibly have a beneficial effect upon the public mind.

For it occurs to us that the appeal to patriotism is double-tongued. Why should not the public be patriotic as well as the men? The public's convenience is interfered with, it is true, but it does not suffer as the men suffer. It has not to carry the burden of an intolerable tyranny on its shoulders, and risk its life for a hard living. It is too apt to acquiesce in the servitude that conduces to its own ease, and it might be a good thing to shock it out of this selfish frame of mind.

Let the public exhibit its patriotism by declaring that the wrongs of these men shall be righted; by recognizing the reasonableness of the request for an open conference, at which all Australia, through the press, can be present to see fair play; and by demanding that the bosses shall agree to this proposal, or forfeit the mines which the public has leased to them, and which they have failed to work on terms of common equity.

There is too much carelessness on the part of the public for the rights of others; too much disregard for the hardships that do not jeopardize its comfort.

What does it matter to the public that men dare death every day for thirty shillings a week, and go down into the black pits never knowing that they will come up again alive or sound in limb?

The public is a thoughtless animal. It does not occur to it that coal is the foundation of the social order, and that without coal its complex civic arrangements—its network of industries, its far-reaching commerce, its armies and navies, its schools, colleges, and churches—the whole intricate fabric of its civilization, would come tumbling to the ground.

Sometimes a terrible calamity happens in a coal pit. Perhaps, as in that Illinois mine at the present time, hundreds of men are entombed, and the papers are filled with the harrowing facts of the tragedy.

"How dreadful!" says the public, shuddering luxuriously over its breakfast, devouring the news and its rumpsteak at the same time. "Poor fellows!" and casting its eyes further over the printed page—speedily forgets the affair. There are so many other things to engage its attention—the latest sporting intelligence; a spicy divorce case, or a big cricket match.

It is not so easy for the workers in the mines to forget. Day after day they face this appalling danger for mere bread, and to eke out the scanty pay must subject their boys to the same risk as soon as they can be taken from school.

To make matters worse, they have grievances to which the bosses—wealthy men who have probably never ventured their pampered carcasses down a pit—will give no heed.

They try Wade's wretched Arbitration Court, and bump against a capitalistic judge, too well-fed and class-bound to understand or trouble about the conditions of common miners.

Then, when the favorable moment comes, they go on strike. Who can blame them? Who is there with a spark of spirit who would not do as they have done?

If they don't like their job, are they not entitled to leave it?

The right to "knock off" can not be denied. It is impossible to legislate it out of existence. It is like the right to breathe—so personal and intimate that no law can abrogate it.

Acted upon with unanimity, it is moreover the greatest power that labor wields. Once let the workers grasp what unity means to them, and arbitration courts may be given the go-by.

There are cases in which it is almost impossible to obtain justice by legal process, and the case of labor struggling with its exploiters is one of them. The whole social system is based upon the exploitation of labor. The law is but the judicial expression of the exploitation of labor.

That is why the unionists of Great Britain and America will have nothing to do with legal arbitration, and year after year defeat its proposers by overwhelming majorities at their congresses.

Unity, and unity alone, will give the workers what they demand and deserve. The right to "knock off" is so powerful that when threatened unanimously it is the most conclusive of arguments, and frequently convinces without its being necessary to translate the threat into action.

We had an illustration of that in Bundanba this week, when the miners by their organization dominated the situation there, and thwarted a capitalistic plot. An attempt was being made to get Bundanba coal for the Newcastle trade, and the miners took prompt steps to stop it.

"Let a single pound of coal be taken from here to the strike districts," they declared, "and we instantly cease work."

They dictated the terms upon which they would continue to cut coal during this crisis, and the colliery proprietors had no option but to accept them.

"It seems to me," said one of the bosses bitterly, when some reference had been made to "employers of labor"—"it seems to me that labor is employing us."

Unfortunately that is not true, and the root of the whole mischief lies there. Labor ought to be employing capital, and most of the evils of society arise from the unnatural conditions which make capital the employer of labor. In the words of wise old Abraham Lincoln, "labor was before capital, and is superior to it."

It is because we have made the superior the servant, because we have made the created the master of the creator, that industrial troubles and their consequent social evils afflict us.

Society will one day realize this fact. It is even now slowly percolating into its brain. A strike such as this will hasten the process, and bring nearer the time when the rotten system that makes money the employer of men will be brought to an end, and men will become the employers of money.

The unity of labor is the way out and the way onward. And just at present this can be most effectively demonstrated by standing solidly behind the Newcastle miners, and backing them up to the fullest extent that may be found necessary.

Their demands are moderate in the extreme. They have exercised their right to "knock off" for no revolutionary purpose, but merely to enforce their claim to what has already been conceded to most other workers in Australia—an eight-hour day and a minimum wage.

And as further evidences of their reasonableness they are willing and anxious to submit their cases at an open conference—that is to say, a conference at which the press would be present—in order that Australia and the whole world may judge of the justice of their cause.

That the bosses should haughtily refuse to accede to this proposal can mean only one thing—it can mean only that they know their case will not bear a public investigation.

It can only be indicative of the criminal conscience of the Vend, which is deep in a conspiracy to plunder the public as well as its employes, and is afraid that a public conference would be the prelude to a public exposure.

Because of this guilty fear the strike exists, and the Commonwealth is overshadowed with an impending famine of the commodity which is the material basis of our civilization.

Because of this guilty fear thousands of men are out of work, and hundreds are daily being added to the army of idle wealth-producers.

The Coal Vend has become a public menace and a national danger.

It is now the duty of the public to realize the logic of the position, and bring pressure to bear on its Parliamentary representatives, either with a view to compelling the open conference, or in the alternative of taking from the hands of these public enemies the properties which they ought never to have been permitted to acquire, since they are indispensable to the public good.—The Worker, Brisbane, Australia.

Domestic and Naval.

The old American liner Westernland, which has been laid up several years at Liverpool, has been sold to Italian interests, and will be broken up.

The House Committee on Naval Affairs on March 15 favorably reported a bill appropriating $500,000 to raise the wreck of the battleship Maine in Havana harbor.

The steamships of the American and Red Star lines, operating from Philadelphia to Liverpool and Antwerp respectively in the passenger and freight trade, are to be equipped with wireless telegraphy.

Announcement was recently made by the Hamburg-American line that the steamships Pennsylvania, Graf Waldersee and Pretoria will hereafter carry only second-class passengers between New York and Hamburg.

The North German Lloyd Steamship Company inaugurated its westbound passenger and freight service to Philadelphia on March 10, when the steamship Frankfurt sailed from Bremen with 1400 passengers and a large assortment of freight.

The total destruction of the steamship Manhattan by fire two hours after her arrival at Portland, Me., from New York, on March 7 is reported. The loss will reach $250,000. A fireman who could not be found was believed to have escaped.

Steamship agents at Atlantic Coast ports report that the tide of immigration westward has set in with such a rush that vessels leaving the other side are compelled at times to leave several hundred immigrants on the wharf for lack of accommodations.

The Secretary of the Navy has officially commended Arthur Boquett, Arvida Carlton, H. J. Lupers, R. S. Burd and R. G. Cushman, members of the crew of the United States ship Buffalo, for their gallantry in life-saving off Nicaragua on February 13.

The Bureau of Navigation reports that 57 sail and steam vessels of 11,663 gross tons were built in the United States during February. The largest steel steam vessel included in these figures is the Octoria, of 4329 gross tons, built at Wyandotte, Mich., for the Cavenaugh Steamship Company.

The derelict schooner Nettie Champion, awash and dangerous to navigation, was passed on February 27 by the Dutch liner Noordam in latitude 43.16 and longitude 46.25. The Noordam was bound from Rotterdam to New York, and reported the incident by wireless telegraphy from Sable Island.

The Italian steamship Florida, which collided with and sunk the British steamship Republic, will be sold again on March 19. L. N. Mosle, of Dutchess County, N. Y., who purchased the vessel for $225,000, has declined to take interest in the steamship and his deposit of $16,000 will be forfeited to the Government.

The naval tug Nina, which sailed from Norfolk February 6 for Boston, was stricken from the naval list on March 15. This constitutes an official declaration by the Navy Department that the vessel is lost, with all on board. In accordance with law, the Government will pay the next of kin of officers and crew the men's full wages for six months from date.

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Seattle, Washington.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Allurhson, Johannes	Lahbinen, Frank
Anderson, A. R.	Laatz, L.
Anderson, Victor	Lorin, Chr.
Anderson, Martin	Mattson, Mauritz
Anderson, Oscar	Miller, Chas. J.
Anderson, Geo.	Mikkelson, Alfred
Andreasen, O. L.	Mikkelson, Kristian
Anderson, Alf -1638	Moore, James
Anderson, Swerre	Nilson, K. E. -972
Aposlalakas, P. G.	Nielsen, C.
Beardsen, E. M.	Noschis, P.
Berendsen, A. M.	Nystedt, Albert
Bunarawitz, F.	Nuberge, H.
Bay, Geo.	Olsen, Erik K.
Brakke, Hans	Olsson, Anders
Buck, F.	Olsen, Chas.
Carlson, C. O. -1324	Olsen, Johan B.
Carlson, G. -622	Olsen, Edw.
Caldwell, W. M. G.	Olsen, Gust T.
Christiansen, And'w	Olsen, Valdemar
Christensen, N.	Olsen, Chris
Christaffersen, Edw.	Olsson, A. P.
Christensen, Viggo.	Olacsen, Andrew
Christensen, Vilhelm	Olsen, C. J.
Clauson, Carl	Olsen, J. -1046
Crosby, J., "Pckg."	Olsen, Harold
Darbler, Thos.	Omar, W.
Dreyer, H.	Osses, W. A.
Egers, John	Ouerland, T.
Ehmke, W.	Peterson, Meyer
Eklund, P. H.	Price, B.
Ellison, Chas.	Pringle, R.
Elliot, W. V.	Rasmussen, Vigo
Ericson, E. M.	Rasmussen, Akton
Espy, Orville	Ridders, Paul
Eskola, H.	Robertson, D. A.
Forslund, Victor	Ryberg, Ove
Fredriksen, B. D.	Salvenen, F.
Fredriksen, Frithjof	Samuelson, Harold
Fraberg, F.	Scanlon, H.
Haugen, Arthur	Scohlmeister, Otto
Hansen, H. A.	Seeberg, G.
Letter and p'c'kg.	Skarin, R.
Hansen, Hans Chr.	Smith, W. C.
Hansen, Ole	Soderlund, J. F.
Hiltwood, — —	Spierling, G.
Haset, Gust.	Strom, Hans
Hoi, O.	Stone, Chas.
Jensen, S. G.	Stuhr, M.
Jensen, R. -1754	Sunde, P. P.
Jensen, Hans	Sund, J. W.
Jensen, Johan	Svendsen, Hans
Johansen, Aug. L.	Sweeney, S. B.
Johansen, Ludvig	Swenson, L.
Johansen, Olaf K.	Syvertsen, Ole
Johnson, J. P. K.	Schneikloth p'ck'g.
Johnson, C. J. -1566	Thoren, G.
Johnson, John W.	Thompson, And.
Kenealy, E. D.	Thompson, F. G.
Kreutz, Karl	Udley, Harold
Kristoffersen, Emil	Van Loo, Alfred
Kohlmeister, Otto	Vogt, C.
Larsen, S. -1081	

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INFORMATION WANTED.

Nicholas R. West, supposed to be sailing on the Pacific Coast, is inquired for by his mother. Any one knowing his present whereabouts please notify the Russian Consulate at San Francisco.

Erwin Bausback, born at Weilheim, Germany, is inquired for by the German Consul, San Francisco. Royal Insurance Building, 201 Sansome street.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

Robert Fordyce Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

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INFORMATION WANTED.

Fritz V. Jacobson is inquired for by his brother, Job Jacobson. He was last heard of in Seattle. Address Lake Seamen's Union, 70 Isabella street, Ogdensburg, New York.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

Carl Wilhelm Swensson, a native of Kalmar, Sweden, born September 15, 1881, supposed to be sailing on the Pacific Coast, is inquired for by his sisters and parents. Address, Klaes Swensson, Sodra Lauggatan No. 26, Kalmar, Sweden.

World's Workers.

The Sydney (Australia) Plumbers' Wages Board, after considering evidence, awarded the men 11s per day.

In New South Wales during the past twelve months over £50,000 has been spent in supporting workers locked out and on strike.

The Wellington (N. Z.) General Laborers' Union at a recent meeting voted the sum of £10 toward the relief of the Newcastle miners.

The anniversary of the revolutionary outbreak of March, 1848, was observed by the workingmen's societies, the Socialists and Anarchists at Berlin on March 18.

Carpenters at Geelong, Australia, are demanding an increase of 9s to 10s 8d per day. The Amalgamated Society of Carpenters and Joiners has the matter in hand.

As punishment for their action in demanding a reform in the Prussian suffrage, the Krupp Iron Company locked out a large number of its employes for several days last week.

At the annual meeting of the Wellington (N. Z.) Typographical Union, the members voted Mr. E. Jones (President), the sum of £10 as an honorarium for his services during the past year.

The strike of Australian coal miners, which has been in progress since early in November, was declared off on March 11, thus ending the difficulties in the New South Wales coal fields.

The West Coast Typographical Union has applied to the New Zealand Federated Typographical Association for permission to file a dispute, and the draft of conditions to govern machine and hand work in the Westland Industrial District are now being submitted to the other federated unions for approval.

The great Australian Workers' (Shearers) Union has decided by a two to one vote to at once give a lead to trade-unionism in New South Wales by starting a labor daily paper in Sydney. Added to the labor dailies of South Australia and Tasmania this step should give a great boost to laborism in Australasia.

The Sydney (Australia) Labor Council, same day as the infliction of the dastardly scentence, passed a resolution of sympathy with the imprisoned miners' strike leaders, and arranged to make provision for their wives and families. The annual New South Wales conference of the Political Labor League also expressed sympathy with the imprisoned men.

A donation of £15 toward assisting the wives and families of the imprisoned leaders of the Newcastle miners has been made by the Wellington (N. Z.) Painters' Union. The union also decided "to express its sympathy with Messrs. Bowling and comrades in regard to the unjust sentence imposed upon them for the part they have taken in connection with the Newcastle miners' strike."

The Broken Hill (New South Wales) Labor Federation carried a unanimous vote of sympathy with Bowling and his fellow-victims (Butler, Hutton, and O'Connor). It was decided at Broken Hill to communicate with all industrial bodies with a view to concerted action demanding their immediate release. Practically all labor organizations in the Commonwealth indorse these sentiments.

Labor News.

The strike of the employes of the Trenton (N. J.) Street Railway Company was settled on March 12. The principal demand was for an increase in wages from 18½ to 23 cents an hour.

The Philadelphia City Council, at its meeting on March 17, refused to receive resolutions calling for arbitration of the street-car strike, which two of the members tried to introduce.

The Santa Clara (Cal.) county branch of the Farmers' Union of California has decided to dispense with Asiatic labor in harvesting the crops of field, farm and orchard, and substitute white help.

After two days of almost continuous argument, the mediation between the representatives of 27,000 firemen and the general managers of forty-seven Western railroads was still unconcluded at Chicago on March 18.

Sympathetic strikes are unlawful, according to a decision of the United States Circuit Court of Appeals at Chicago on March 12. The case was that of the Hitchman Coal and Coke Company versus the United Mine Workers of America.

Only by advancing wages can the coal mine operators of the country avert a strike of union miners after April 1, according to developments before the special convention of the United Mine Workers of North America at Cincinnati on March 16.

Danger of an immediate strike of 27,000 locomotive firemen, and the temporary suspension of business on practically every railroad between Chicago and the Pacific Coast, was averted on March 15 through the acceptance of offers for mediation from the Federal authorities.

The various local bodies of the United Garment Workers' Union voted to strike on March 9. Eight thousand workers will be affected. The strike is called in sympathy with the employes of a large Cleveland suit manufactory, who have been on strike for many weeks.

The Pennsylvania State Federation of Labor, in session at Newcastle on March 10, issued a request to all State and local union organizations to call special sessions to vote on the question of a State-wide strike within fifteen days and report the results by wire to President Greenawalt.

By request of Ethelbert Stewart, whom the Department of Commerce and Labor sent to South Bethlehem, Pa., to investigate the labor conditions at the Bethlehem Steel Works, Thomas A. Bartley and J. J. Sullivan of Washington, D. C., have arrived to assist Stewart in his work.

Secretary Ernest Mills of the Western Federation of Miners on March 10 stated that the lockout and strike at the Homestake mine at Lead, S. D., has cost the Federation to date fully $100,000. Federation members are paying an assessment of $1 a month for support of the South Dakota miners.

The strike of paper-makers and sulphite workers at Corinth, N. Y., has now spread to five mills of the International Paper Company. Four hundred men walked out on March 10 at the Fort Edwards mills, making 1500 men out in all at Glens Falls, South Glens Falls, Niagara Falls, Fort Edward and Corinth.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aas, Oscar
Aaslin, Oscar
Abel, Paul
Abrahamsen, -1332
Abrahamson, Johan
Adamsen, W. O.
Aguilar, Santos
Ahlberg, Oskar
Alksne, Aug.
Allen, G.
Ahern, D.
Andersen, -1620
Andersen, -1108
Andersen, -1305
Bachmann, Edich
Backtrom, Wm.
Back, M.
Barm, Jacob
Bausback, -1511
Bauwens, H.
Beausang, E.
Bechler, Josef
Begg, W. E.
Bendixen, Nik.
Berg, H. G.
Berge, Johan S.
Berntsen, Ellert
Carlson, Martin
Carlson, -760
Carlson, Harold
Carlsson, Harry
Carlsson, Alfred
Carlsson, John W.
Carlsson, Marcus A.
Carnaghan, Wm.
Carrick, Jas. B.
Ceelan, John
Chauche, Jean A.
Dahlon, Harry
Danskanen, H.
Danielsen, Sigurd
De Santis, E.
Dignes, Gustav
Eckert, Fred
Edman, Oscar
Eggers, Johan
Eklund, Evert
Elfstrom, Axel
Ellingsen, -594
Endresen, -673
Engberg, Oscar
Erdman, Bob.
Fagen, John
Farnen, Wm.
Faulkner, John E.
Ferwedow, R.
Fischer, Torsten
Fjellman, Jonas
Frank, -499
Gad, S. V.
Gallovich, Geo.
German, R. B.
Gerner, Hans
Gostman, A.
Gram, Eric
Grane, Jose Callon
Gras, Mr.
Grauers, Gosta
Habedank, Fred
Hagberg, Gust.
Halme, John
Halvorsen, Severin
Hallbeck, J. O.
Hansen, -1224
Hansen, Hans E.
Hansen, Hans H.
Hansen, -968
Hansen, -1576
Hansen, Harold O.
Hansen, Julius O.
Hansen, Hans M.
Hansen, -1867
Hardin, M.
Harlow, Bert
Heimann, Christian
Ingwardsen, R.
Ingemand, Chris.
Jansen, K.
Jansen, Edward
Jansen, -1579
Jansson, E. W.
Jensen, Jens
Jensen, Jens K.
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Jensen, J. K.
Kane, G.
Kaold, John
Karlsen, John A.
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Kjelgren, J. A.
Klebingat, Fr.
Kluge, Frank
Knuttsen, Knut
Koening, D.
Lahr, Otto
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Landal, Chas.
Larsen, Peder G.
Larsen, Kristen
Larsen, Anton
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Larsen, Ludv J.
Larson, C.
Larson, Alek
Larsson, Efraim
Larsson, K. E.
Larsson, Karl
Lehto, C.
MacCue, T.
Made v. d. L. W.
Madsen, -952
Magnussen, Karl G.
Mahsing, W.
Maherin, L. W.
Maripu, John
Martin, Howard
Masterman, E. P.
Mathews, John
Mathews, Fred
Mathisen, Nils L.
Matson, Alec
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Anderson, E.
Andersson, Emil
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Andreasen, Hans
Andresen, -1635
Antell, Fred
Arnold, E. B.
Astrom, Torsten
Austin, John
Axelsen, Herman
Bjorklund, E.
Blackstad, Chas. E.
Blank, Geo.
Bostrom, C.
Bourbigou, Louis
Boylan, C. F.
Bray, J. K.
Brandt, Oskar
Browne, H. H.
Bryning, Walter
Bryde, Carl M.
Buchtman, T.
Christiansen, N.
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Christensen, Henrich
Christoffersen, -1288
Claus, Carl
Classen, Henry
Conrad, -1361
Coughlan, -1174
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Dracar, Edward
Drausmann, H.
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Duncan, G. M.
Eriksen, Lars H.
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Fredriksen, B. D.
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Friedland, Karl J.
Frose, Elias
Frose, J. J.
Gravert, Joe
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Guilderson, Eugene
Gundersen, Krist.
Gundersen, Ole
Gustafsen, Gustaf
Gustafsson, G. B.
Gustafson, Ivar
Heisterman, Paul
Helmer, Fred.
Henningsen, C. F.
Henriksen, -1737
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Henshaw, Frank
Hermansen, L.
Hernas, -2042
Hetman, Walter
Hogelei, Torvald.
Holberg, Oluf
Holmgren, G. J.
Holstein, R.
Holt, Karl C.
Hoye, Haakon
Hull, H.
Isaacson, Isaac
Ishmell, Paul
Jensen, I. M.
Johannessen, -1863
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Jorgensen, Johan
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Kohlmeister, Otto
Kotcharin, Jacob
Krapp, Elmer
Kristensen, -1088
Kristiansen, Krist
Kristiansen, L. A.
Kristoffersen, Jakob
Krogstad, H. E.
Kvistgard, Carl
Liedtke, B.
Linde, O. B.
Lindgren, Gust.
Lindkvist, A. I.
Lindholm, -1274
Link, Alex.
Linquist, Gust.
Ljungqvist, H.
Lohne, E.
Luckmann, Ewald
Ludvigsen, Arne
Luhrs, L.
Lund, Peter
Lundkvist, F. E.
McCarthy, T.
McGrath, Jack
McManon, John
Mersman, A.
Mikkelson, -1620
Miller, James
Moller, Nels
Moller, L.
Mordin, John
Morris, Francis
Morrison, Donald
Mortinsen, E.
Murray, Ed.
Muta, Gust
Nanberg, Gus
Nasstrom, Gottfrid
Neilson, Sievert
Nelsen, F.
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Nordgren, Arvid
Odman, -557
Ofeldt, C.
Olesen, Marinus
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Olson, Gustaf
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Partel, L.
Pearson, T.
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Petersen, S.
Pedersen, Halfdan
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Pettersen, Gustaf
Quigley, R. E.
Randle, David
Rasmussen, Peder
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Rasmussen, Vald.
Reimers, Johan
Reinhold, Ernst
Remmer, Louis E.
Saar, -1790
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Samsig, Carl
Samuelson, John
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Sanders, Chas.
Sandstrom, O. H.
Sanne, R.
Sauer, Emil
Saul, Th.
Schulz, -1665
Schultz, Albert
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Schlosser, Ludv.
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Schmidt, -1670
Scholl, Carl
Schorer, L.
Schwitzer, Herman
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Simonsen, Thomas
Simanofsky, P. von
Simonsen, Sigv.
Selron, Tom
Teerling, W. R.
Thilo, Peder
Thomsen, O. B.
Thomsen, Karl F.
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Ueback, Sigfrid
Vejooda, F. -190
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Virtanen, Carl
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Wagner, Paul
Wakely, R. E.
Walberg, Rudolf
Watts, Edw.
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Wiberg, Erik
Zimmerlink, F.
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Nelsson, -552
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Pettersen, Isak
Petterson, -851
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Pirnke, Carl
Pitkanen, J. W.
Prendl, Ludwig
Price, C. G.
Reuter, Ernest
Rosenvald, Isak
Rost, K. G.
Roth, Sven
Rustanius, J.
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Stensen, Andreas
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Fischer, Julius
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Alander, Karl
Bucktmann, F.
Backman, Paul
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Klorning, Martin G.
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Lang, Chas.
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Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

Alfonso, J. G.
Albertsen, P. H.
Antonsen, Carl
Anderson, Oskar
Benson, John
Balzani, Pietro
Benvon, Fred
Christiansen, Alfred
Cutino, Gaetano
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Evald, Fred
Ellis, Wm.
Frazer, Jas.
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Green, John
Gabrielsen, Knud
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Hansen, A. E.
Hagen, G. L.
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Johannessen, Engel A.
Johnson, George P.
Johnsson, Harry
Knudson, Oscar
Monteith, R. V.
Monroe, W.
Nicolarson, Otto
Olsen, Oskar
Peterson, Gust
Rouzle, H. S.
Romero, R.
Rensen, Albert
Swanson, Chas.
Tonnessen, Jorgen
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Blunt, H.
Bostrom, C.
Brown, C. A.
Bryan, G. T.
Bulander, B.
Carlson, Gust.
Carlmark, Barthold
Counaughton, H.
Ekwall, G. A.
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Cooley, Howard
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Fisko, Oluf
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Hohm, Carl
Pedersen, Peder
Polison, Tom
Uggla, Fred
Torvig, Olaf

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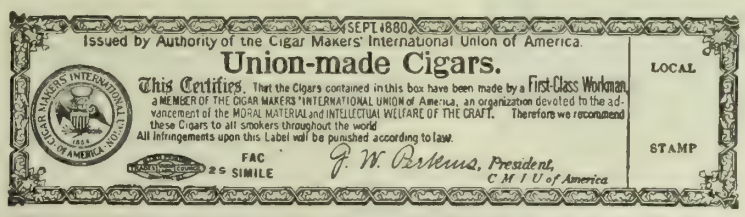
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INFORMATION WANTED.

Jack McGrath, late master-at-arms on the revenue-cutter McCulloch, is inquired for. Address Coast Seamen's Journal.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England.

The five sailors who left the schooner A. J. West at Honolulu, on March 30, 1908, are requested to communicate with the Secretary of the Sailors' Union of the Pacific. The libel against the A. J. West has been adversely decided by the Federal Court at Honolulu.

INFORMATION WANTED.

Peter Nielsen, from Aarhus, Denmark, is inquired for by Christ Hansen, 230 W. Thirty-second street, Los Angeles, Cal.

John Ferdinand Petterson Franken, a native of Finland, is inquired for. Address Coast Seamen's Journal.

Henry Fauske, a native of Norway, aged 36, last heard of on the Pacific Coast 18 years ago, is inquired for by Mrs. Emma Fauske. Address St. Helens, Wash.

Any member of the crew of the barkentine Arago when John McLaughlin, donkey man, was injured while loading at Caspar, Cal., last October, please report to Attorney F. R. Wall, Merchants' Exchange Building, San Francisco. By doing so they will very much assist McLaughlin in obtaining his rights.

The following members have salvage due from the Globe Navigation Co., account of S. S. Eureka, when they picked up a Russian vessel in 1907: H. Anderson, H. Ellman, M. Gunderson, Carl Swanson, N. Nilsen and Manuel Par. Apply to P. B. Gill, Agent, Sailors' Union of the Pacific, Seattle, Wash.

News from Abroad.

Charles A. Rebstock, an American railroad man, was sentenced on March 14 to nine years in prison at Ygnacio, State of Sinaloa, Mexico, for manslaughter.

The Prussian Diet on March 16 passed without essential changes the Government's Prussian Suffrage bill. The vote was 238 to 188. The measure was strongly opposed by the Socialists.

The British Navy estimates for 1910 issued by the Admiralty provide for an expenditure of $203,010,500, an increase of $27,005,000 over 1909. The increase is almost wholly taken up by shipbuilding authorized by Parliament before dissolution.

Half of the subjects of the principality of Monaco marched to the palace and waiting upon the Prince of Monaco on March 6 demanded a constitution, declaring that Monaco was the only absolute monarchy remaining on the face of the globe.

James A. Patten, the Chicago speculator, was forcibly ejected from the Cotton Exchange at Manchester, Eng., on March 11. He was subsequently compelled to leave the city by the crowds which followed and threatened him with personal injury.

Nicholas Tschaikowsky, who was being tried on the charge of criminal activity in the revolution organization, was acquitted at St. Petersburg on March 9. Madam Breshkovskaya, who was being tried at the same time, was convicted and sentenced to be exiled.

The rejection of the Budget by the House of Lords in the preceding Parliament cost the country in loss of revenue $142,500,000 in the current fiscal year, according to a statement made by Chancellor David Lloyd-George in the House of Commons on March 8.

Chancellor von Bethmann-Hollweg, in a speech in the German Reichstag on March 14, announced it was the intention of the Government to submit a bill extending the constitution of Alsace-Lorraine so as to give that territory a greater measure of self-government.

Not since the interment of Empress Elizabeth has Vienna witnessed a funeral so imposing as that given on March 14 to Dr. Carl Lueger, the anti-Semite and Christian Socialist, who for many years preceding his death on the 10th was the Mayor of the city.

Commander Peary's refusal to place proofs of his North Polar achievement before Congress has caused surprise at Copenhagen. The explorer's statement that the contract with his publisher prevents him from making the data public at this time is not taken seriously.

The Russian Douma on March 10 approved the action of the budget committee in cutting the appropriation for the administration of the Siberian exile system to $34,500. In making this reduction the committee had declared that the system was bad and must be abandoned.

The Portuguese Governor of the Azores cabled from Horta, Island of Fayal, on March 16, that the Portuguese bark reported as lost in a storm off Pico Island was loaded with emigrants bound for America. Forty lives were lost. Twenty-three of the passengers and crew were saved.

With the Wits.

It Varies.—"What is this price of peace they talk so much about?"

"Just now it is a set of furs."—Exchange.

Each day, at mutual expense,
Do I and Cleon dine—
The food and drink at Cleon's,
The jokes at mine.

Polar and Presidential Styles.—Knicker—Going traveling?

Bocker—Yes; but I don't know whether to make a dash or a swing.—Judge.

Explained.—He—They're going to toast the football players tomorrow.

She—Oh, now I understand why they call it a gridiron.—Columbia Jester.

Shrewd Willie.—Parent—Willie, my father used to whip me when I behaved as badly as you are doing.

Willie—Well, I hope I'll never have to tell my little boy that.—Boston Advertiser.

Special Inquiry.—Uncle Silas—What be your rates?

Hotel Clerk—Two dollars up to twelve.

Uncle Silas—An how much if a fellow only wants to stay up till half-past 9?—Brooklyn Life.

A Reversal.—"I suppose you talked a lot of nonsense to your wife before you were married."

"Yes," answered Mr. Meckton. "Before we were married she thought my nonsense sensible. Now when I try to talk sense she thinks it's nonsense."—Washington Star.

Lesson in Conduct.—A little girl on the train to Pittsburg was chewing gum. Not only that, but she insisted on pulling it out in long strings and letting it fall back into her mouth again.

"Mabel!" said the mother in a horrified whisper. "Mabel, don't do that. Chew your gum like a little lady."—Everybody's Magazine.

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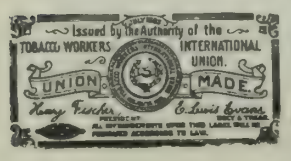
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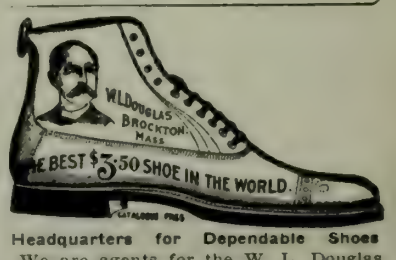
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FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

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THE HATTERS' CASE.

AND IT HAS COME TO PASS, the Hatters are mulcted in the sum of $222,000! The Taff-Vale decision of England against the railroad employes which was wiped out by the Trades Dispute Act of the British Parliament of 1906 has been revivified and applied to the organized workers of the United States.

A brief résumé of the important events of the Hatters' case may be helpful to a better understanding of the principles involved.

After a trial lasting more than seventeen weeks the Federal Circuit Court for the District of Connecticut rendered a verdict of $222,000 against 200 members of the United Hatters of North America in favor of Loewe hat manufacturers of Danbury, Conn. The case was brought under the provisions of the Sherman Anti-Trust law. The complaint alleged that the Hatters conspired against Loewe & Co., to insure the company's business, through a boycott, and that this was in restraint of trade in interstate commerce and in violation of the Sherman Anti-Trust law. Damages in the sum of $80,000 were alleged and under the anti-trust Act threefold damages were demanded. Upon motion of the Hatters the case in the first instance was dismissed by the Federal Circuit Court of Connecticut, substantially on the ground that the organization not being engaged in any trade or commerce its acts could not be regarded as in restraint of trade and hence its "boycott" was not in contravention of the Sherman Anti-Trust law. Loewe took an appeal to the Circuit Court of Appeals, and Loewe and the Hatters agreed that the Circuit Court of Appeals should "certify" the case so that the case could be passed upon by the United States Supreme Court. That court rendered its decision February 3, 1908, reversing the decision of the court below in dismissing the case and remanded the case for trial on the complaint. The trial commenced the first Monday in October, 1909, and the verdict of $222,000 damages was awarded against the Hatters on February 4, 1910. The judge in his charge denied the jury the right to judge the facts. He instructed them to simply determine the amount of damages the Hatters were to pay, with the result stated above. An appeal will be taken upon several important points involved in the case, and a new element in the fundamental principles involved may find its way into the case when the appeal is prepared, presented, and argued.

We have already said that this decision is the application to the Hatters of the principles of the English Taff-Vale case, now repealed by directly enacted law of the British Parliament. More directly speaking, that application was made by the decision of the United States Supreme Court, February 3, 1908, when it interpreted the Sherman anti-trust law so as to apply to the United Hatters of North America, and of course also to all other labor organizations and voluntary associations of men which may at any time find it necessary to take any normal action for the purpose of protecting and promoting the interests of their members and of the people generally. * * *

The question which the Supreme Court was called upon to decide was whether under section seven of the Sherman Anti-Trust law the Loewe Company could maintain an action against the Hatters. The court decided in the affirmative (basing its decision upon the allegation that the Hatters' organization is a combination in the form of a trust and its "boycott" against the Loewe Company's hats was an interference with a free flow of trade between the States, and therefore in restraint of trade) and that the Lowe Company might maintain the suit and recover threefold damages. In connection herewith it must be borne in mind that under sections one and two of the Sherman Anti-Trust law, if the Supreme Court's decision shall hold and remain in force, the Hatters' organization and every other labor organization may be proceeded against by any prosecuting officer of the Federal Government and the men of labor punished by a fine of $5,000 and by imprisonment for a year.

Incidentally it may be mentioned that since this decision was rendered the hat manufacturers entered into a combination (which by analogy might be termed a conspiracy), the effect of which was a lockout to enforce non-union conditions, tending to a reduction in wages and with all of its other evils; that after a defensive struggle of nearly eleven months the Hatters won their contest, and that nearly all the establishments in which the lockout occurred are now again in agreement with the Hatters' union. In the case in point, the lockout of the hat manufacturers against the union, they exercised their legal right to use their combined power to coerce the members of the Hatters' union to accept the employers' conditions. No one haled them to court nor dreamed of so doing. It was coercion; it was the coercion which they were legally entitled to exercise. If the wageworking Hatters, in defense of their rights and their interests, made the coercive methods of the hat manufacturers abortive, and thereafter entered into an agreement to renew or to improve the relations of the two parties, it was an act directly in the interest of both, involving and resulting in the public good.

The amazing view which the Supreme Court took in its decision is that the Hatters' union attempted to "force all manufacturers against their will" to make agreements with the union. As a matter of fact, time and events have demonstrated beyond cavil of a doubt that industrial peace and the best possible relations obtain in the voluntary agreement entered into between the employers and organized workers.

The Hatters' union was not engaged in trade or business and had nothing to sell in competition with Loewe. The court, in reaching its decision, did not consider this important feature, that even if the boycott against Loewe was successful there would be no lessening of the number of hats manufactured and used, that it would simply mean a transfer of the trade from Loewe & Co. to some other and fairier hat manufacturer.

Since the Supreme Court decided that labor unions are punishable under trust penalties, we feel that it is necessary to point out how widely different is a labor union from a trust; for upon these vital and fundamental differences of the two are based the main reason for the insistence that the voluntary organizations of labor shall not under the law be regarded as in the same category as trusts and illegal combinations in restraint of trade. * * *

We believe that all good citizens will join with us in the earnest attempt to secure a remedy from Congress; but there is always the selfish, avaricious, conscienceless type of employer, and it gives us pause to think of the hardships and persecutions which such employers might inflict when their rapacity has the protection of a decree such as the one delivered by the Supreme Court in the Hatters' case.

At the time the Sherman Anti-Trust law was passed we gave warning that it was so drawn that we feared a construction would be read into it so as to apply it to our unions instead of to the trusts which it was intended to restrain.

The event which we feared has come to pass. The law has long been admitted to be of no value in restraining or really punishing trusts. Useless as an instrument of good, perverted from its original intent, it has now been made an instrument of positive mischief. We know the Sherman law was intended by Congress to punish

(Continued on Page 7.)

STRIKE
ON THE GREAT LAKES

COMRADES:

The strike of Sailors, Firemen and Cooks on the Great Lakes is still on. We appeal to all seafaring men to assist us in persuading seamen to stay away from the Lakes during this strike.

Any reports that the strike has been settled are false.

The Seamen of the Great Lakes are sticking together solidly, and will keep up the battle for freedom and decent conditions until the fight is won. "God Almighty hates a quitter." (So do we.)

Lend a hand, comrades, by inducing seamen to stay away from the Lakes while the strike is on.

Yours fraternally,

LAKE DISTRICT,

International Seamen's Union of America.

STRIKE ON THE GREAT LAKES

KEEP AWAY!

"BLACKBALL JACK."

When first I took to the rolling brine
'Twas then I sailed in the Blackball Line;
Across the "Big Pond's" waters blue,
With shipmates loyal, tried and true.

Give me those good old packet days
When to the Hook we used to race,
Right in the teeth of wintry gales
That took the starch out of our sails.

Give me the good old shanties, boys,
That made our sorrows seem like joys;
Those stirring songs we sang of old
When sailormen were strong and bold.

Those were the days when, young and hale,
I loved to buck the wave and gale;
The days I sailed on the rolling brine,
A packet-rat in the Blackball Line.

I never hum the above ditty but I think of "Blackball Jack." Poor, old Jack! He is now in the port of missing ships, and if there is such a thing as justice in the universe I guess he's got a pretty soft snap. He certainly was a jim-dandy at sailmaking and all kinds of fancy work. What he didn't know about sailmaker-splices, rope-maker-eyes, rose-lashings, hitching over cork-fenders, crowning hawsers and such jobs would serve as a good definition of the term nothing. I once helped him to pass a wire gammoning around the bowsprit and cutwater which was so neatly finished off that, outside of "Blackball Jack" and myself, no one on board could tell for certain where it began or ended. Twenty years afterward I saw the same ship (the Saint Mark) in Astoria, and the gammoning was still there, as neat and strong and snug as the day "Blackball Jack" put it on. I tell you what, bullies, some of those old windjammer sailors were past masters in the art of seamanship. If they had one fault it was, perhaps, that they were a little too thorough in their work. For instance, they had a way when finishing a splice, or knot, or seizing, or other similar job, of rounding it into final shape by gently tapping it with the marlinspike or the handle of the sheath-knife—which led an observant Dago skipper to remark once, disgustedly:

"Yankee marinero he ver' gooda da man, but when he maka da job fini' he allee da time tappi-tap-tap, tappi-tap-tap—allee da same one shoemak'."

Like most sailors grown gray wrestling with Old Briny, "Blackball Jack" had lapsed into prim and old-maidish ways. Everything in his bunk was stowed according to Lloyd's, bung up and bilge free, and dunnaged up to the bends. On the little shelf above his head reposed his ditty-box, sail-bag, grease-horn, marlinspike, plate and pannikin, soap, matches, tobacco, etc. A canvas becket overhead held a fork and spoon, his sheath-knife doing mess duty at mealtimes. A like becket in handy proximity to the pillow was monopolized by a short, black, clay dudheen which I am sure Jack would not have exchanged for a silver-mounted meerschaum hookah. Nailed up against the partition at the foot of the bunk was an oil painting of a full-rigged ship on the port tack, with everything set from skysails down, and the Stars and Stripes proudly waving from her monkey gaff. On a beam overhead Jack had chalked up the letters S M T W T F S, the same being a calendar corresponding to the names of the days of the week, under which letters he would every Saturday evening chalk the dates of the month respectively pertaining to them for the ensuing week, rubbing them out as they fell due. Some genius in the forecastle with a penchant for deciphering cryptograms had figured out that the letters stood for "Sal's mother told Will to forget Sal," or, if read backwards, "Sal's father told Will to marry Sal," but of the literary value of that interpretation I leave the reader to judge for himself. All of which, by the way, was a rather sore subject with Jack, as it so happened that his first flame had been a girl called Sal who had married a fellow by the name of Will.

Personally "Blackball Jack" was a Beau Brummel in dungharees and an arbiter elegantiarum in all matters pertaining to the wearing of ship-shape duds. When dressed in "Blackball" cap, No. 1 canvas "Cunarder," reinforced dungharee breeches, and sporting a brass-bound knife-sheath on his starboard quarter in which was stuck a Green River knife, the handle of which had been hitched over with twine, he was a sight to make one hark back to the days when, untouched by the blistering hand of steam, the able seaman and his doings furnished fit themes for poets and romancers. But it was when he rigged himself up in all the glory of his best Sunday-go-to-meetin' togs, a suit of blue doeskin, patent leather gaiters, black slouch hat, and a parti-colored bandana knotted around his manly neck, that "Blackball Jack" looked the original, genuine, name-blown-in-the-bottle Johnny-come-down-the-backstay, ready to have his "picture took" for the benefit of "the lass that loves a sailor." As one of his shipmates once remarked, looking admiringly after him as he ambled up the dock:

"By God, a blind man could feel with his walkin' stick that Jack's a sailor; that's sure."

Being an Irishman, "Blackball Jack" was, of course, not above delivering himself of an occasional bull. One morning at eight o'clock the watch came below for breakfast in a more than usually bad humor. All hands had been gee-hawking and skull-dragging in a driving rain without a let up ever since coming on deck at four o'clock, and were hungry enough to eat raw haggis. In the middle of the forecastle, on the deck where the ordinary seaman had just put it down, stood a wooden mess-kid more than half full of steaming "wethash."

"What'ells this?" said "Cockeyed" Gubbins, focusing his good eye with well-feigned surprise on the reeking mess as if he had never seen anything like it before, and giving the kid a twist that set the contents swirling like a miniature Maelstrom.

"Soupe de bouillon—two gallons of water an' one oniong," suggested "Brummagem Bill" in accents "Francais au naturel."

"Let's go aft to the ould man wid it," said "Blackball Jack," picking up the kid and making for the door. "Sure this domned swill 'ud poison a Drogheda pig."

By the time he had gotten to the cabin door the accumulated tenseness of his feelings had reached the near-explosive stage. Trifling grievances, light as air when weighed in the balance of the great, busy, outside world, assume the proportions of veritable injustices when one is cribbed, cabined and confined on board of a ship.

The skipper had in the meantime been apprised by the steward that the watch below wanted to see him, and came out on deck.

"What is it, Jack?" he asked, good-naturedly, affecting not to understand the purport of their visit.

"Phwat is it?" sputtered "Blackball Jack," almost bursting with rage. "Look at that, sor," holding the kid up for the inspection of the skipper; "phwat d'yez call that—a fit breakfast for human bein's?"

"Well," drawled the skipper, after looking critically at the stuff in the kid, "what's the matter with it? Ain't there enough of it?"

"Enough of it, yes, such as it is," replied Jack in disgusted tones, clearly indicating that he thought the question a silly one.

"Well, then," continued the skipper, "ain't it good enough?"

"Good enough, yes, phwat there is of it," admitted Jack, somewhat bewildered by the point-blank manner in which the question had been fired at him.

"Then what the devil are you growling about?" asked the skipper, with a twinkle in his eye.

"Growlin' is it?" roared "Blackball Jack," now thoroughly aroused. "Holy Jasus! can't a man shpake but he must be growlin'? There," slamming the kid down at the skipper's feet, "ate it yersilf for, be God, Oi'll not ate it."

And with head erect and shoulders squared he walked back to the forecastle, there to nurse his smoldering wrath until the fumes of dinner should appease it.

It is not to be inferred from the foregoing that "Blackball Jack" was deficient in that rare mother wit which has ever been the heritage of his race. Indeed, it was often difficult, in sizing him up, to say where the bull ended and the wit began.

The Ethan Allen had on board a passenger, Miss Priscilla Alcott, an elderly maiden lady related to the owners, who had been ordered by her physician to take a sea voyage for the benefit of her health. A day or two after leaving New York Miss Alcott noticed an unusual commotion around the decks, and, unable to account for it, approached "Blackball Jack," who was standing on the lee side of the poop with the mizzen staysail sheet in his hand as if ready to let go of it.

"Can you tell me, sir, what they are going to do now?" she asked, indicating with an expressive sweep of her hand in the direction of the main deck where the rest of the crew were scattered about, each seemingly standing "at attention," whom she meant by "they."

"Oi can that, mum," replied Jack, politely. "They're goin' to tack ship."

"Tack ship?" repeated Miss Alcott, with a puzzled expression on her face. "And, pray, what does 'tack ship' mean?"

"Faith, mum," said Jack, gravely eyeing the questioner as if pitying her ignorance, "it manes that this soide is goin' to be t'other soide."

"Hard a lee; tacks an' sheets," roared the skipper at this moment, which put an end to the conversation.

Like most passengers at sea Miss Alcott displayed a lively interest in the doings of the seagulls that circled around above the ship's wake, occasionally feeding them with crumbs from the cabin table. She noted also, as have other passengers before her, that the further the ship sailed the fewer the number of the gulls became, until finally in mid-ocean, half way between America and Europe, they disappeared from view

(Continued on Page 11.)

RESCUE OF FARALLON'S MEN.

Worn and exhausted by almost incredible hardship, and bearing the indelible marks of battling with the icy gales they encountered, four of the dauntless crew of six men who, on January 7, left the wreck of the Farallon in Cook Inlet and, in a small rowboat, undertook the desperate task of rowing to Kodiak to procure relief for their companions, were brought into Seward just before midnight March 12 on the revenue-cutter Tahoma, which for almost three weeks has been searching for them.

The Tahoma also brings word that the two remaining members of the boat crew are alive and safe. The four men on the Tahoma are: Gus Swanson, second-mate of the wrecked Farallon; Charles Peterson, seaman; Otto Nelson, seaman; Albert Bailey, passenger en route to Kodiak.

The remaining members are: Charles Bourne, a resident of Afognak, who is now at Kafliar Bay, and Captain Wedding, master of the launch Sea Wolf, remained at Kodiak to take charge of his craft.

Officers of the Tahoma report terrific gales during almost the entire time the vessel was out on the search. The cutter left Seattle February 8 under orders from the Navy Department to make a search of the islands scattered through Cook Inlet, in the hope that the men had made camp on some sheltered shore.

On March 7, as the cutter was leaving Karluk Straits, the schooner Mattie, from Uyak, was spoken, and from this schooner it was learned that the boat party had been at Uyak, leaving there two days previous in a dory, headed for Afognak.

The Tahoma put on full speed, and reaching Afognak found the men there the evening of March 7. The vessel then proceeded to Kodiak, where Bourne was dropped. Wedding also left the Tahoma there to join his launch, the Sea Wolf.

From the men brought to Seward a story of hardship and suffering, together with dogged courage almost beyond belief, is gathered. The little party of six left the wreck at 11 o'clock on the morning of January 7, with a light, but fresh wind blowing north by northwest. This increased during the night to a gale that compelled the men to beach the boat at Ursus cove, where they camped for the remainder of the night. At daylight, with a light northwest wind and in a heavy snowstorm, they left Ursus cove, only to have the wind suddenly veer around to the northwest and fast reaching the proportions of a heavy gale.

At every interval that could be snatched from the toil at the oars, the men were compelled to keep bailing at the boat and with the heavy sea that was running the little craft was fast becoming a mass of ice and sinking under the weight.

All six men were drenched through and through with the spray, which in turn froze to ice, until they resembled animate icebergs. At sundown the boat reached a little shelter off Cape Douglas, but at the same time ran into a mass of heavy packed ice which soon had the boat in a sinking condition. They managed to reach dry land at Cape Douglas, but not until the boat had sunk under them with nearly all the provisions it carried away.

The water, fortunately, was shallow, and after wading to their armpits in the icy water, they managed to reach the shore ice.

By this time it had grown dark and a howling gale was blowing. Swanson, according to the others, lost all courage and threw himself down on the ice, crying that he was freezing. Nelson was snowblind and only able to grope his way about. Wedding was so cramped with rheumatism as to be hardly capable of motion. At daylight the party managed to reach the cliff above the beach, and there a makeshift tent was rigged up and a fire kindled. All were terribly frost bitten. The wind again increased to a blizzard, and, huddled together, lying flat on the frozen ground, they passed the next thirty-eight hours.

When the wind moderated somewhat they set off down the beach, and only two miles from where they had spent the night found the camp of Michael Pablov, a trapper, with a schooner hauled out on the beach. No amount of persuasion would induce Pablov to attempt crossing the Straits. Two hundred dollars was offered him, but this he refused, declaring the attempt meant certain death, as he well knew the fury of those waters in a storm.

Pablov, however, deprived himself of provisions to share with the men up to the time he left them. The party of six remained at the trapper's camp stormbound until February 7, when they started out once more.

Bailey led the way to Kaguak, along the beach, with Swanson and Peterson. Bourne and Wedding, who were unable to walk, followed in a native bidarka.

Reaching Kaguak the party found an old skiff, which they dug out of the snow, and in this they made their way to Kafliar Bay, living the entire time since leaving the trapper's camp on whale oil and dried fish flour.

At Kafliar Bay they managed to kill a seal, and this furnished the first semblance of fresh meat that had passed their lips since leaving the Farallon. Here they decided to make an attempt to cross the Straits, and in a sixteen-foot boat and four and a half feet beam and only sixteen inches high they started. Bourne, however, refused to take the risk and was left with the natives. They made a start February 22 at 6 o'clock at night. The weather was calm and the sea smooth, and again a gale sprang up and they just managed to make land at Cape Ugat, their boat being wrecked.

Near where they made their camp an old native bidarka was found, and after more hardships and sufferings they made their way to Uganek village, where they remained stormbound until March 5, when, in a dory with two natives, they made Afognak, where the Tahoma found them. The Tahoma, with the four men, left Seward for Seattle on March 13.

The Postoffice Department has arranged for a reduction in the rate on parcels passing between Canada and Jamaica from 20 cents per pound to 12 cents per pound, the limit of weight for one parcel being 11 pounds. The rates between Canada and Trinidad have also been decreased from 16 to 12 cents.

A multicellular aeroplane invented by a Frenchman is so formed that the machine will have the same amount of supporting surface whatever its lateral inclination may be.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Unions, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 85 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques v puerto, Barcelona Mayor, 44, 2, 1 (Barceioneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

Home News.

Rapid City, S. D., on March 19 adopted the commission form of government by a majority of 45.

The Pension bill, carrying appropriations of about $156,000,000, was passed by the House of Representatives on March 24.

Governor Wilson of Kentucky on March 21 signed the bill providing for electrocution as the means of inflicting the death penalty.

Probably 7,000,000 spindlers in the United States will be stopped within the next four months, unless there be a sharp drop in the price of cotton.

The petition to place the question of "wet" or "dry" on the ballot in the Chicago elections on April 5 has been denied on the ground of lack of sufficient signatures.

A large number of Councilmen, past and present, of Pittsburg have confessed to grafting before the Grand Jury and have been granted immunity from prosecution.

The Federal Grand Jury at Chicago, on March 21 returned indictments against the National Packing Company and ten subsidiary concerns on charges of violating the Sherman Anti-Trust law.

Almost every house in the prosperous mountain village of Mount Hope, W. Va., was destroyed by fire on March 24 and at least 2000 homeless persons were forced to sleep on the commons.

Fourteen persons lost their lives at Chicago on March 25 in a fire which destroyed the factory of the Fish Furniture Company. Twelve bodies have been recovered and two more are in the ruins. The loss is $300.000.

The Cartwright Anti-Trust law, which was enacted by the California Legislature for the purpose of preventing persons or corporations from combining for the purpose of restraining trade, was upheld by the Supreme Court of that State on March 24.

The Senate Committee on Pensions on March 21 agreed to report favorably bills to grant pensions of $5000 a year to Mrs. Cleveland, and Mrs. Harrison, widows of former Presidents. A bill to grant a pension of $10,000 per year to ex-Presidents was rejected.

The Common Council of Detroit on March 23 ended a nine years' controversy by voting to accept Andrew Carnegie's offer of $750,000 for a new central library building and branch libraries. In 1901 the offer was accepted by popular vote, but twice since that time it was voted down.

At the headquarters of the "Morse Petition League" in New York it is said that the object of the league is to obtain by May 1 a hundred thousand signatures to a petition for executive clemency for Charles W. Morse, the former banker, now serving a fifteen-year sentence at Atlanta.

The House of Representatives on March 19, after a long debate adopted a resolution providing for a new and larger Committee on Rules and excluding the Speaker from membership. The result deprives the Speaker of much of his former power to dictate the course of legislation.

Work on the Panama Canal is booming. The last edition of the Canal Record shows that more material was taken out of the Culebra Cut last month than in any other February since ground was first broken for the Canal. The total was 1,259,413 cubic yards and the daily average was 54,757.

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BELL BRAND COLLARS AND CUFFS—UNION MADE.

We make a specialty of handling only the Best Union-Made Goods manufactured for Seamen.

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COMPLETE SEAMEN'S OUTFITTERS

Union Goods for Union Men

SAN PEDRO WHOLESALE CO.

WHOLESALE DEALER IN THE CHOICEST OF OLD WINES AND LIQUORS.

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All goods sold at lowest San Francisco prices. We buy direct from Kentucky Distilleries and our California Wineries. Seafaring men invited to inspect our stock.

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THE SAN FRANCISCO STORE
Now Located at San Pedro,
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I carry a full line of San Francisco goods for the seafaring people, having been established since 1886, and continually serving the seafaring. I am in position to know the class of goods you want. The San Francisco Hickory Shirt at 50 cents.

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INFORMATION WANTED.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England.

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San Pedro Letter List.

Abrahamson, A.	Kristiansen, E.
Anderson, Charlie	Larsen, L. P.
Anderson, John	Lano, Emil
Andersen, Martin	Lewis, J.
Anderson, Gust.	Lane, Edward
Andersen, Sigurd	Larsen, J. -1025
Anderson, Tom	Lankewitz, E.
Andersson, A. -1447	Leith, Chas.
Anderson, Gust	Louis, Michael
Andersen, Harry	Larsen, Chris. T.
Andersen, P. T.	Larsen, Christian
(package)	Larsen, Marinius
Anderssen, Frank	Larsen, K. Louis
Anderson, J. E.	Lindroth, Erik
Arplund, August	Ludlow, J. J.
Boye, Axel H.	Lange, Friedrich
Boylan, C. J.	Lehtonen, John
Bjork, Axel	Lueman, A.
Bensen, Ray	Lundquist, F.
Bedford, A.	Maroth, Richard
Brogard, R.	Mulley, James
Blusath, Max	Mygind, W. F.
Broden, Julius	Mardisan, Andrew
Bertilsen, Peder	Mookala, John
Blumquist, C.	Mueller, Hugo
Bordjelm, Alex.	Michelsson, A. -1105
Bolander, J. E.	Mannstrom, V.
Brose, R.	Moe, John M.
Bjorseth, Knut	Nelsson, Karl J.
Backman, Ernest	Nelson, John C.
Christophersen, A.	Nystrom, Ragnar
Christiansen, E.	Nordgren, Chas.
Berntsen, Julius	Nelson, C. -663
Campbell, Geo.	Nelsen, Eddie
Carlson, Markus	Nyberg, Erick
Christenson, H.	Nestor, Wilson
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Carissen, C.	Nilsen, J. -780
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Castro, Manuel	Olsen, Hagbart
Christiansen, Hjal.	Olsen, Adolf
Colombay, Louis	Orten, Sigurd
Carlsson, N.	Ohm, Gunwall
Cainan, George	Ott, John
Clausen, Johannes	Olssen, L.
Conrad, Fritz	Olsen, G. A.
Dudler, Hans	Ohlsen, Ch.
Dories, J. H.	Olson, Karl
Donaldsen, G. C.	Olson, Wm.
Dahlman, J. A.	Ohman, P. W.
Daugul, G.	Pierson, A. -1102
Edlund, Agaton	Pestoff, Savaty
Englebright, H.	Pedersen, Gert C.
Ellingsen, F.	Petersen, H. -1061
Edland, Gus	Peterson, K. E. -903
Englund, Hjalmar	Pettersen, Peder. O.
Erdman, Bob.	Peratis, John
Emanuelsen, Gust.	Peterson, Chas.
Falk, J. P.	Pihpic, C.
Foss, Louis	Pihpic, J.
Fryland, C. J.	Pedersen, A. -1341
Fisher, J. -566	Petersen, Oscar
(photo)	Quinn, Wm.
Fredricksen, H. G.	Rasmussen, F. -341
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Gronroos, E.	Randle, David
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Gunther, Christian	Reuten, Axel.
Gunther, Hans	Rudland, Jake
Glausen, Harry	Rueter, Herman
Gorgesen, Emil	Remme, F.
Garner, Louie	Rodriguez, M.
Hansen, Thron	Rytko, Otto
Hedlund, Arvid	Rajala, Victor
Hansen, Markus	Sorensen, C. -1607
Heckman, Fred	Scholl, Karl
Hansen, Carl	Solie, Ingvald
Heggum, Louis	Saarinen, H.
Halvorsen, I.	Strand, Olav
Hanze, Albert	Steen, Hilmar
Hoglund, F. V.	Schultz, Albert
Hansen, Charlie	Sundquist, W. W.
Hassall, G.	Swanson, Chas.
Hansen, L. -794	Scott, E. G. -2041
Hansen, Hans	Samuelsen, V.
Husby, Lars	Schlitt, James
Hansen, Rasmus	Staelsten, Karl
Harris, Tom	Smith, John
Hansen, Theodor	Southerland, A.
Heggenmuller, H.	Silverberg, Harry
Harmening, Fr.	Steen, J. C.
Ingbrethsen, Daniel	Spearing, Gustav
Iversen, Fred	Stein, John
Isaccson, Gustav	Smith, J. S.
Jensen, J. -1801	Sander, A. J.
Johnson, Charles	Sandy, Oskar
Jacobsen, Tom	Tobiasen, Anton
Johansson, J. -1821	Thompson, W. J.
Jansson, F. -1234	Tufte, A. Paulsen
Johansen, J. -1462	Thompson, T.
Jeshke, H.	Tuominen, Alfred
Jensen, Wilhelm	Touanne, Walter
Johnsen, Charlie	Thomas, Paul
Jensen, Hans	Wiemer, Paul
Jeffersen, V.	Warkkula, John
Jobsen, Ch.	Wahrenberg, Otto
Jensen, -1311	Warren, Louis
Jorgensen, Emil	Werner, A.
Jones, Harry	Westad, Johan
Johansson, Bob E.	Zuhne, W. (registered letter)
Kalberg, Wm.	Zimmerman, Fritz
Knutsen, K. -138	

INFORMATION WANTED.

John Ernest Meyna (Meiner), supposed to be sailing on the Pacific Coast, last heard of 9 years ago, is inquired for by relatives. Address, Coast Seamen's Journal.

Pacific Coast Marine.

The gasoline freight schooner Arthur B. sank off the Fraser River lightship on March 22, and her crew of five men were drowned.

F. D. McFarland was recorded at the San Francisco Custom-house on March 22 as master of the steamer Hanalei vice Fred Hamma.

Six men were seriously injured, three probably fatally, by an explosion of the fuel tank of the gasoline halibut schooner Silver Wave at the dock of the Standard Oil Company at Seattle on March 23.

All hope of saving the Farallon, wrecked at Iliamna Bay, Cooks Inlet, January 5, has been abandoned, and the five members of the crew who stood by her were taken off by the steamer Dora on March 18 and the vessel left to her fate.

Deputy United States Marshal R. V. Towle of San Francisco has sold, under order of the Court, two of Gray Brothers' barges to Schultz, Robertson & Schultz for $700. The purchasers were libelants in an admiralty suit for repairs to these barges.

Permission has been received from the Commissioner of Navigation to document the California State fire tug as the "Gov. Irwin" instead of "Governor Irwin," as she was originally documented before the Governor Markham was commissioned.

The bill terminating the present lease of the fur-seal killing on the Pribylov Islands in the Pacific and authorizing the Secretary of Commerce and Labor to declare a closed season on the Islands was passed by the United States Senate on March 23.

By the establishment of wireless stations at Iketa Head, Queen Charlotte Island, and at Triangle Island, the Dominion Government has made it possible for Alaskan-bound steamers, whether on the inside or outside route, to keep in daily touch with the mainland.

Captain M. Vierth of the Kosmos liner Itauri announces at Tacoma that the Kosmos line will probably enter the passenger business between Puget Sound and the West Coast of South America with a fortnightly service. In that event larger vessels will be used.

The Oceanic liner Sierra, after lying up in San Francisco Bay for several years, sailed from that port on March 26 for Honolulu. The Sierra has recently been overhauled at a cost of $150,000. She will be used in the Island trade permanently, alternating with the steamer Alameda.

The following changes of masters were recorded at the San Francisco Custom-house on March 19: Steamer Dauntless, C. C. Titchworth vice E. A. Sandstrom; steamer Sea Fox, E. A. Sandstrom vice L. L. Langren; steamer Defiance, John G. Trapp vice D. C. Thomsen.

A suit in admiralty was filed in the United States District Court at San Francisco on March 18 by the C. B. Jennings Company, James L. de Fremery & Co. and W. & J. Sloane as joint libelants against the British steamer Inverness for damage to freight through careless stowage.

Captain Logan has been sent from Quebec to Icy Strait to take charge of salvage operations of the wrecked Yucatan, only a portion of whose bow and forward part of deck is out of water. The vessel has not yet been abandoned by the underwriters, who declare she can be floated.

The bark Alden Besse, an old landmark which was tied up at San Pedro for years, is again at that port, arriving on March 18 from Honolulu under the command of Captain Fred C. Miller, and has 892 tons of scrap iron for Los Angeles. She will await a return charter to the Islands.

The following changes of masters were recorded at the San Francisco Custom-house on March 14: Steamer Olson & Mahony, H. T. Payne, vice Henry Peterson; schooner Sophie E., Gullick Hansen, vice Andrew Anderson. The steamer San Rafael City, Hans Michelson master, was enrolled.

Negotiations are under way by the California and Oregon Coast Steamship Company for a suitable craft to operate between Coos Bay and points on the Coquille River. It is said that the deal will likely be closed in a few days. At Marshfield and North Bend the new steamer will connect with the Alliance from Portland.

After an enforced idleness of two years, due to the depressed condition of the lumber market, the plant of the Washington Mill Company at Hadlock, and one of the most important factors in the sawmill industry on Puget Sound, resumed operations on March 18 with orders booked which insure a long term of activity.

The barkentine James Tuft, Captain Friedberg, which sailed from San Francisco on March 24 for Puget Sound, returned the same day because of an accident which resulted in breaking the right leg of Mate J. Winter. The mate was struck by a breaking hawser and his limb was badly shattered.

The following changes of masters were recorded at the San Francisco Custom-house on March 23: Steamer James S. Higgins, W. F. Higgins, vice J. B. Sorenson; steamer Dennis Sullivan, Charles S. Lave, vice Matt C. Johnson. The schooner Ruth E. Godfrey, Jens Johnson master, was enrolled.

The Merchants Transportation Company of Tacoma has purchased the route of the Vashon Steamship Company between Seattle and Portage on Vashon Island, midway between Tacoma and Seattle. The steamer Vashonian will be continued on the run, which will be continued from Portage to Tacoma.

The following changes of masters were recorder at the San Francisco Custom-house on March 21: Steamer Hercules, D. C. Thompson vice C. C. Titchworth; steamer Korea, J. W. Saunders vice S. Sandberg; steamer Aurora, C. F. Christensen vice N. P. Wilson. The steamer Fearless, Tonnes Tonnesson master, was registered.

It was reported at Tacoma on March 22 that the Alaska Steamship Company has chartered or is negotiating to charter the steamship Mariposa, now in the San Francisco-Honolulu service, for the Tacoma-Prince William Sound route, replacing the lost steamship Yucatan. The chartering of the Mariposa results from the recent losses of the steamships Ohio, Yucatan and Farallon.

The following changes of masters were recorded at the San Francisco Custom-house on March 24: Steamer Riverside, John Dahlgren vice L. C. G. Hansen; steamer George W. Elder, G. M. Jensen vice C. J. Hannah; steamer Charles Nelson, L. C. G. Hansen vice John Dahlquist. The bark Star of Finland, C. Haase master, and the schooner Ruth E. E. Godfrey, J. Johnson master, were enrolled.

A movement is said to be on foot for the consolidation of the tugboat companies on the Sound, and if it is successful, forty-three Sound tugs, representing nine companies, will be brought into the combine. It is rumored that the Puget Sound Tugboat Company may be back of the proposed merger. It is said the plan contemplates a central office at Seattle, with branches in each port. This report is denied in some quarters.

The following changes of masters were recorded at the San Francisco Custom-house on March 25: Schooner Annie Maria, Harry Smith vice A. P. Anderson; schooner Cecilia Maria, George M. Hedges vice William Dower. The ship Abner Coburn, W. C. McNaught, master; the ship Star of Scotland, P. C. Rassmussen, master; and the ship Star of Greenland, P. H. Petersen, master, were enrolled. The bark Star of Holland, Peter Gundersen master, was registered.

The American ship W. F. Babcock from Port Townsend for Cape Town, put into Honolulu on March 9 in distress as the result of damages received in a hard southwest gale which was encountered soon after clearing the Juan de Fuca straits. Her rudder was damaged, her sails torn to ribbons and some injury sustained by her yards. The storm lasted four days. The Babcock is carrying 2,000,000 feet of lumber for the South African port.

Pearl Harbor is now a real harbor, instead of simply a diagram on a map, and is capable of sheltering vessels of considerable size. Two vessels, the schooners W. A. Marston and Ariel, are now lying beneath the great 12-inch guns that form the defense of what is to be the chief naval station of the Pacific. Though not the first vessels that ever entered the harbor, they are the first clearing from the Coast that ever made their way through the channel.

After testing the merits of wireless on the steamship Korea, the Pacific Mail Steamship Company has decided to equip its liners Manchuria, Mongolia, Asia and China on the transpacific run with the system. A contract has just been closed between the Mail Company and the United Wireless Telegraph Company for the equipment of the steamers. Each vessel will be fitted up with a five-kilowatt set and will also have a one-kilowatt set aboard fitted with storage batteries to be used as an auxiliary in cases of emergency.

F. W. Reinberg, cook on the British ship Mancunia, filed a libel in the United States District Court at San Francisco on March 22 against that vessel to recover $220 wages. He alleges that, five months ago, after shipping from Dunkirk, he injured his leg and blood poisoning set in. The captain refused to treat it or to have it treated, and he fears he will have to have it amputated if he cannot leave the ship to secure proper attention. On the other hand, he claims, if he left the ship he would be arrested as a deserter, his wages would not be paid, and he would be taken back to Dunkirk without treatment.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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(Continued on Page 10.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO
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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, MARCH 30, 1910.

NAVAL DISCIPLINE.

The Bostonian, a paper published in Boston, has recently begun an agitation for better treatment of the enlisted men in the United States Navy. This subject is of interest to the seamen in the merchant service by reason of the kinship that exists between the two branches of the seafaring craft. By way of illustrating the system of discipline in the Navy, we reproduce the following from the Bostonian:

From the U. S. Regulations for the Navy of 1909 we take the following extracts under the heading "Limitation of Punishment":

The following limitations to the punishment of officers and enlisted men, in time of peace, by naval general courts-martial, have been prescribed by the President, and shall not be exceeded:

Disobeying lawful order of a superior officer—Officer, dismissal; enlisted man, confinement for two years, and dishonorable discharge; (3) Lookout (enlisted man).

An officer leaving station or post before being regularly relieved is dismissed; an enlisted man acting as petty officer, sentinel or lookout is confined for one year and dishonorably discharged.

Refusing to obey the lawful order of a superior officer—Officer, dismissal; enlisted man, confinement for two years and dishonorable discharge.

Drunkenness, an officer loses ten numbers and an enlisted man is confined for six months.

Gambling—Officer, dismissal; enlisted man, confinement for six months.

Scandalous conduct tending toward the destruction of good morals—Officer, dismissal; enlisted man, confinement for two years and a dishonorable discharge.

Cruelty toward or oppression or maltreatment of any person subject to his orders—Officer, dismissal; enlisted man, confinement for six months and a dishonorable discharge.

To join in or abet any combination to weaken lawful authority of, or lessen the respect due to, his commanding officer—Officer, dismissal; enlisted man, confinement for two years and a dishonorable discharge.

Uttering seditious or mutinous words—Officer, dismissal; enlisted man, confinement for two years and a dishonorable discharge.

Negligent or careless in obeying orders—Officers to lose ten numbers; enlisted man, confinement for six months.

Culpably inefficient in the performance of duty—Officer, dismissal; enlisted man, confinement for six months and a dishonorable discharge.

Not using his best exertions to prevent the unlawful destruction of public property by others—Officer, dismissal; enlisted man, confinement for two years and a dishonorable discharge.

Through inattention or negligence suffering a vessel of the Navy to be stranded, or run upon a rock or shoal or hazarded—Officer, dismissal; enlisted man, confinement for two years and a dishonorable discharge.

Wasting any ammunition, provisions, or other public property, or having power to prevent it knowingly permits such waste—Officer, dismissal; enlisted man, confinement for two years and a dishonorable dismissal.

Obscene and abusive language—Officer, public reprimand; enlisted man, confinement for three months.

Wilful destruction of property—Officer, dismissal; enlisted man, confinement for one year and a dishonorable discharge.

Absent from station and duty without leave, or after his leave has expired—Officer, dismissal; enlisted man, confinement for six months and a dishonorable discharge.

Violating or refusing obedience to any lawful general order or regulation issued by the Secretary of the Navy—Officer, dismissal; enlisted man, confinement for two years and a dishonorable discharge.

Desertion (in case of surrender) after thirty days—Officer, dismissal; enlisted man, confinement for eighteen months and a dishonorable discharge.

Absence from command without leave—Officer, dismissal; enlisted man, confinement for six months.

Neglect of duty—Officer, dismissal; enlisted man, confinement for one year and a dishonorable discharge.

Interfering with or resisting sentinel in the lawful execution of his duty—Officer, dismissal; enlisted man, confinement for one year and a dishonorable discharge.

Refusing obedience to lawful orders of a sentinel—Officer, dismissal; enlisted man, confinement for one year and a dishonorable discharge.

Resisting arrest—Officer, dismissal; enlisted man, confinement for one year and a dishonorable discharge.

Using profane, abusive and threatening language toward his superior officer—Officer, dismissal; enlisted man, confinement for two years and a dishonorable discharge.

Conduct to the prejudice of good order and discipline—Officer, dismissal; enlisted man, confinement for two years and a dishonorable discharge.

Using profane, obscene or abusive language toward another person in the service—Officer, dismissal; enlisted man, confinement for one year and a dishonorable discharge.

Refusing to halt when challenged by a non-commissioned officer, or guard or sentinel—Officer, dismissal; enlisted man, confinement for one year and a dishonorable discharge.

It is proposed to secure a Congressional investigation of the apparent inconsistences in the Naval rules. In this object the friends of the enlisted men in the Navy will have the support of the seafaring craft generally, to the end that justice may be done to the "man behind the gun."

"AN IMPORTANT JUBILEE."

Under the above caption, our contemporary, Sjofolkets Tidning, of Stockholm, the official organ of the Swedish Seamen's and Firemen's Union, extends compliments to the Sailors' Union of the Pacific upon the occasion of its twenty-fifth anniversary, in the following terms:

"One of our great writers some time has said that 'organizing a trade union is historically as important an event as are the battles so circumstantially described by history.'

In this instance we can but agree with him, for this little spark was the cause of a spontaneous movement the importance of which, for this class of labor, can not be estimated.

Through organization the American seamen have been enabled to improve the conditions of the craft, morally, physically and mentally. From being the helpless pawns in the game of land sharks, they have become conscious of their rights as men, and of their rights and duties as citizens. Through their trade-union work they have been enabled to increase their wages to such an extent that their field of activity possesses a magnetic power on even our country's seamen, and many of them do not wish for anything better than a chance to go there and to share the benefits which our pioneering comrades have succeeded in obtaining for their craft. The seamen there have reached a high level in conditions and have the respect and admiration both among other workers and other classes of society.

Sveriges Sjomans ach Eldare Forbund (Swedish Seamen's and Firemen's Union) send their warmest greetings on this occasion to their comrades on the other side of the great oceans, and thanks for aid and advice rendered us in years gone by."

In addition our contemporary republishes a number of articles from the JOURNAL dealing with the history of the Union's early days; all of which goes to illustrate the interest taken in our work and the responsibility resting upon the Sailors' Union as the exemplar of the craft in all localities. It should be our constant object to prove ourselves worthy of that position of honor and influence in the seafaring world.

The labor organizations of San Francisco have united in a movement to prosecute that city's interests in the Hetch-Hetchy Valley, as the only available source from which to secure an adequate supply of water. After years of effort on the part of the city to secure rights in the Hetch-Hetchy, and after those efforts had apparently been crowned with success by the issuance of the Garfield permit to the use of the Valley for storage purposes, the whole matter is "thrown up in the air" by the action of Secretary Ballinger in threatening to revoke the Garfield permit. It is to be hoped that the action of the labor movement, in conjunction with the efforts of all classes of citizens, will suffice to insure the maintenance of the city's rights to the largest and best supply of water obtainable.

For fair products of all kinds consult the JOURNAL's ad columns!

Demand the union label on all purchases.

The Seamen's Institute of San Francisco was re-opened on March 18 with appropriate ceremonies. The Institute, originally established seventeen years ago by Dr. Fell, has rendered valuable services to the seamen of the port. Under the management of Rev. Frank Stone the Institute has maintained the standard set by its founder, especially in the matter of preserving good feeling and sympathy of purpose between the Institute and the seamen's unions. Many members of the latter are among the most appreciative beneficiaries of the Institute. We congratulate Dr. Stone and his co-workers upon their success in rehabilitating the Institute, and wish it a long-continued career of usefulness.

FROM OUR FRIENDS.

American Association of Masters, Mates and Pilots,
Seattle, Wash., March 17, 1910.

Mr. P. B. Gill, Agent Sailors' Union of the Pacific, Seattle, Wash.

Dear Sir—I have this day received a copy of the anniversary number of the Coast Seamen's Journal, for which courtesy accept my sincere thanks. As a sailor and an ex-member of the Sailors' Union, I wish to add my congratulations to the Sailors' Union of the Pacific on this their twenty-fifth anniversary. The splendid work done by the Sailors' Union has been a benefit not only to the men before the mast but to the officers also. With kind regards to you and success to the Sailors' Union, believe me I am yours, fraternally, P. MULLEN,
Secretary Puget Sound Harbor No. 16.

The twenty-fifth anniversary of the Sailors' Union of the Pacific, March 6, was celebrated by that sterling union paper, the Coast Seamen's Journal, by issuing its number for March 9 as an anniversary edition.

This issue comes with a handsome cover, beautifully printed, with contents made up of specially prepared anniversary articles written by prominent gentlemen. The Labor Record extends its congratulations to the paper and its editorial and managerial force for the excellence of the anniversary, with the wish that the Coast Seamen's Journal may continue its splendid work for the sailorman for a long and prosperous future.—Labor Record, New Orleans, La.

The Sailors' Union of the Pacific was twenty-five years old last week, and the Coast Seamen's Journal of San Francisco celebrated the anniversary by issuing a handsome souvenir edition. The Coast Seamen's Journal is one of the greatest labor organs in the world, and it wields a powerful influence in the ranks of organized labor. Edited with ability, dealing with labor problems conservatively but energetically, it is looked upon by men of affairs as a journal worth reading and considering. We'd feel awfully lonesome without the Journal to pore over an hour or two every week.—The Wageworker, Lincoln, Neb.

All honors to the organized sailors of the Pacific Coast, who, for twenty-five years, have fought oppression on land and sea and won respect and recognition from an unwilling lot of shipowners and a prejudiced judiciary. They have battles ahead, and storms to come, but they know what keeping watch is.—Portland (Or.) Labor Press.

The new freighter Kentuckian of the American-Hawaiian Steamship Company was launched at Sparrow Point, Maryland, on March 19. The Kentuckian will be completed in about two months and will no doubt come to the Pacific to ply between Salina Cruz and Island and Coast ports. She is a vessel of 6000 tons and of about the same dimensions as the freighter Isthmian. The Kentuckian is one of the three steamers which the American-Hawaiian Company ordered several months ago. The others are the Honoluluan and Georgian. Construction is now going on with both. The Honoluluan is to be fitted for passenger service and will likely inaugurate a direct freight and passenger business between San Francisco and the Hawaiian Islands.

The Alaska Steamship Company at Seattle on March 21 announced that on and after April 1 it would raise the passenger rates between Seattle and Southeastern Alaska points to the tariffs in effect last summer. This was following the lead of the Pacific Coast Company, which on the 19th definitely declared it would make the increase within ten days. Max Kalish, manager of the Humboldt Steamship Company, operating a competitive steamer to the disputed territory, said that the Humboldt would be sent north March 26 under present rates, but he intimated that a restoration was probable April 1. This, it is believed by steamship men, is the end of the rate war which has raged since November 1.

THE HATTERS' CASE.

(Continued from Page 1.)

illegal trusts and not the labor unions, for we had various conferences with members of Congress while the Sherman Act was pending, and remember clearly that such a determination was stated again and again.

We have thus clearly shown the baneful results which have already followed and which are surely to further follow the decision of the United States Supreme Court in interpreting the Sherman Anti-Trust law, unless the decision is changed by the court itself or by an Act of Congress.

The organizations of the working people form the only check which they have against the avarice, greed, and tyranny of gradgrind employers. The workers find themselves confronted by powerful corporations and trusts, unscrupulous in the exercise of the great power which their wealth gives them.

In our time, as never before, the workers are helpless victims to employers' rapacity and tyranny, unless they defend themselves by organization and federation to protect their rights and interests.

To-day our productive wage-workers are largely employed in industries concentrated in immense corporations.

Work is divided, subdivided, and specialized. The great machines and plants are owned by the employers; without them the toilers can not, in the modern industrial sense, work; they are dependent upon their own power of unity to effectually prevent themselves from becoming serfs or slaves, steeped in poverty and misery, with demoralization and degradation the lot of their offspring. If the workers' normal, rational activities are to be outlawed and denied, the right of personal agreement among themselves to withdraw their labor or their patronage singly or in association made illegal, from whence can they expect to find defense and protection? How can they become sharers in the greater productivity of their labor? Does any one imagine that they should be entirely thrown upon the tender mercies and philanthropic consideration of employers?

Few employers know what constitute fair conditions of employment for the workers. And, after all, even those who do know and act upon their knowledge and concede what is regarded as fair, reach that conclusion as a result of experience and struggles between workmen and themselves, or with other employers.

Can any thinking person imagine what the condition of the workers would be to-day or in the future, with wealth, industry and commerce concentrated in the hands of the wealthy corporations on the one hand and on the other the right of the workers to organize and normally act for self-defense denied?

Of course, we hear the attacks of the unthinking, the industrial autocrats and their hirelings, upon the effects of the wage-earners' organized efforts. Every unrighteous, unlawful crime on the calendar is attributed to these. No account is taken of the great good the organized labor movement has done and is doing. They try to befog the public mind and create prejudice by asserting that labor desires to become a privileged class of criminal wrongdoers, when as a matter of fact there has never been a gathering of organized labor men who when discussing the subject have asked more than that they be regarded as citizens entitled to equal rights before the law with every other citizen. Labor neither asks nor seeks to secure immunity for any of its men for any unlawful or criminal act; if any are guilty of any unlawful or criminal act they are to be apprehended and tried by the same process of law guaranteed by the Constitution as is accorded to the commonest and vilest criminal in the country; in their organized capacity to exert their personal activities labor men should not be confused and confounded with the combinations, corporations or trusts instituted to deal in and control the products of labor for profit. * * *

Outlaw the normal activities of the workers to protect themselves, to secure the rights to which they are justly entitled and abolish the wrongs and tyranny which they have endured, and the crystallized, orderly developed, and intelligently conducted labor movement of our time will be displaced by an expression and manifestation of discontent out of harmony with American concept.

The labor movement of our country is American in origin, methods and aspirations. It can not long endure as an open, frank and avowed constructive American institution with court decisions outlawing the exercise of personal, natural, inherent and constitutional rights.

And yet the American labor movement must not be outlawed; it must not be crushed out of existence; it must and will live and grow; it has grown into the hearts and minds of earnest thinking Americans; it has done so much to bring light and life and hope into the homes, the workshops and the school rooms, that the hosts of labor, scholars and real humanitarians look to the American labor movement as the haven of industrial, social and moral safety and development, the harbinger of rational evolution of America's future greatness, founded upon the intelligence and sovereignty of her yeomanry, her masses, her workers.

THE SHERMAN ANTI-TRUST LAW MUST BE AMENDED, OR ENDED.—Samuel Gompers, in American Federationist.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Mar. 28, 1910.
Regular weekly meeting was called to order at 7:30 p. m., Chas. Taucer in the chair. Secretary reported shipping fair. J. A. Rasmusen was elected to fill the unexpired term of Patrolman for Seattle. The Quarterly Finance Committee was elected.
E. ELLISON, Secretary pro tem.
44-46 East St. Pacific Phone Kearny 2228. Home Phone J 2228.

Vancouver, B. C., Mar. 21, 1910.
General situation fair.
JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, Mar. 21, 1910.
No meeting; no quorum. Shipping and prospects fair. Men scarce.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Mar. 21, 1910.
Shipping fair. Chas. F. Hammarin tendered his resignation as Patrolman.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Mar. 21, 1910.
Shipping medium; prospects uncertain.
WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Mar. 21, 1910.
Shipping fair; prospects good.
H. G. LUNDBERG, Agent pro tem.
P. O. Box 6. Tel. 225.

Portland, Or., Agency, Mar. 21, 1910.
Shipping dull.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Mar. 22, 1910.
No meeting; no quorum. Shipping medium.
JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Mar. 21, 1910.
Shipping slack; prospects poor.
HARRY OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, Mar. 14, 1910.
No meeting; no quorum. Shipping good; prospects uncertain.
CHAS. SORENSEN, Agent.
P. O. Box 314.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Mar. 24, 1910.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping improving. The Shipwreck Benefit was ordered paid to 14 members wrecked on the steamer "Yucatan" in Alaskan waters.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Mar. 17, 1910.
No meeting. Shipping medium.
LEONARD NORKGAUER, Agent.
P. O. Box 1335. Phone Sun Main 2233.

San Pedro Agency, Mar. 22, 1910.
No meeting. Shipping quiet, future fair; plenty of men ashore.
ED. BARRY, Agent.
P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Mar. 21, 1910.
Situation unchanged.
ALEX. McKECHNIE, Sec'y pro tem.
674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Mar. 22, 1910.
Shipping good.
PERCY J. PRYOR, Sec'y pro tem.
1½A Lewis Street.

DIED.

Charles Caspersen, No. 91, a native of Norway, aged 48, died at San Francisco, Cal., on March 26, 1910.

Stephanus Alexander Salonen, No. 1014, a native of Finland, aged 39, died at Antofagasta, Chile, on Jan. 15, 1910.

Herman Wm. Aug. Schwitzer, No. 2111, a native of Germany, aged 32, drowned from the schooner R. R. Hind, at sea, on March 5, 1910.

James Wall, No. 989, a native of Ireland, aged 28, died at Seattle, Wash., on March 17, 1910.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

"WIN THE STRIKE!"

The strike of the Philadelphia street-carmen, which has created such a stir in union labor circles, is now reported to be submitted to arbitration. I sincerely hope the men will stay out until they are granted honorable peace terms. No strike of late years has attracted so much attention. Even trust-owned newspapers, which usually ignore strike news, as the best way to kill it, have been compelled to give front-page space to the carmen. I trust that this strike will also have the effect of bringing to the notice of the public the condition of affairs in Pennsylvania, the trust-owned, graft-ridden State, where the State police, Fencibles and Black Horse Cavalry, take the place of Russia's Cossacks. These are the same hired murderers who shot down an innocent woman at McKee's Rocks last year because she tried to pull her child from beneath their horses' hoofs; the same hired thugs and murderers who shot and clubbed men, women and children in Philadelphia when they were peaceably marching to the ball park. Women and children are helpless, therefore these Pennsylvania Cossacks do not hesitate to club or shoot them.

The Mayor of Philadelphia, sworn to administer the law, to uphold the law and justice, used his high office, it appears, for the purpose of putting down the people and protecting one of the most rotten corporations on earth, a corporation in which, by the way, he is a stockholder. All honor to the men of Philadelphia who laid down their tools and walked out in sympathy with the carmen. If the strike can not be won any other way every workingman in the United States should lay down his work and join his brothers in the struggle. The slogan of organized labor should be "win the strike," and every workingman, be he what he may, should stand shoulder to shoulder with all other workers. "An injury to one, is an injury to all." We have the holy Bible for this. The parable of the seven sons and the bundle of sticks expressly fits the case.

The strike of the seamen of the Lakes is yet in force, though the trust newspapers carefuly avoid mention of it. Their space is devoted to faked stories of the benefits of the "Welfare" plan, stories of how popular it is among the ships' officers and such rot, but no word of the true, loyal union men who refuse to lower their manhood and accept its degrading conditions. The spring is here, navigation will soon be open. Men will sell themselves to the shipping trust to help try to break the spirit of the seamen, and the papers will applaud them. But they will not break the spirit of the seamen, because that spirit can not be broken. The life they lead in normal times, the hardships they endure, the dangers to life and limb which are constantly with them, create in them a spirit of resolution, dogged determination, and unlimited courage, which stands them in good stead in this fight which will enable them to win, which taught them to face the gunmen of the Lake Carriers' with bare hands, which made the reputation of John Paul Jones, Admiral Dewey and Rear Admiral Schley, which has civilized the world. No coward ever was a seaman, and there are none in our ranks. No matter what pressure is put upon us nor how many murderers the Lake Carriers arm, we will be on the job until that English "Hellfare" scheme is boxed up and sent back to the country of its birth, and the scab shipping-master is gone with it.

W. H. JENKINS.

Conneaut, O.

DULUTH TONNAGE STATISTICS.

Alfred E. Watts, statistician of the United States engineer's office at Duluth, has compiled statistics of freight received at and shipped from the Duluth harbor during the past year.

The total amount of freight received at and shipped from Duluth-Superior harbor by water during the year 1909 was 32,529,-301 tons. According to Mr. Watts' figures, this freight, if carried by rail, would require 1,301,172 cars, loaded with twenty-five tons each, to transport it.

If divided into trains of twenty cars each, there would be 65,059 trains, requiring 65,059 locomotives to haul them.

Allowing forty feet for each car, sixty feet for each locomotive and thirty feet for each caboose, these trains, if coupled together in a continuous line, would reach a distance of 57,902,190 feet, or 10,966 miles, or three and one-third times the distance between New York City and San Francisco.

If coupled together as one train and run at the rate of thirty miles per hour, these engines, cars and cabooses would require fifteen days five and one-half hours to pass a given point.

The total number of boats of all classes arriving at and departing from Duluth-Superior harbor during 1909 was 13,259, and their combined net registered tonnage was 35,150,934 tons of 100 cubic feet each.

The average net registered tonnage of each boat was 2651. The average length of such a boat would be 350 feet. Thirteen thousand two hundred and fifty-nine boats of 350 feet length each, if placed end to end, would reach a distance of 4,640,650 feet, or 879 miles, or from Duluth to Cleveland.

STEAMSHIP DATES.

The Northern Steamship Company announce the following opening and closing dates for the season of 1910:

Steamer North West—First sailing from Buffalo, Saturday, June 25; first sailing from Cleveland, Sunday, June 26; first sailing from Duluth, Tuesday, June 28; last sailing from Buffalo, Saturday, September 3; last sailing from Cleveland, Sunday, September 4; last sailing from Duluth, Tuesday, September 6.

Steamer North Land—First sailing from Buffalo, Wednesday, June 22; first sailing from Cleveland, Thursday, June 23; first sailing from Chicago, Saturday, June 25; last sailing from Buffalo, Wednesday, September 7; last sailing from Cleveland, Thursday, September 8; last sailing from Chicago, Saturday, September 10.

The North West will make eleven trips and the North Land twelve trips.

GROWTH OF LAKE SHIPPING.

The following from the Cleveland Plain Dealer will be of interest:

Wooden vessels on the Great Lakes are rapidly vanishing, their places being taken by steel boats. While a few wooden craft may still be seen during the navigation season, each year finds their number growing smaller. Prominent marine men predict that type of vessel will pass out of use during the next ten years.

The United States recruiting ship Wolverine, which at the time of her launching was christened the Michigan, was built in 1843 and is pointed out as the oldest iron vessel in the world. The Montreal, built at Buffalo in 1862, was the first iron boat constructed on the Lakes.

The Montreal was built by the late E. T. Evans and was 200 feet long with a beam of 29 feet and a depth of 14 feet. Her gross tonnage was 861 and her dead weight capacity was 700 tons. Her boilers were the first to be constructed for the purpose of burning coal.

Iron shipbuilding made little progress between 1862 and 1872, the largest boat to be constructed during that period being the Great Western car-ferry, with a gross tonnage of 1080. She was constructed at a shipyards where Walkerville, Canada, is now situated. In 1868 the Philadelphia was built in Buffalo. Her gross tonnage was 1463.

More advancement was made in 1871. In that year five vessels of a total tonnage of 6400 were built in Buffalo. This port also turned out four more in 1872. Three of them were passenger boats, and Canada built one carferry, the International, at Sarnia, Ont. She was of 851 tons.

A severe depression existed between 1873 and 1878 and shipbuilding suffered in common with other lines of business. Few steamers were built, though the building of schooners continued and the tonnage was mostly of wood. The Grand Trunk Railway built a second carferry, the Huron, at Sarnia, in 1875. The composite steamer, the first City of Detroit, was constructed at Wyandotte in 1877, and in 1878 the Arundell and the Ivanhoe were built.

In 1879 the Idlewild, which now lies unused at her dock near Belle Isle, was built at Wyandotte. She was of 363 tons. Then Wyandotte turned out four vessels of an aggregate tonnage of 6350. Next year these yards built five more iron boats. In 1882 the Onoko, 2164, and the Jewett, 1953 gross tons registered, were built. The steamer State of New York, 807 gross tons, was built in 1883.

Four steel steamers with a total registered tonnage of 6927 and one iron boat, with 1681 gross tons, were constructed during 1884. It is this year that marks the introduction of steel vessels on the Great Lakes. The next year has one iron and four steel boats to its credit. The iron boat had a tonnage of 4535.

Five steel vessels were built during 1886. They had a total tonnage of 6475. One iron vessel had a tonnage of 2894. This year was practically the last in which an iron boat was constructed on the Great Lakes. By the

end of the year there were thirty-eight vessels built of iron on the Lakes and eight steel vessels. The iron boats had a tonnage of 46,000 and the steel boats a tonnage of 13,564.

Following is a list of the steel and iron boats built from 1862 until 1909:

Year.	Vessels.	Gross register tonnage.
1862	1	861
1871	5	6,400
1872	1	7,608
1873	1	1,395
1875	1	1,052
1877	1	1,094
1878	2	616
1879	1	363
1880	4	6,350
1881	5	6,320
1882	2	4,117
1883	1	807
1884	5	8,508
1885	5	4,697
1886	5	9,396
1887	4	8,322
1888	14	29,639
1889	14	31,413
1890	18	34,880
1891	13	27,154
1892	18	36,542
1893	18	46,420
1894	5	16,397
1895	12	37,080
1896	30	102,449
1897	18	57,776
1898	17	59,976
1899	15	60,862
1900	26	114,284
1901	34	116,671
1902	35	142,195
1903	51	172,680
1904	9	38,558
1905	26	145,472
1906	41	246,335
1907	47	279,687
1908	29	130,938

The above table shows that from 1888 shipbuilding began to increase on the Lakes. It was during that year that fourteen boats were constructed. The year 1903 has the greatest number of boats built and the amount of tonnage is the greatest of any during the year 1907. The year 1908 shows a slight falling off in the amount of tonnage produced and in 1909 it fell off more. The reason given for this is that the owners apparently show a greater desire for smaller craft.

The following table gives a comparison of beam and tonnage for Lake vessels built of steel and iron from 1862 to 1906:

Year.	Beam.	Gross registered tonnage.
1862	29	861
1871	32	1,239
1872	35	1,500
1880	36	1,800
1882	38	2,164
1886	40	2,781
1893	45	3,746
1895	48	4,527
1899	50	5,322
1900	52	5,946
1904	56	6,585
1905	60	6,838
1906	60	7,971

It will be observed that the vessel of 1882 was increased to nearly double that of 1871. By 1895 the vessel's size had increased again to double that of the 1882 type. It is shown in 1906 that the size had doubled again as compared with 1895. The vessels now being constructed are six times larger than the design of 1871.

Ending 1909 there have been built 553 iron and steel vessels on the Great Lakes that total a tonnage of 2,100,000. The passenger boats do not show such a rapid increase in dimensions as do the freighters. The City of Cleveland, built in 1907, is 402 feet over all, with a beam of 52 feet and a depth of 22 feet. The following table shows the increase in size of passenger boats from 1878:

Name of vessel.	Year.	Gross tonnage.
City of the Straits	1878	1,094
State of Ohio	1880	1,222
Lansdowne	1884	1,571
City of Detroit	1889	1,519
Manitou	1893	2,944
North West	1894	4,244
City of Buffalo	1896	2,940
Eastern & Western States	1902	3,077
City of Cleveland	1907	4,568

FITTING OUT BEGUN.

Fitting out work has begun on the steamers of the Detroit & Cleveland Navigation Company, and will be pushed actively until the boats are ready for the first trip of the 1910 season. If ice conditions are favorable, the first trip to Cleveland will be made near March 25.

"We will start the boats as soon as the ice permits," said General Manager A. A. Schantz. "The fact that the ice is the heaviest in a number of years may delay the start. The date of the opening of navigation between Detroit and Cleveland will therefore depend largely upon the weather from this time on. Heavy warm rains would make short work of the ice, and insure an early start. We will be ready when the way is open."

Last year navigation to Cleveland was opened by the City of Detroit, which left Detroit on March 29. She had no trouble making the trip, her running time being close to the summer schedule.

BIG COMPANIES MERGE.

Information from Hamilton, Ont., is that the big merger of the Inland Navigation Company and the Midland Navigation Company, by which sixteen steel freighters come under one management, has been completed. The consolidated company will likely be called the Inland Navigation Company, and the headquarters will be in Hamilton, with James Playfair as general manager. The capital stock of the new company will be $3,500,000.

George J. Maas and his associates, who have been operating diamond drills on lands west of the American mine for some three years past, have located the largest body of ore that has been found on the Marquette range since the discovery of the Maas mine in Negaunee.

Demand the union label on all purchases.

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Wm. A. Nicholson, No. 13,156, Lake Seamen's Union, is inquired for by his sister, Miss Alice Nicholson, 356 Lake street, Oak Park, Ill.

John Diskin, No. 10763 Lake Seamen's Union, commonly known as "Yorkie," is inquired for by his mother, 411 W. 40th St., New York City.

Comrade William Burke, of the Marine Firemen, Oilers and Water Tenders of the Great Lakes, is inquired for by his sister, Miss Ella Burke, Little Falls, New York.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

Marie Panoitz, 1195 W. 11th street N. W., Cleveland, O., inquires for her brother, John Ernest Meyna, last heard from nine years ago. Anyone knowing his whereabouts please notify above address at once.

Fred G. Loftus, of Dorchester, Mass., is inquired for by his mother, No. 2 W. Vernon st., Dorchester. Please address above or W. H. Jenkins, 1244 Main ave., 21 W., Cleveland, O.

The steamer building for Boland & Cornelius by the Great Lakes Engineering Works, will be named Harry Yates.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)
674 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.
CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.
TOLEDO, O.....54 Main Street
Phone Bell 1890.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.
SUPERIOR, Wis.....213 Banks Avenue
Telephone, New Phone, Broad 155 L.
BAY CITY, Mich.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
KINGSTON, Ont., Canada.....(Box 96) King Street
ERIE, Pa.....328 German Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.
SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.
SANDUSKY, O.....510 Meigs Street

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Green Bay, Mich.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

LABOR TROUBLES IN GERMANY.

The unfavorable economic conditions which affected all branches of German industry during 1908 are noted in the labor statistics; the number of strikes shows a considerable decrease, viz.: In 1908, 1,347 against 2,266 and 3,328 in 1907 and 1906, respectively. In looking over the statistics for the last ten years it is noticeable that only in 1899, 1901, and 1902 were there fewer strikes than in 1908.

More than one-half the strikes took place in Prussia, viz., 692, followed by 165 in Bavaria and 154 in Saxony, leaving for all other parts of Germany 336.

The strikes in 1908 concerned 4,774 factories, with 199,371 employes. Of the factories, 1,214 were brought to a complete stand-still. Of the strikers, 68,392, those under 21 years numbered 10,674. Of the total number of strikers, 47,798 were free to stop work, but the remainder, 20,594, broke their contracts by striking. Employes who were compelled by the strikers to stop work numbered 7,405.

In 1908 the strikes and strikers for increased wages numbered 1,106 and 53,856, respectively, while the remainder, 241 strikes and 14,536 strikers, were in protest of decreased wages.

In the distribution of strikes last year the largest number was in the building trades, with 429 strikes, and 19,593 strikers out of 39,189 employes. Those of longest duration were in the textile and stone and earth industries. In the first industry 16.7 per cent, and in the latter industry 10 per cent of all the strikes continued over 100 days. Strikes of a longer duration than 50 days occurred in the stone and earth industry, in the metal-working industry, in the machine, instrument, and apparatus industry, in the lumber and woodworking industry, in the textile industry, in the food and delicacy industry and in the building trades.

Of the 1,347 strikes, 206 were successful, 437 partly successful, and 704 unsuccessful. Of the 68,392 strikers, 7,365 were successful, 28,429 partly successful, and 32,598 unsuccessful. These figures emphasize the unfavorable economic conditions which prevailed in Germany in 1908, for only once in the last 10 years was the percentage of unsuccessful strikers less than in 1908; that year was 1901. Of the 1,347 strikes in 1908, 958 were endeded through negotiation, viz.: Four hundred and ninety-seven by the parties directly concerned without outside help, 63 before courts, and 398 by labor associations or third parties. The police and the solicitor-general's office also interested themselves in settling the strikes.

The lockouts in 1908 numbered 177, affecting 1,758 factories and 43,718 employes, against 246 lockouts, affecting 5,287 factories and 129,563 employes in 1907. The number of employes locked out was 43,718 in 1908 and 81,167 in 1907. Of the total lockouts in 1908, 91 took place in the Prussian provinces, 24 in Bavaria, 15 in Saxony and 12 in Baden. The mining industry was the only important industry which had no lockouts in 1908.

Almost one-half the lockouts occurred in the building trade, but the largest number of employes affected was in the machine, instrument and apparatus industry.

Of the 177 lockouts, 56.5 per cent were successful, 39 per cent were adjusted (partly successful), and 4.5 per cent not successful.

STANDARDS FOR THE SEA.

For many years there has been a queer practice at San Francisco, Seattle and other points where criminals are often permitted to "go to sea" rather than to prison. That custom has been nipped in the bud by an agreement among the judges that it is unlawful, ill-advised and not fair to those whose business calls them before the mast.

The reason for the decision, it is said, is that the leading spirits of the Coast Seamen's Union have made effective protests. Andrew Furuseth, prominent in international labor movements, and particularly strong with the San Francisco union, recently said: "It is an insult to every sailor in the United States—even to Chinese and other non-union workers—to be forced to work with criminals who are allowed to go to sea rather than to prison. So long as we permit the courts to class our profession as the next thing to being a convict what can we expect the public to take us for? If this practice keeps up it will not be long before sailors and thieves will be considered one and the same thing."

We agree that the union principle has won a great deal of respect by this manly position. The laborer is not only worthy of his hire, but he is worthy of the best possible associations. The Coast Seamen's Union has not taken the position that its men will not associate with ex-convicts. In fact, the Union has distinctly said that a man who serves his term, repents, and expresses a desire to be a good citizen should always have a chance to begin life over again. But the Union will not consent to associate with the unregenerate, the shrewd criminal who seeks to go unwhipped of justice and pose as a sailor.

When a labor union shows itself broad enough to make these distinctions and enforces its belief by broad reasoning and human sympathies, it commends itself to all men. In refraining from taking the Pharisaical stand that a man who has erred is to be condemned, and in distinctly pointing out the difference between one who flees to the sea to escape punishment and the one who, having taken punishment, resolves to begin life as an honest man, the Coast Seamen's Union has shown that it appreciates the spirit of Christianity and modern penology. It loves the repentant sinner while hating his sin; it despises the hypocrite who seeks to skulk and avoid the lash. It will not have him until he has taken his medicine.—Spokane (Wash.) Inland Herald.

It is estimated that there will be produced in Alberta this year 20,000,000 bushels of wheat, and that the western half of Saskatchewan will do at least as well. If the facilities were adequate to handle this grain at Vancouver, the whole of it would find its destination through that port.

There is a movement to hold an international agricultural exposition as a part of the centennial celebration in Chile beginning about September 1, 1910. It would be the first of the kind in Chile for thirty-five years. Much interest is being taken in the plan.

Germany, Austria and Hungary have established museums in Constantinople for the display of samples of various manufactures that interest the Turks.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

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ALASKA FISHERMEN'S UNION (Local No. 3).
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BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

"BLACKBALL JACK."

(Continued from Page 2.)

entirely. Being of an inquisitive turn of mind she plied the afterguard with questions in an effort to find out why the gulls had deserted, but as there were no nature fakers in that end of the ship, no one could give her a satisfactory explanation of the phenomenon. At last the skipper suggested that she ask "Blackball Jack."

"If any one on board knows anything about them gulls, he does," said the skipper, "for he's been crossin' this here pond more times than all the rest of us put together."

The next time "Blackball Jack" came aft to relieve the wheel Miss Alcott tackled him.

"Mr. Grogan," she said, "do you know why the seagulls have left us?"

"Oi do that, mum," replied Jack in his most positive manner. "Yez see, mum, the 'Merican gulls dassn't come anny further East for fear o' meetin' the English gulls, an' the English gulls dassn't come anny further this way for fear o' meetin' the 'Merican gulls. If they wuz to meet there 'ud be murther, sure, an' that's why yez don't see anny gulls in these here longitoods."

In Havre, whither the Ethan Allen was bound, several of the crew deserted. One of the men shipped in their places was "Big Jerry," a North of Ireland man. "Big Jerry," as the name indicated, was a great, hulking, overgrown fellow who wore No. 14 seaboots and everything else proportionately large. He hadn't been aboard an hour before he had made himself boss of the forecastle, showing himself to be an arrant bully, relying on his great bulk to overawe whosoever might be venturesome enough to dispute his authority.

"Oi belave he's a dirthy A. P. A.," said "Blackball Jack" to the others. "Oi don't loike to do it, but be Heavins if he ever lays his hand on me Oi'll cut him from clew to earing quicker'n t'other Jerry wrote the note."

This threat was not to be regarded lightly, for rumor had it that "Blackball Jack" had been a holy terror with the knife when he was a packet-rat, having held his own with such worthies as "Garryowen," "Spud" Murphy, "Slit-nosed" Sweeney, and others of their ilk. To be sure, he was getting old, having passed the half-century mark by several years, but if it is hard to teach an old dog new tricks it is even harder to make him forget the tricks of his youth.

Rounding Ushant on her way to Montevideo the Ethan Allen ran into a hard northwester which forced them to snug her down to lower topsails, jib, fore topmast staysail, reefed foresail, reefed main topmast staysail, mizzen staysail, and balance-reefed spanker. At that she was cutting up didos and bucking into the seas like a bull whale going to windward in a 75-mile gale, the sprays flying over her mastheads in almost unbroken succession. In short, it was one of those not infrequent occasions at sea when the going of the ship contributes as much toward the making of bad weather as do the elements.

When "Big Jerry" went below at noon on the day in question, he found his bunk leaking overhead. Without any ado he proceeded to exchange bunks with "Blackball Jack," depositing the latter's belongings in the leaky bunk, after which he turned in and in five minutes was snoring the snore of a man with an untroubled conscience.

At four bells "Blackball Jack" was relieved from the wheel. In accordance with the unwritten law of the sea, the first thing he did after being relieved was to go into the forecastle to get a draw or two from the beloved dudheen. What his feelings were on beholding "Big Jerry" soundly snoring in his bunk I leave to the imagination of the reader, for an accurate description of them would necessitate the use of language which would certainly not look well in a publication read by so many pious people as is the JOURNAL. Softly swearing to himself he stole out on deck, went under the forecastlehead, pulled the grindstone into a convenient place, and began to sharpen his sheath-knife.

About five bells the watch below were startled from their slumbers by a blood-curdling yell emanating from "Blackball Jack's" bunk. Looking out from their respective bunks to see what was the matter, they beheld "Blackball Jack" with a sheath-knife in his hand, hopping around in front of "Big Jerry" like an Apache doing a ghost dance, and swearing horribly. All the time he was thus disporting himself the keen-edged knife was cutting ellipses, parabolas and figures of eight through the atmosphere after the most approved manner of a Philadelphia coon wielding a razor at a crap game. Now and then he would make a lunge at "Big Jerry" as if to transfix him with the knife, and at such times the latter would let out a squeal like a stuck pig.

When he thought "Big Jerry" had been sufficiently cowed to make him tractable, Jack roared out with frightful oaths:

"Git out o' that bunk ye dirthy skunk of an A. P. A. or Oi'll murther yez. Oi'll cut yer weasand, ye big lout, if yez don't get a move on yerself this very minit, an' be the howly Saint Patrick if Oi ever catch yez near this bunk again Oi'll cut yer heart out an' ate it raw."

And "Big Jerry," thoroughly frightened, did get a move on himself, the same being presently accelerated into ignominious flight out on deck. As he passed little Aleck Sutherland's bunk that doughty son of auld Caledonia jumped out and landed him one in the eye that was a beaut, saying:

"Mon, ye're aye stour 'nough to fecht yer way through a herd o' elephants, but just the same ye're nae guid, ye big coward."

And "Big Jerry" took it all as meekly as Mr. Enpeck dodging his wife's flatirons, a sadder but tamer bully from that hour forth.

At sundown the wind had increased to a howling gale, and all hands were called to shorten sails. The foresail, main topmast staysail and spanker were taken off her and furled. Next the jib was hauled down, when the skipper was heard shouting to the mate:

"Don't send anybody out on that boom, Mr. Wilson, till I get her off before the wind."

"Aye, aye, sir," the mate responded.

Slowly she fell off, bringing the wind on her starboard quarter. "Blackball Jack" was the first man out on the boom, followed by "Big Jerry" and little Aleck Sutherland, the latter of whom was industriously kicking the big Irishman from behind and swearing at him in choicest Scotch.

Just what took place after the three men had got out on the boom was never learned, but when three or four minutes had elapsed "Blackball Jack," who had a very strident voice, was heard roaring out something as if in anger or pain. The skipper, thinking the shouting was meant to tell him that the jib was furled and the men safe in on deck, ordered the helm put down. Before any one forward had any idea of what was passing, the ship came up in the wind, burying her head in a gigantic comber that flooded her decks from stem to stern and nearly washed the mate overboard.

Seven weeks later the following press dispatch appeared in the leading American and European dailies:

Montevideo, Nov. 18.—The American barque Ethan Allen, Captain Winslow, arrived here today from Havre with a cargo of general merchandise consigned to Rodriguez y Hermanos. Captain Winslow reports that on September 30, while crossing the Bay of Biscay, three of the crew were washed off the jibboom where they had been sent to furl the jib. Owing to the darkness and heavy weather prevailing at the time it was found impossible to launch the lifeboat, and the men had, perforce, to be left to their fate.

EL TUERTO.

SUEZ CANAL TRAFFIC.

The following information concerning the traffic through the Suez Canal during the quarter ended June 30, 1909, is taken from the report of the Statistical Department of the Egyptian Government:

The figures for the Suez Canal traffic during the second quarter of 1909, being higher than for any similar quarter in previous years, seem to show a steady recovery from the recent widespread depression in trade. They seem also to show that the exceptionally high figures of 1907 were not merely the result of the unusual prosperity in the universal trade which preceded and, as it is asserted, indirectly caused the crisis. Should the increase be maintained during the last two quarters of 1909 it will probably reach the figures of 1907.

Detailing this increase, the report continues:

The total increase in 1909 over the previous year amounts to 113 vessels and 359,800 net registered tons for the second quarter, and 166 vessels, representing 510,600 net registered tons with respect to the six months ended June 30. Out of the above increase in the second quarter of 1909 (113 vessels) 100 were contributed by British traffic, whose total amount during the period referred to is the highest ever recorded for the similar period in the previous years.

Except British, the only traffic through the canal that has been steadily increasing during the past three years, in proportion to contribution, is the Dutch. It amounted to 200 vessels in 1906, 220 in 1907, and 245 in 1908. With regard to 1909, as far as the first six months are concerned, Dutch figures remain stationary. Examining figures relating to other nationalities, it appears that the only noteworthy increases are those of Austria-Hungary, 38 vessels in 1909 against 25 in the previous year, and Sweden, 6 against 1, respectively. France and Germany show decreases. The figures of the other countries remain almost unchanged.

The new massive three-story building at Kobe, Japan, is intended as a bazaar for the sale of various goods of local manufacture. The president of this company is Mr. Cozu Eima of Sannomiya, Kobe. It is said that this will be the largest and finest building of its kind in Japan. Elevators will carry visitors to the various floors and to the roof garden, which is to be attractively laid out.

Domestic and Naval.

The American ship Henry Failing has finished her last voyage from Tacoma to New York. The Failing will be converted into a coal barge in the Atlantic Coast trade.

The battleship Louisiana exceeded all her previous performances on March 19 in a test of speed in Cuban waters. She maintained an average of 18.942 knots per hour for four hours.

The Naval Appropriation bill, carrying $129,037,602 was reported to the House of Representatives on March 22 by the Naval Committee. This amount is about $2,000,000 less than the department estimates.

Canada has decided to approve the waterways treaty with the United States Senate rider, providing that existing rights of riparian owners on the St. Mary's River at the Soo in either country shall not be interfered with.

Rear-Admiral John Entwistle, U. S. N., retired, died at Paterson, N. J., on March 23, aged 73 years. Admiral Entwistle was in the boiler room of the Monitor during the famous engagement with the Merrimac in the Civil War.

A resolution declaring in substance that a lobby exists in behalf of the Ship Subsidy bill and asking the appointment of a committee to investigate the matter, was adopted by the House Committee on the Judiciary on March 24.

The Senate Committee on Commerce granted a hearing on March 17 on Senator Frye's bill to provide for the carrying of all supplies for Panama Canal construction in Government-owned vessels or American vessels chartered by the Government.

The Hamburg-American line has decided to open a transatlantic passenger service to southern ports of the United States in consequence of the rapid development of these points. The headquarters of this service will be at New Orleans and there will be monthly sailings.

The House Committee on Naval Affairs on March 15 reported unanimously the bill introduced by Representative Hobson of Alabama providing a penalty for the exclusion of soldiers or sailors from hotels, restaurants, theaters, dance halls and other public places.

The Quebec Steamship Company will place the new steamship Ungava on its St. Lawrence line this summer. The vessel, which is being fitted out on the Clyde and will be especially adapted for the line's summer service on the St. Lawrence, is 245 feet in length and has 35 feet beam and a speed of 12 knots per hour.

A measure requiring ocean-going steamers carrying fifty or more persons to be equipped with efficient apparatus for wireless communication, which shall be capable of transmitting and receiving messages over a distance of at least 100 miles, was favorably reported to the Senate on March 17 from the Committee on Commerce.

The large number of derelicts reported by masters of vessels offers ample work for the Government derelict-destroyer Seneca for some time to come. The Advance, from Cristobal, reports that on her outward run from New York she passed the derelict schooner Mary J. Russell in latitude 28.25 north, longitude 73.33 west, with mainmast and bowsprit alongside.

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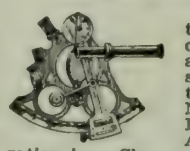
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Seattle, Wash., Letter List.

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Anderson, J. G.
Baardson, E. M.
Bakke, Ed.
Back, Marius
Berentsen, Alex.
Berglund, O.
Bird, Chr. (package)
Brokke, H. (pkg.)
Carlson, Carl
Christensen, Vizo
Christiansen, N.
Christensen, O.
Clauson, Carl
Clausen, Jorg.
Clausen, Henry
Curran, Nick
Dean, James
Dickson, Thos.
Egers, John
Ellison, Charles
Engstrom, R.
Erikson, J. E.
Franzell, A.
Erikson, Alex.
Fredriksen, Frithjof
Fredriksen, Birger O.
Geisler, Otto
Gehler, F.
Gordon, John
Goumas, C. (Reg.)
Gustav, John
Halberg, Oscar
Hakonsen, Ingar
Hansen, Hans Chr. (package)
Hauzen, Arthur
Haakonsen, H.
Hansen, Ernst
Hansen, Hans -1746
Hansen, P. B.
Heltwood
Hederstrom, T.
Heikola, M.
Henriksen, H. -1773
Hjort, J.
Hoglund, Hans
Ingebretsen, Alfred
Jamison, James
Jocklin, Chas.
Jhonsen, Jacob
Jensen, S. G.
Johanson, J. H. -2023
Johanson, Fritz
Johnson, Chas. H.
Johanson, Herman
Jordfald, Th.
Johanson, Aug. L.
Kahlstrom, Chas.
Kalnow, A.
Kelly, W. E.
Knutsen, And.
Knudsen, Chas.
Krurts, Karl
Krogstad, H. E.
Kristoffersen, Emil
Kylander, Fred
Larson, Carl
Laatz, L.
Larson, Lars
Lambert, Ed.
Lindegaard, J.
Lundgren, Chas. J. -599
Maibohm, Hans
Mansen, S.
Manonen, Eric
Mikeleit, E.
Morris, M.
Moore, J. M.
Morrisay, Jas.
Muller, Adrian
Nelson, Fred
Nielson, Vilhelm
Nielson, Jorgen
Nillsen, Martin
Nillsen, P. L.
Nichols, W.
Nielsen, Karl Johan
Noshis, P.
Olsen, Gabriel, -1087
Olsen, Johan, -1046
Olsen, Hans P.
Olssen, Just.
Olsson, B., -597
Olsen, Sven
Olson, Gust. T.
Olsson, Julius
Olsson, E. W.
Olson, Sam
Olsen, Ragvald
Omholt, L. T.
Orth, H.
Osterberg, Gust.
Osterholm, J. W.
Owens, J. H.
Paulson, P. -1293
Pettersen, Petter
Pedersen, P. -985
Person, Johan -875
Petersen, C. -1370
Petersen, C. -776
Peterson, O. T.
Petterson, Meyer
Pendville, N.
Pedersen, Olaf
Rau, C.
Rasmussen, Vizo
Rasmussen, Akbon
Reynolds, Thos.
Robertson, M.
Ruckle, E.
Ryberg, O.
Salvinen, F.
Schutte, R.
Scanlan, H.
Seberg, C.
Skubber, H.
Smith, Johan
Spierling, G.
Sprague, Geo.
Starford, H.
Svensson, G. A.
Syvertsen, Ole
Syuertsen, F. T.
Taddiken, Anton
Tellefsen, Peder
Ticksman, C.
Tompson, Andrew
Toluasen, Anton
Udley, Harold
Vaald, Johan
Wanz, Hakon
Watson, Kennith
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INFORMATION WANTED.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

Erwin Bausback, born at Weilheim, Germany, is inquired for by the German Consul, San Francisco. Royal Insurance Building, 201 Sansome street.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

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INFORMATION WANTED.

Fritz V. Jacobson is inquired for by his brother, Job Jacobson. He was last heard of in Seattle. Address Lake Seamen's Union, 70 Isabella street, Ogdensburg, New York.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

Henry Fauske, a native of Norway, aged 36, last heard of on the Pacific Coast 18 years ago, is inquired for by Mrs. Emma Fauske. Address St. Helens, Wash.

The following members have salvage due from the Globe Navigation Co., account of S. S. Eureka, when they picked up a Russian vessel in 1907: H. Anderson, H. Ellman, M. Gunderson, Carl Swanson, N. Nilsen and Manuel Par. Apply to P. B. Gill, Agent, Sailors' Union of the Pacific, Seattle, Wash.

Carl Wilhelm Swensson, a native of Kalmar, Sweden, born September 15, 1881, supposed to be sailing on the Pacific Coast, is inquired for by his sisters and parents. Address, Klaes Swensson, Sodra Lauggatan No. 26, Kalmar, Sweden.

John Ferdinand Petterson Franken, a native of Finland, is inquired for. Address Coast Seamen's Journal

World's Workers.

The 652 registered trade-unions of Great Britain have a total membership of 1,973,560.

In some ports of Italy women are employed at the hard labor of bricklayers' laboring and navvying.

In the fruit-picking season at Mildura, Australia, the girls now receive 7s. per day of eight hours, the same as the men.

A large number of associations of French State employes, representing over 181,000 civil servants, have decided to form a national federation.

The sudden disappearance of the late secretary of the Barrier (Australia) combined unions has caused considerable talk among the unionists of Broken Hill.

The Dunedin (N. Z.) and Suburban General Laborers' Industrial Union of Workers, dissatisfied with present working conditions, a statement of hours, wages, etc., to take the place of the present award has been drawn up, to be submitted to the employers.

The Auckland (N. Z.) branch of the Amalgamated Society of Engineers, passed unanimously a strongly-worded protest against the sentencing of Bowling and his comrades. The unions throughout New Zealand are unanimous in striking the condemnatory note.

An agreement has been arrived at between the New Zealand and Australian Molders' Federation, providing for free interchange of membership, and other reciprocal benefits. There are four unions with a total of 441 members affiliated to the New Zealand Federation.

The New South Wales Government has brutally tried to stop the distribution of money that has been sent to the suffering women and children at Newcastle by generous sympathizers, who desired to provide some little comforts for them during the coal strike.

The Canterbury (N. Z.) Drivers' Union has entered into an agreement with Timaru Borough Council, under which the Council will continue to pay its drivers £2 8s a week of forty-eight hours. Overtime will be credited to a driver's account, at the rate of 1s an hour, and a stableman will be kept to look after the horses at the stable.

Giving evidence before a wages board in Sydney, Australia, recently, as to the difficulty of supporting a family on £2 a week, a witness deposed that he had to pay 10s. 6d. a week rent for a worse dwelling than he formerly obtained for 6s. Many, he said, find the question of housing even more serious than that of food.

A big effort is being made in Queensland, Australia, to amalgamate the various unions. At a recent meeting held in the Trades Hall, Brisbane, it was stated that the maximum wages to porters was 6/- per day against 7/- in New South Wales. This was not thought by those present to be a living wage as the cost of living was likely to increase.

The coaling of the P. and O. steamer Mooltan in Sydney, Australia, led to an extraordinary strike recently. The union laborers refused to work the ship and a gang of free laborers was engaged, but when they found they were only to receive the union rates, 1/7½ per hour, the free laborers promptly struck for more wages. The coaling of the ship was then carried on by the ship's colored crew.

Labor News.

An ultimatum has been prepared by the Employers' Association of Portland, Or., which marks the first step in what is intended to be a fight to the finish on the "Open-Shop" issue in that city.

The Executive Council of the Pennsylvania State Federation of Labor on March 23 came to the conclusion it would be inopportune to call a State-wide strike to aid the striking street-carmen of Philadelphia.

For the first time since the miners and operators of Ohio, Indiana and Western Pennsylvania went into a joint conference at Cincinnati over two weeks ago, peace for at least two-thirds of those concerned appeared in sight on March 24.

The City Council of Franklin, N. H., recently adopted a resolution, expressing the opinion that as a riot might be the result of his representations to the paper-mill workers, President Malin, his associates and agents be requested to leave the city.

Sworn statements and other documentary evidence to support the charges against the United States Steel Corporation by the American Federation of Labor were presented to United States Attorney-General Wickersham on March 22.

The International Typographical Union reports that during the past two years the reduction in hours in the local unions affected has amounted to 551,070 per year—an average of 234 hours, or 29¼ days of eight hours for each member.

The mills at St. John, Or., which closed following the attempt of a mob of white men to "run the Hindoos out of town" on Tuesday, March 22, resumed operations on the 24th. A large number of Hindoos returned to work.

All questions in dispute between the 27,000 firemen on Western railroads and the railroad managers will be amicably settled, according to an arrangement reached at Chicago on March 21 through United States Commissioner of Labor Neill.

The strike at the Bethlehem Steel Works took on a new phase when a score of the open-hearth workers in the Saucon plant who demanded an increase in pay and gave the company a day's notice to grant the request were laid off and discharged.

The scale report recently issued by the International Typographical Union shows that wages have been increased $41,895 per week, a total of $2,178,540 per year for the last two years. In the report for 1908 an increase of approximately $2,000,000 per year for three years was shown, or a total of $6,000,000 in all.

Committees representing the Brotherhood of Railroad Conductors met with General Manager D. C. Moon of the Lake Shore and Michigan Southern Railway Company at Cleveland on March 25 in an effort to readjust the wage scale to conform with the demands made upon all of the other Eastern railways.

According to a recent report of the United States Steel Trust, the average number of employes in the service of all companies in the corporation is shown to have been 195,500 in 1909, as against 165,211 in 1908. Salaries and wages paid during 1909 aggregated $151,663,394, as compared with $120,510,829 in the year previous.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aaslin, Oscar
Adamsen, W. O.
Aguilar, Santos
Ahern, D.
Ahlberg, Oskar
Allen, G.
Amundsen, Albert
Andersen, -1108
Anderson, Harold W.
Anderson, -992
Anderson, -1124
Anderson, Ernest
Backtrom, Wm.
Back, M.
Bausback, -1511
Bauwens, H.
Bechler, Josef
Bendixen, Nik.
Berg, H. G.
Bergqvist, -1395
Berge, Johan S.
Berntsen, Eilert
Bjorklund, E.
Blackstad, Chas. E.
Carlson, Martin
Carlson, -760
Carlson, Harold
Carlsson, Harry
Carlsson, Alfred
Carlsson, John W.
Carlsson, Marcus A.
Carnaghan, Wm.
Ceelan, John
Dahlon, Harry
Danskanen, H.
Danielsen, Sigurd
De Santis, E.
Dignes, Gustav
Eckert, Fred
Edman, Oscar
Eggers, Johan
Eklund, Evert
Ellingsen, -594
Engberg, Oscar
Erdman, Bob.
Eriksen, Lars H.
Fagen, John
Farnen, Wm.
Faulkner, John E.
Ferwedow, R.
Fischer, Torsten
Fjellman, Jonas
Gad, S. V.
Gallovich, Geo.
German, R. B.
Gerner, Hans
Gram, Eric
Grane, Jose Callon
Gras, Mr.
Hagberg, Gust.
Halme, John
Halvorsen, Severin
Hallbeck, J. O.
Hansen, -1224
Hansen, Hans E.
Hansen, Hans H.
Hansen, -968
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Hansen, Harold O.
Hansen, Julius O.
Hansen, Hans M.
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Hardin, M.
Ingemand, Chris.
Jansen, Edward
Janson, -1579
Jansson, E. N.
Jensen, Jens
Jensen, Jens K.
Jensen, -1791
Jensen, -1987
Jensen, Oscar
Jensen, Hans
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Kaasik, August
Kane, G.
Kaold, John
Karlsen, John A.
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Karthauser, Otto
Kavall, John
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Kelly, W. E.
Kjelgren, J. A.
Lahr, Otto
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Landal, Chas.
Larsen, Peder G.
Larsen, Kristen
Larsen, Ludv J.
Larson, Alek
Larsen, Alfred
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Larson, Fingal
Larsson, Anton
Lee, Ole
Leech, Wm. A.
Lebrun, Ernest
Lehto, C.
Le Solle, Pierre
MacCue, T.
Madsen, -952
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Mahsing, W.
Maherin, L. W.
Marcus, B.
Martin, Howard
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Masterman, E. P.
Mathews, John
Mathiasen, Nils
Matson, Alec
McCarthy, T.
Nauman, Alf.
Neilson, Sievert
Nelsen, F.
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Olsen, Otto M.
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Olson, Gustaf
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Paulsen, Paul
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Petersen, S.
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Pedersen, -1138
Pemberton, Dave
Pettersen, Sigurd
Petoff, Savaty
Quigley, R. E.
Randle, David
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Rasmussen, S. W.
Rasmussen, Vald.
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Remmer, Louis E.
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Sabel, F.
Samsig, Carl
Samuelson, John
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Sauer, Emil
Saul, Th.
Schulz, -1665
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Schmidt, -938
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Scholl, Carl
Schorer, L.
Shane, J.
Simonsen, Thomas
Simanofsky, P. von
Simonsen, Sigv.
Selron, Tom
Simonsen, Barney
Teerling, W. R.
Thilo, Peder
Thomsen, O. B.
Thomsen, Karl F.
Thompson, A.
Thompson, Chas.
Thornton, John B.
Thurson, John
Ueback, Sigfrid
Verto, Herman
Virtanen, Carl
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Wagner, Paul
Walberg, Rudolf
Watts, Edw.
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Austin, John
Axelsen, Herman
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Bostrom, C.
Bourbigou, Louis
Boylan, C. F.
Bray, J. K.
Bray, Jack K.
Brandt, Oskar
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Bryning, Walter
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Guilderson, Eugene
Gundersen, Krist.
Gundersen, Ole
Gustafsen, Gustaf
Harlow, Bert
Heisterman, Paul
Henningsen, C. F.
Henriksen, A. G.
Henshaw, Frank
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Holt, Karl C.
Hoye, Haakon
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Liesman, Fritz
Lill, Chas.
Lind, Gus
Linde, O. B.
Lindkvist, A. I.
Link, Alex.
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Meyer, Frank
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Morris, Francis
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Murray, Ed.
Muta, Gust
Nilsen, Anders
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Newman, Nels
Nord, G. E. C.
Norris, E.
Olsen, Theo.
Olsson, -909
Ora, Johan
Osen, Aksel
Osol, F.
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Ottosson, Chas.
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Petersen, Wm.
Petersen, -645
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Pettersen, S. A.
Pipik, Chas.
Pirnke, Carl
Poppe, Geo.
Price, C. G.
Rosenvald, Isak
Rost, K. G.
Roth, Sven
Rustanius, J.
Ryits, -819
Skaanes, Johan
Smith, John A.
Snyder, Jack
Soderlund, Anton
Sorensen, Edw.
Sorensen, Soren
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Stein, John
Stensen, Andreas
Stephens, -1979
Stervik, I.
Stolsvik, S.
Strahle, Carl
Sundberg, R. R.
Sundstrom, John F.
Svansen, Michael
Svanson, Fred. M.
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Torkilsen, Olaf
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Tramm, Hans
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Vogel, Martin
Wiberg, John
Wikander, E.
Willman, Gust.
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Winters, C. J.
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PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Christansen, N.
Christensen, M. H.
Curran, N.
Damiano, Alex.
Fischer, Julius
Halvorsen, Eugene
Hansen, O. R.
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Hinner, Paul
Hogeler, Tom
Holden, Olaf
Hovland, P. S.
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Kaald, John
Kirst, Hans
Leech, Wm. A.
Lewis, H.
Matisen, Nils
Mattler, Franz
Moe, J. M.
Morken, Kristian
Norris, Ned
Petersen, Hening
Petterson, Axel
Poulsen, -1229
Randle, David
Schager, E. L.
Siegurd, J. I.
Thompson, A.
Wahlberg, R.

Portland, Or., Letter List.

Adams, Steve
Andersen, Ole
Andersen, Fred
Alander, Karl
Bucktmann, F.
Backman, Paul
Brodie, W. G.
Blecha, Alfons
Carlson, Oscar
Carlsson, Walter
Carlson, A. M.
Christensen, Emil
Corty, Chas.
Farm, J. B. -612
Geiger, Jos.
Gudmunsen, Martin
Glaas, Waldemar
Grimes, Donald
Gardner, J. B.
Hassell, S. G.
Heggum, L.
Hansson, Chas. S.
Karlsson, A. M.
Kohlmeister, Otto
Klorning, Martin G.
Larson, L.
Lagerman, Johan L.
Lang, Chas.
Lamberg, Albert
Lindberg, John
Ness, Aksel
Norman, S. L.
Nilsen, B. P.
Newman, Joseph
Nagel, Al.
Nielsen Andreas E.
Olson, Anton
Olson, John
Pedersen, Christian
Peterson, Chas.
Pehrsen, John
Rytko, Otto -716
Sunde, Albert
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Pt. Townsend Letter List.

Anderson, Axel
Barry, Thomas C. (2)
Bianca, F.
Christensen, Harry
Christensen, H. -850
Carlsson, C. -1044
Ehmke, Wilhelm (2)
Galleberg, Martin (3)
Gram, Erik
Holmstrom, Carl A.
Ingebretsen, -125 (3)
Johansen, -2021
Karlsen, Sigurd
Kittusen, Christian
Maki, John
Mikkelsen, Axel M.
McVicar, Geo. W.
Ness, John
Ticorel, Frank
Roswall, Gus.
Schelens, Carl
Thompson, T.
Venema, H.

Tacoma, Wash., Letter List.

Allen, Fred.
Arnold, Ernest
Bodenstate, Arnold
Carnaghan, Wm.
Carron, Edward
Carson, James
Davey, Charles
Eickel, E. -135A
Frank, Bernard, -499
Gunnerson, Hans
Gustafson, Axel
Haug, Hans H.
Jacobsen, John
Johanson, K. J.-1396
Kalberg, Wm.
Krohn, Charles
Lassen, Johan
Lindroos, A. W.
Meyers, Chas.
Olsen, Sigvald
Olsen, Ole Chr.
Pedersen, Hans Chr.
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Reay, S. A.
Rune, George U.
Siegurd, Justus T.
Solberg, Bernt. P.
Tramm, Hans
Wilson, Albert -179

ALASKA FISHERMEN'S LETTER LIST.

San Francisco, Cal.

Letters at the Alaska Fishermen's office will be advertised for six months only and will be returned to the Post Office at the expiration of seven months from date of delivery.

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Alfonso, J. G.
Albertsen, P. H.
Antonsen, Carl
Anderson, Oskar
Benson, John
Balzani, Pietro
Benvon, Fred
Christiansen, Alfred
Cutino, Gaetano
Di Mauro, Giuseppi
Evald, Fred
Ellis, Wm.
Frazer, Jas.
Flyn, Wm.
Green, John
Gabrielsen, Knud
Gullivsen, G.
Hansen, A. E.
Hagen, G. L.
Hanez, L.
Johannessen, Engel A.
Johnson, George P.
Johnsson, Harry
Knudson, Oscar
Monteith, R. V.
Monroe, W.
Nicolarson, Otto
Olsen, Oskar
Peterson, Gust
Rouzle, H. S.
Romero, R.
Rensen, Albert
Swanson, Chas.
Tonnessen, Jorgen
Thompson, A.
Ybanes, L.

Eureka, Cal., Letter List.

Andersen, Lars T.
Andersen, John
Andersen, Olof
Anderson, S.
Armmi, Walter
Blunt, H.
Bostrom, C.
Brown, C. A.
Bryan, G. T.
Bulander, B.
Carlson, Gust.
Carlmark, Barthold
Counaughton, H.
Ekwall, G. A.
Grant, John
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Gowjette, Joseph
Hollins, Frank
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Lorensen, Orgt. C.
Malmberg, Elis
Menz, Paul E.
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Packages.

Hohm, Carl
Pedersen, Peder
Polison, Tom
Uggla, Fred
Torvig, Olaf

INFORMATION WANTED.

Nicholas R. West, supposed to be sailing on the Pacific Coast, is inquired for by his mother. Any one knowing his present whereabouts please notify the Russian Consulate at San Francisco.

John Tierney, last heard from by letter, October, 1906, is inquired for by his sister, Mrs. Wm. Degnan, 124 Harrison street, Pawtucket, R. I.

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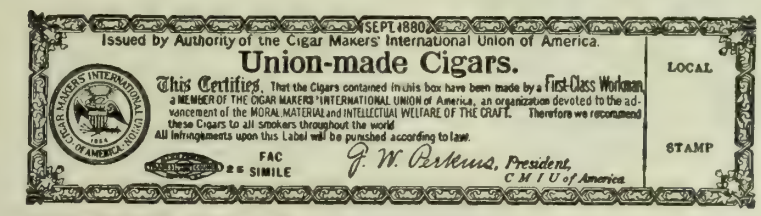
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INFORMATION WANTED.

Nils Reynolds, aged 47, is inquired for by his sister. Address, Coast Seamen's Journal.

Soren P. Nielsen, a native of Aarhus, Denmark, born 1887, is inquired for by his sister. Address, Danish Consulate, New Orleans, La.

Jack McGrath, late master-at-arms on the revenue-cutter McCulloch, is inquired for. Address Coast Seamen's Journal.

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Peter Nielsen, from Aarhus, Denmark, is inquired for by Christ Hansen, 230 W. Thirty-second street, Los Angeles, Cal.

Any member of the crew of the barkentine Arago when John McLaughlin, donkey man, was injured while loading at Caspar, Cal., last October, please report to Attorney F. R. Wall, Merchants' Exchange Building, San Francisco. By doing so they will very much assist McLaughlin in obtaining his rights.

News from Abroad.

Fifty fishermen who were set adrift upon an ice floe, which broke away from the shore near Peterhof, on the south shore of the Gulf of Finland, on March 18, are believed to have perished.

The new Chinese Minister of War announces his intention of inaugurating compulsory military service, which, he says, will enable China to overshadow all other nations in the size of its army.

An official communication declares there has been no change in the German naval program providing for the earlier construction of the planned warships, it being illegal to begin building operations prior to April 1.

The authorities of Sweden will make a statistical research to discover if giving women the right to vote will have an influence on the marriage relation, tending in the direction of race suicide.

Captain Roald Amundsen is having difficulty in completing preparations for his proposed North Polar expedition owing to the unexpected financial obstacles arising from the fact that the Pole has been discovered.

The British House of Lords on March 22, by a vote of 175 to 17, passed the third and last of the resolutions introduced by Lord Roseberry in furtherance of his program for the reformation of the upper chamber.

The first traces of the Dutch liner Prinz Willem II since she was reported as missing, were picked up at sea near Belle Isle, off the coast of France, on March 16, and leave no doubt regarding the fate of the vessel.

Contracts for two battleships and a cruiser, the nucleus of the Turkish navy, were placed on March 18 with shipyards at Elswick, Barrow and Clydebank respectively. The order represents an expenditure of $15,000,000.

The American-owned schooners Lark and Esfuerzo have been seized in the name of the constitutional government of Nicaragua, taken to Greytown and turned over to the troops of President Madriz to be used as transports.

An official decree has been issued by the Columbian government placing a transport tax of 8 per cent on all American flour leaving the coast towns for the interior. Joaquin Samper, Minister of Finance, objected to this move and resigned.

The Prince Regent of China has issued an edict reiterating in the strongest terms the former declaration that a constitutional government and a parliament shall be opened in China at the end of the nine-year period of preparation fixed by the late Empress Dowager.

A bottle, which was thrown overboard from Commander Peary's Arctic ship Roosevelt off Greenland on September 2, 1909, was picked up off Kinsale, Ireland, on March 16. The bottle was set adrift with the object of ascertaining the rate of the current on the Labrador coast.

Far-reaching plans for the Berlin of the future are absorbing the attention of German municipal experts. If the authors' calculations are right, the German capital before the end of the century will be an ideal city with a population of 10,000,000, within an area having a mean diameter of eighteen miles.

With the Wits.

Easiest Way.—Bill—I never sleep at Sunday chapel any more.

Jack—Broken yourself of the habit?

Bill—No; quit goin'.—Leslie's Weekly.

Quite Another Matter—He—Have you ever noticed what small feet Miss Fetcham has?

She (jealous)—No, but I've observed what small shoes she wears.—Boston Transcript.

Waste of Time.—Ethel—How is it you refused to go automobiling with Sloboy again?

Maude—Oh, what was the use? It took both his hands to steer the machine.—Chicago News.

A Welcome Exception.—"Why do you consider that man so desirable as a dinner guest?"

"He's one of the few people of our acquaintance who don't insist on having light meat when a fowl is carved."—Washington Star.

Tongs.—Silas (reading morning paper)—I see, Mandy, they're having another war of the Tongs daown thar in Chinatown.

Mandy—Land sakes! Yew'd think, with all them Chinese laundries araound, thet flatirons would be handier things tew fight with.—Judge.

Honor Where Honor Is Due.—First Golfer—Well done, old chap! That's the longest ball I've seen you drive yet.

Second G.—I'm afraid the credit's not all mine. A beast of a wasp touched me up in the middle of my swing.—Punch.

First Things First.—"How's your wheat?"

"First rate."

"Pigs doin' well?"

"Fine."

"That puny colt come 'round all right?"

"He sure did."

"Glad to hear things is so likely, Bill. How's your wife?"—Courier-Journal.

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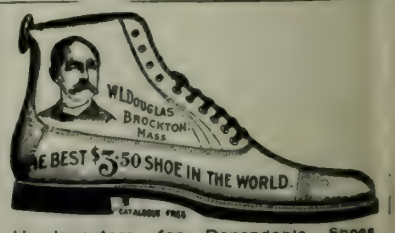
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VOL. XXIII, No. 29. SAN FRANCISCO, WEDNESDAY, APRIL 6, 1910. Whole No. 2063.

THE RIGHT TO STRIKE.

WITH each recurrence of industrial disturbance in the form of strikes, there has arisen a discussion of plans to preserve the peace between employers and employes. By one method or another these plans have aimed at a single objective, namely, the enactment of legislation prohibiting strikes.

The Journal has opposed these methods of dealing with the "strike evil," and has set forth its views at length upon numerous occasions. This matter has recently been brought to the attention of the public by Mr. Harris Weinstock, a public-spirited citizen of San Francisco, who has made a comprehensive study of labor conditions in various parts of the world, with special reference to the subject of arbitration in labor disputes. As a result of his investigations Mr. Weinstock now proposes that the Legislature of California be requested to pass a law based upon the provisions of the Lemieux Act of Canada. The occasion, therefore, seems to warrant a review of the grounds upon which the labor movement bases its opposition to such legislation.

Two plans for the maintenance of peace have been presented by Mr. Weinstock. One of these measures provides for the treatment of disputes between private employers and employes by the creation of a board representative of both sides. The other plan deals with disputes between public-service corporations and contractors on public works, and their employes. By the latter plan it is proposed that the Legislature shall enact a law requiring the submission of labor disputes to a process of public investigation and prohibiting a strike or lockout during the course of the inquiry and for seven days subsequent to the award, under penalty of a fine of not less than $1000 upon the employer and of $1000 upon the common funds of the employes, or of $25 upon the individual employe.

In the following remarks the Journal treats exclusively of the latter plan and its bearing upon the interests of the labor movement.

Mr. Weinstock, in a published statement, very fairly presents the case against the strike and in favor of conference and conciliation. None will more readily agree with that statement than the members of the labor movement, who have experienced the evils of the strike and thus learned to value and to practice peaceful methods.

The best proof of this is to be found in the common practice of the labor movement. Strikes are the exception and conciliation is the rule in the settlement of labor disputes. This assertion may seem inconsistent with the facts as these appear to the public. But the public is dependent for its information upon a single source, namely, the daily press. The latter publishes little or nothing concerning the negotiations between employers and employes in the peaceful adjustment of the questions that arise between them. On the other hand, the press invariably "plays up" the strike. Thus the public, being informed only of the strike, is led into the error of attributing to that feature of the labor movement a much greater relative importance than really attaches to it.

Conference, conciliation and arbitration constitute the theory and practice of the labor movement in the great majority of industries. This method is approved both by employers and employes, by associations and unions; it is growing in popularity and effectiveness, and, once adopted in a given industry, it is seldom abandoned, and even then only with the greatest reluctance upon the part of labor. These peaceful methods are predicated upon one condition, namely, organization upon both sides and mutual recognition, respect and frankness in discussion.

Voluntary Measures Must Prevail.

The labor movement will support any measure for the extension of the methods now generally prevailing in the settlement of labor disputes, or any better method which may be devised. While the present plan of voluntary conference between the parties directly interested is preferable, as compared with any plan involving the intervention of outside parties, the latter procedure may be supported as a necessity in those cases which, by reason of the lack of organization or failure of the parties to come together, are not amenable to purely voluntary measures.

One important qualification must be understood in this connection. The measures designed to insure the submission of the questions in dispute to a conference board must conserve the absolute freedom of those interested in the matter of accepting or rejecting the award. In a word, there must not be any compulsion upon labor to accept the award, under a penalty of any kind or character for quitting work or going on strike. The right to strike must be maintained at all times and under all circumstances.

Upon this point the labor movement is bound to disagree with the plan suggested by Mr. Weinstock. The latter will probably say that there is no ground of disagreement here, that he, too, recognizes the right to strike as a necessity in the last analysis, and that his plan preserves that right.

It is true that Mr. Weinstock states his position in substantially these terms. Little exception can be taken to Mr. Weinstock's general view of the right to strike. But the proposal to prohibit the strike during the period of inquiry and for seven days after its conclusion, under penalty of fine, is a fatal objection to the plan.

It is not sufficient to say that the prohibition of the strike lies only against employes of the public-service corporations and contractors on public works, and prevails only for a limited period. If such prohibition may rightly be imposed upon any class of labor, it may rightly be imposed upon all classes. If the strike may rightly be prohibited for seven days it may be prohibited altogether.

The logic of the case is obvious and inescapable. The author of the plan himself acknowledges this in the statement that it "would pave the way for still further legislation and constitutional amendments which would make it possible to apply State intervention to all important private as well as public labor disputes." If the plan may be applied to "important," why not also to unimportant private labor disputes? Who shall determine the question of importance or unimportance in such matters? Who shall say that the strike, being prohibited in some instances and for a certain period, may not be prohibited in all instances and for all time?

Who shall say that the "general welfare" is affected only by strikes in quasi-public service and that that consideration may not be invoked against the strike in any and every branch of labor? In these days of specialization and interdependence in and between all branches of industry it is difficult, and indeed practically impossible, to draw a line between the purely private and the quasi-public enterprise. Again, in view of the growing sentiment in favor of public ownership and operation of public utilities, it is likely that the number of workers affected by the proposed legislation will constantly increase, thus increasing the influence of such legislation in determining the conditions of the entire working class. "Facilis decensus——!"

Principle of the Strike.

It is unnecessary to say that the right to strike is here asserted as a principle rather than as a practice to be indulged in for its own sake. The practice of the labor movement is to forego recourse to the strike until all peaceable methods fail, and even then to adopt the last resort only under pressure of the strongest necessity, bearing well in mind the effects not only upon the employer but also upon the public. Generally speaking, the value of the right to strike lies in its deterrent influence upon the employer. The fact that the strike is always a possibility, being recognized by the employer, serves to determine his course in the direction of peaceful and equitable adjustment. If the plan under discussion affected merely the practical workings of the labor movement, without reference to the principle upon which that movement itself is founded, there would be little objection to it, since strikes are seldom inaugurated without notice extending over a considerable period. To pass a law prohibiting the strike during the period of inquiry and for seven days thereafter would of itself be merely giving statutory expression to the practice now generally, indeed almost universally prevailing. But the passage of such a law would do much more than is here suggested; it would vitiate a principle not of the labor movement alone, but of human action, and "pave the way for still further legislation and constitutional amendments." To comprehend the possibilities contained in the latter suggestion, and at the same time secure a broader outlook upon the position of the labor movement, let us briefly consider the real nature of the strike, its significance as a factor in the industrial world and its relation to other institutions and phenomena of social life.

In the view of the public, the strike is a resort to force—foolish, hurtful and pitiful. The public sees the strikers and their families suffering from hunger, and industry paralyzed. Of course, the public is directly involved in the trouble to the extent that it is deprived of the commodities or conveniences to which it has been accustomed. In the end the public sees victory for one side, defeat for the other side, and nothing for itself but the memory of its own losses. Consequently, the public cries out against the strike as a "relic of barbarism," a "reversion to savagery," and demands that something, almost anything, be done to "put a stop to strikes!" The attitude of the public is natural and its proposed remedies explainable upon grounds of impulse if not of reason. Similarly, the impulse of the drowning man to throw up his hands and open his mouth is easily explainable. The moral is obvious.

The labor movement is not oblivious of nor in-

(Continued on Page 7.)

CONDITIONS IN SWEDEN.

After the destructive struggle of last year a period of relative calm has apparently taken its place on the industrial battlefield. It is probable that the membership lack real information as to the present situation and for that reason we regard it advisable to submit the following report thereof:

Since the time of the second attempt to reach final arrangements between the National Labor Union and the Swedish Employers' Association fell through, November 13, and the negotiations a second time were broken off without any result, the Employers' Association all of a sudden has raised the lockout in the iron industry. From this action it is apparent that the employers in this industry, no more than the National Employers' Association, had the means to continue the struggle any longer.

In spite of this setback the Employers' Association nevertheless maintains its former position with regard to the conflicts in progress in other industries, and upon their proposals with reference to the subjects to be considered in any arbitration proceedings. The Association will not acknowledge its defeat, though unable any longer to continue the struggle. It, therefore, appears that any settlement or agreement is out of the question for the present.

With the lifting of the lockout in the iron industry the great open conflicts are in the main at an end. Of course, the strikes in progress at that time in other industries were continued; but by now most of them are at an end, so that at present strikes are only in Mockfjord power station, Utansjo wood pulp factory and in Bomhus planing mill and lumber yard, employing an aggregate number of about 2000 men.

In the meantime the Swedish Employers' Association continues to declare that the lockout inaugurated on August 2, last year, is still in existence except in the iron industries. Such a declaration from the employers we can not regard but as a bluff; but as long as the Employers' Association maintains that attitude, we are compelled to refuse to negotiate with it concerning a basis for any settlement. To this is added the fact that the employers in all industries have systematically refused to reinstate any number of workers who have applied for their old jobs.

The Employers' Association has not succeeded in carrying home with them a victory from the gigantic struggle of last year; it has not been able to carry through its policies nor to enforce its ultimatums to the workingmen's organizations, and now, in order to revenge itself, it continues its meaningless lockout and prevents a number of men from getting back to work.

Another shameful tactic employed by the Association is that it requires that the employes enter into individual contracts pledging themselves not to affiliate themselves with any labor organization.

These methods must be met with the most determined opposition from the side of the workers. That the employers backed by their own organizations, and in violation of the solemn agreement entered into and now in force, deny the workers the right to organize, a right which they themselves are making the most of, is not to be tolerated.

This wanton attack of the employers is likely to redound to the injury of the employers themselves. Great numbers of first-class workmen, and good union men, are leaving the country by reason of their inability to obtain employment and are seeking their living in other countries, and this drain on the labor power of the country can only have the worst result to the nation, its industries and to the employers.

In the meantime the employers are keeping more than 20,000 workers in enforced idleness, and in view of the length of time of such unemployment it stands to reason that these workers and their families are in the most destitute circumstances and in need of assistance. The assessment of one krona and fifty ore upon full and half-paying members respectively we realize is a heavy burden. The Sekretariat has considered the possibility of lifting this extra tax, but it has been shown that such a change can not be undertaken at this time.

Up to the present time the Sekretariat has not been able to pay more than from two to three kroner per week to each member locked out, and inasmuch as the idleness caused by such lockout and blacklist is likely to continue for a long time, it is absolutely necessary that the working members continue their contributions in order that those who are unable to obtain employment may receive a modest amount of support per week. The burdens must be divided in the best way possible and if each and every one of us helps to carry his share thereof, we are confident that the employers' attacks, no matter how directed, will not result in any lasting injury to the labor movement. Our organizations should prove that they are able to suffer and endure and through it all stand strong and with closed ranks, ready to offer new opposition to the brutal employers.

As soon as the Sekretariat finds it possible, it will lift the present assessment, but until such can be done we hope that each and every one of you will promptly fulfill your obligations, and fully understand that the thousands of lockedout and blacklisted men, whom you are helping to protect from the wrath of the employers, are themselves called upon to make much greater sacrifice.

Finally, may we all set to work to strengthen our organizations, as the right reply to our enemies among the employers.

On behalf of Landssekretariatet,

HERMAN LINDQVIST, Chairman.

Stockholm, Sweden.

FAR EASTERN NEWS.

The Japan-America bank, of San Francisco, with branch in Yokohama, which has suspended for 60 days from December 19, was established for granting facilities to Japanese emigrants to remit their earnings home, the money thus dealt with amounting to $1,000,000 gold annually.

The municipality of Sourabaya, Java, has taken steps for the electric lighting of that town, and the preliminary work has been taken in hand. As soon as the lighting installation is ready, a beginning will be made with the running of electric omnibuses from overhead wires.

At a meeting held by the Japan-Korea Gas Company at the Tokyo Bankers' Club it was resolved that the company should purchase all the property of the American-Korean Tramway and Electric Lighting Company at Seoul and that the Japanese Company should be renamed "The Japan-Korea Gas and Electricity Company." The president reported that the price of the purchase of the property of the American company was $875,000.

COLONY OF MAURITIUS.

The population of Mauritius numbers 375,000, over two-thirds of whom are Indians, and about 10,000 Europeans. There are only 5 Americans on the island.

The Code Napoleon and other French laws prevail in the colony, modified by local legislation, but English is required of all civil servants, and it is the official language of the government and superior courts.

The area of the island is 451,200 acres, of which 104,939 acres are under cultivation. A large share of fertile land, owing to scant rainfall, is uncultivated, and irrigation is sadly needed in such districts. Of the cultivated land 89,877 acres are devoted to sugar, 3,759 to aloe fiber, and the balance to miscellaneous crops.

Mauritius has 139 miles of railway, which, with the telegraph, is managed by the government; cable communication with Europe, Africa, Asia, and Australia, and steamship lines to Europe and British India.

Sugar is the chief production of the island, the output of its 60 factories in 1908 amounting to 185,000 tons.

Although there are 50 aloe-fiber factories in Mauritius, the industry, for lack of proper machinery, does not seem to be flourishing. Two English houses are now in correspondence with a company in the United States which manufactures fiber-handling machinery.

The foreign commerce of the island is with the United Kingdom, France, India, and Germany, chiefly. The imports in 1907 amounted to $10,387,000, of which only $210,000 came from the United States, consisting of petroleum, tobacco, coffee and salted beef. The chief export to the United States is aloe fiber. Hindrances to American trade are distance and the lack of a merchant marine, but, despite these disadvantages, American autocars and electrical machinery are shipped here direct. Most other American products reach here through England.

Banking facilities are good, and education is in an advanced state. The labor of the colony is performed by Indian coolies, who are thrifty and orderly, and who are gradually becoming small landholders. There are nine daily newspapers published in Port Louis, all in the French language, except two, which are printed in French and English, and in English and Hindustani.

CANADIAN FISHING BOUNTIES.

An Act to encourage the development of the sea fisheries and the building of fishing vessels provides for an annual bounty payment of $160,000. The regulations in force at present governing the payment of fishing bounties were established by an order in council on June 30, 1908. The basis of distribution for the year 1909 was as follows:

Owners of fishing vessels entitled to receive bounty were paid $1 per registered ton, but not more than $80 to any one vessel. Vessel fishermen engaged in deep-sea fishing for no less than three months with a catch exceeding 2,500 pounds of sea fish other than shell fish, salmon, and shad, were paid the sum of $7.25 each. Fishermen engaged in fishing from boats, no less than 13-foot keel, and not more than three men to a boat, were paid $3.90 each, the owners of the boats $1 extra.

HOMES FOR SWISS WORKERS.

An American firm extensively engaged in the manufacture of embroideries in Switzerland seems to have happily solved the problem of housing working people. The plan adopted gives the factory operatives not only comfortable homes at the minimum cost, but an opportunity of enjoying outdoor life and of indulging in the natural and healthful occupation of cultivating the soil.

The embroidery industry of St. Gall presents peculiar advantages for carrying out comprehensive plans for ameliorating the condition of the working classes. The factories are scattered throughout the surrounding country, while in the city are only located the counting-houses and the warerooms, where orders are received, the raw materials prepared, and the finished products sent out. This arrangement also has the advantage of saving St. Gall from the grime and smoke usually such unpleasant features of manufacturing towns. As an indication of the extent of manufacturing, it may be mentioned that the city's annual trade in the embroidery line amounts to more than $20,000,000, about one-eighth of the total export trade of Switzerland.

At the Klauber factories, at Weinfelden, about 18 miles from St. Gall, a number of modern dwelling houses were erected in 1903. These houses, well and tastefully built, each with six rooms, concreted cellar, and modern conveniences, cost the firm $1,737 each. The tenants, who are all heads of families, pay but 300 francs ($57.90) per annum rent, in equal monthly payments of 25 francs (about $4.83), which amount represents a trifle over 3 per cent on the investment, not taking into account the cost of keeping the property in good repair.

These houses, built along a broad, well-paved avenue, have front, side, and rear gardens. Ample playgrounds are provided for children and there are plenty of shade and fruit trees. Tenants seldom leave. In fact, so well satisfied are they with their surroundings, that even offers of higher wages elsewhere fail to tempt them to take other employment. It was a pleasure to visit these homes and to observe their cleanliness, their neatness, and the atmosphere of contentment that pervades them.

At the same factories, a large and handsome building, erected four years ago, accommodates over 100 female operatives, all Italians. Throughout the greater part of Switzerland, Italian labor is in demand, especially in the embroidery factories, where large numbers of women are employed. The Klauber community house, arranged something on the plan of young ladies' seminaries in the United States, is admirably managed by the members of a religious community. The dormitories, large, well lighted, and ventilated, are neatly and tastefully furnished, with numerous bathrooms connecting.

There is an assembly room for dancing and innocent games, furnished with a piano and organ. There are likewise ample grounds for outdoor games and recreation. An extensive garden and orchard furnish all the vegetables and fruits consumed in the house. The reception room, the storeroom, the pantry, wash room, and kitchen are almost equal to those of the modern hotel.

The boarders pay to the firm for the excellent accommodations offered them only 10 centimes (2 cents) per day each, the running expenses being divided equally among them all. The amount paid by each of them for board averages about 75 centimes (14½ cents) per day, making the total amount per day paid by each boarder only 85 centimes (or 16½ cents), or about $4.93 per month. These women make an average daily wage of 3 francs (58 cents), or 90 francs ($17.37) per month, so that they are enabled to save a considerable amount.

Of course the firm also employs a great number of Swiss girls and women who live at home with their parents or in boarding-houses in the locality.

Since the establishment of this community home, the Klauber firm has experienced no difficulty with its Italian women employes, who seem to be well satisfied and contented with their lot.

GERMAN STATE RAILWAYS.

The State railway systems of Germany are managed upon two general principles. First, they are to serve the general interests of domestic and external trade, and second, they are to show a satisfactory profit. The Prussian railway administration in 1908 lowered its regular freight tariffs for 64 per cent of the traffic, in order to serve the exigencies of trade, especially export trade, during a period of commercial depression. The Government is in a position in Germany to influence the whole machinery of trade and transportation as no other Government in the world can do, and this fact must be taken into account when other peoples think of competing on equal terms with the Germans in the Far East or in South America.

The administration of the railways, telegraphs, telephones, mines, and the public domains by the State is possible only through trained servants. The efficiency of State-managed mines and factories in competition with privately owned enterprises in Germany comes from the character of the bureaucracy. This permanent civil service is one of the greatest glories of Germany, and one of the most powerful of reasons upholding the monarchical principle in a semi-autocratic form in Germany. The Prussian bureaucracy, the model of the other German States, is the creation of the Hohenzollern family during three centuries. It had been developed and improved under all the efficient sovereigns of the Hohenzollern line, such as the Great Elector and Frederick the Great, and it has been a principle of the private policy of the Hohenzollern family to rule through a body of civil servants, whose place in the State is as honorable as that of the army, or perhaps it would be more just to say as ranking next to the army. The nonpartisan administrative body, with its own disciplinary courts for cutting out of the public service any member who uses his official position to favor a private interest, either his own or that of another, has kept the civil service up to a code of honor that can be compared in the United States only to the codes regulating the army and the navy.—Elmer Roberts in Scribner.

Over $40,000 (United States currency) is to be spent in enlarging and improving the national college at Panama.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Unions, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 85 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques v puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

Home News.

Eighteen inches of snow is reported at Towar, fifty miles north of Alpena, Mich., on March 31. At Sault Ste. Marie the mercury fell 31 degrees on March 30.

David Josiah Brewer, Associate Justice of the Supreme Court of the United States, died suddenly at Washington, D. C., on March 28, aged 73 years.

A joint resolution authorizing the States of Oregon and Washington to establish the boundary line between them was adopted on March 28 by the Senate.

The town of Monte Cristo, in the Cascade Mountains, thirty miles east of Everett, was demolished by avalanches during February and March. No fatalities occurred.

The worst blizzard of the winter raged on March 29 in the region between Kansas City and Denver, extending from New Mexico almost to the Canadian line.

After a three months' investigation, Federal officers have presented to a special Grand Jury at Pittsburg evidence that the Imperial Window Glass Company is a trust in violation of the Sherman Act.

All mail records between London and Victoria, B. C., were broken on March 29 when three bags of English mail reached Victoria via New York and Seattle from London in nine and three-quarters days.

A line of Zeppelin airships to ply between New York and London, via Peking, is proposed by A. Brodbeck, president of the Aero Club of Utah, who says he is already negotiating with Count Zeppelin.

Forty-five persons were killed and forty were injured, many of them fatally, in a wreck of a Chicago, Rock Island and Pacific train four and a half miles north of Green Mountain, Ia., on March 21.

James Bellows McGregor, believed to be the oldest Freemason in the world, died at Newport, N. H., on March 23, aged 108 years. McGregor joined a Masonic lodge at Salisbury, N. H., in 1826.

The Federal Grand Jury at Philadelphia has returned true bills against the Bethlehem Steel Company, charging it with soliciting and accepting concessions from the Lehigh Valley and the Philadelphia and Reading railroads.

It is now a misdemeanor for any woman to wear a long hat-pin in public places in Chicago. Any woman caught wearing one is liable to arrest and a fine of $50, according to an ordinance passed by the City Council on March 21.

Simultaneously with the Chicago Grand Jury's indictment against the so-called beef trust, cattle on the hoof at the stockyards advanced 15 cents a hundred pounds, and some of the dressed meats were increased materially in price.

Twelve indictments for rioting were returned at Cairo, Ills., on March — by the special Grand Jury investigating the attack on the Alexander County Jail on February 17, during which one man was killed and several injured.

Declaring 60 per cent of the natives of Unalaska and St. George and St. Paul Islands are suffering from tuberculosis, Surgeon Simpson of the revenue-cutter Manning says the disease exists in all forms, and there are only a few children who do not show some evidence of the disease.

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JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

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NO NOT BUY ANY SHOE

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All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INFORMATION WANTED.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England.

CAN'T BUST 'EM

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UNION MADE

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San Pedro Letter List.

Abrahamson, A.	Kristiansen, E.
Anderson, Charlie	Larsen, L. P.
Anderson, John	Lano, Emil
Andersen, Martin	Lewis, J.
Anderson, Gust.	Lane, Edward
Andersen, Sigurd	Larsen, J. -1025
Anderson, Tom	Lankewitz, E.
Andersson, A. -1447	Leith, Chas.
Anderson, Gust	Louis, Michael
Andersen, Harry	Larsen, Chris. T.
Andersen, P. T.	Larsen, Christian
(package)	Larsen, Marinius
Anderssen, Frank	Larsen, K. Louis
Anderson, J. E.	Lindroth, Erik
Arplund, August	Ludlow, J. J.
Boye, Axel H.	Lange, Friedrich
Boylan, C. J.	Lehtonen, John
Bjork, Axel	Lueman, A.
Bensen, Ray	Lundquist, F.
Bedford, A.	Maroth, Richard
Brogard, R.	Mulley, James
Blusath, Max	Mygind, W. F.
Broden, Julius	Mardisan, Andrew
Bertilsen, Peder	Mookala, John
Blumquist, C.	Mueller, Hugo
Bordjelm, Alex.	Michelsson, A. -1105
Bolander, J. E.	Mannstrom, V.
Brose, R.	Moe, John M.
Bjorseth, Knut	Nelsson, Karl J.
Backman, Ernest	Nelson, John C.
Christophersen, A.	Nystrom, Ragnar
Christiansen, E.	Nordgren, Chas.
Berntsen, Julius	Nelson, C. -663
Campbell, Geo.	Nelsen, Eddie
Carlson, Markus	Nyberg, Erick
Christenson, H.	Nestor, Wilson
Celley, Edward	Noberelt, Gustav
Carlssen, C.	Nilsen, J. -780
Christiansen, Chr.	Olausen, Kristian
Castro, Manuel	Olsen, Hagbart
Christiansen, Hjal.	Olsen, Adolf
Colombay, Louis	Orten, Sigurd
Carlsson, N.	Ohm, Gunwall
Cainan, George	Ott, John
Clausen, Johannes	Olssen, L.
Conrad, Fritz	Olsen, G. A.
Dudler, Hans	Ohlsen, Ch.
Dorles, J. H.	Olson, Karl
Donaldsen, G. C.	Olson, Wm.
Dahlman, J. A.	Ohman, P. W.
Daugul, G.	Pierson, A. -1102
Edlund, Agaton	Pestoff, Savaty
Englebright, H.	Pedersen, Gert C.
Ellingsen, F.	Petersen, H. -1061
Edland, Gus	Peterson, K. E. -903
Englund, Hjalmar	Pettersen, Peder. O.
Erdman, Bob.	Peratis, John
Emanuelsen, Gust.	Peterson, Chas.
Falk, J. P.	Pihpic, C.
Foss, Louis	Pihpic, J.
Fryland, C. J.	Pedersen, A. -1341
Fisher, J. -566	Petersen, Oscar
(photo)	Quinn, Wm.
Fredricksen, H. G.	Rasmussen, F. -341
Gerner, Hans	Rokow, Stefan
Gronroos, E.	Randle, David
Gutman, E.	Reuter, Ernest
Gunther, Christian	Reuten, Axel.
Gunther, Hans	Rudland, Jake
Glausen, Harry	Rueter, Herman
Gorgesen, Emil	Remme, F.
Garner, Louie	Rodriguez, M.
Hansen, Thron	Rytko, Otto
Hedlund, Arvid	Rajala, Victor
Hansen, Markus	Sorensen, C. -1607
Heckman, Fred	Scholl, Karl
Hansen, Carl	Solle, Ingvald
Heggum, Louis	Saarinen, H.
Halvorsen, I.	Strand, Olav
Hanze, Albert	Steen, Hilmar
Hoglund, F. V.	Schultz, Albert
Hansen, Charlie	Sundquist, W. W.
Hassall, G.	Swanson, Chas.
Hansen, L. -794	Scott, E. G. -2041
Hansen, Hans	Samuelsen, V.
Husby, Lars	Schlitt, James
Hansen, Rasmus	Staelsten, Karl
Harris, Tom	Smith, John
Hansen, Theodor	Southerland, A.
Heggenmuller, H.	Silverberg, Harry
Harmening, Fr.	Steen, J. C.
Ingbrethsen, Daniel	Spearing, Gustav
Iversen, Fred	Stein, John
Isaccson, Gustav	Smith, J. S.
Jensen, J. -1801	Sander, A. J.
Johnson, Charles	Sandy, Oskar
Jacobsen, Tom	Tobiasen, Anton
Johansson, J. -1821	Thompson, W. J.
Jansson, F. -1234	Tufte, A. Paulsen
Johansen, J. -1462	Thompson, T.
Jeshke, H.	Tuominen, Alfred
Jensen, Wilhelm	Touanne, Walter
Johnsen, Charlie	Thomas, Paul
Jensen, Hans	Wiemer, Paul
Jeffersen, V.	Warkkula, John
Jobsen, Ch.	Wahrenberg, Otto
Jensen, -1311	Warren, Louis
Jorgensen, Emil	Werner, A.
Jones, Harry	Westad, Johan
Johansson, Bob E.	Zuhne, W. (registered letter)
Kalberg, Wm.	Zimmerman, Fritz
Knutsen, K. -138	

INFORMATION WANTED.

John Ernest Meyna (Meiner), supposed to be sailing on the Pacific Coast, last heard of 9 years ago, is inquired for by relatives. Address, Coast Seamen's Journal.

Pacific Coast Marine.

William Britt, employed as a deckhand on the Government tug General McDowell, fell overboard from a gangplank of that vessel at San Francisco on March 29 and was drowned.

Captain William H. Ellis, who had owned and commanded many steamers on Puget Sound, died at Seattle on March 31, aged 62 years. He served in a California regiment during the Civil War.

Rasmus Rasmussen was recorded at the San Francisco Custom-house on April 1 as master of the steamer Sea Rover vice John G. Trapp. The steamer Fulton, W. J. Maloney master, was enrolled.

C. F. Hall was recorded at the San Francisco Custom-house on March 29 as master of the steamer Westport, vice Arthur Wetterquist. The schooner J. H. Lunsmann, Charles Swenson master, was enrolled.

The schooner Mathew Turner went ashore off Kahului on April 1 and has been abandoned by the crew, who were saved. A high sea was running and the vessel probably will be a total loss.

The following vessels were enrolled at the San Francisco Custom-house on March 28: Ship St. Frances, A. Pederson master; barkentine Gleaner, J. A. Dillard master, and the steamer Savak, for which no master appeared.

The steamer Northland, which arrived at Seattle on March 31 from Alaska, brings news of a gold strike on Portland Canal, opposite Stewart. Half the population of Ketchikan has stampeded to the new camp, which has not yet been named.

The steamer Lydia Thompson was purchased at Seattle on March 31 from the Puget Sound Navigation Company by James Good of Portland, and, it is said, will ply between Portland and Columbia River ports.

Theodore B. Bo was recorded at the San Francisco Custom-house on March 26 as master of the schooner Sarah, vice George Richter. The ship St. Frances, A. Pedersen master, and the barkentine Gleaner, John A. Dollar master, were enrolled.

It is reported that the Northern Pacific Railway is again negotiating with the Tacoma Mill Company of San Francisco for the purchase of the latter's property on the water front at Old Tacoma. The property is valued at from $1,000.000 to $2,000,000.

President Joshua Green of the Puget Sound Navigation Company has announced that half a million dollars will be expended within the next two years for new steel steamers to go on the Sound runs, and that one of them will be installed on the Seattle-Everett line.

The following changes of masters were recorded at the San Francisco Custom-house on March 30: Steamer Isleton, A. P. Christensen vice W. J. Atthowe; steamer Ellen, James Quinn vice A. F. Scott. The steamer Alameda, F. W. Clinger master, was enrolled.

The steamer Dora arrived at Valdez, Alaska, on April 1, from Unalaska, bringing Charles Burns, the last member of the boat's crew that left the camp of the castaways of the steamship Farallon at Iliamna Bay, Cook Inlet, after the Farallon had gone on the rocks, January 5.

The novel feature of wireless messages from a river boat was introduced for the first time in Northern California on March 27, when the Southern Pacific river steamer Navajo went down the Sacramento River with a large excursion from which messages were sent at intervals to friends in town.

Representative McLachlan of California on March 28 took up with Secretary of War Dickinson the question of utilizing Army transports on the Pacific Coast to establish a Government steamship line to be connected by the Panama Railroad with the Government-owned line on the Atlantic Coast.

Captain Ansel Cates, a veteran Coast mariner, died in the United States Marine Hospital at Port Townsend on March 26 and was buried the following day at Langley on Whitby Island. Deceased had been sailing on this Coast for many years and was well known in all ports. He was a native of Maine, aged 67 years.

The only disengaged vessel now in the Columbia River is the British ship Donna Francesca. She has been tied up at Astoria two years, arriving from Valparaiso in ballast March 26, 1908. It is said that she will also likely be chartered any day to take wheat from Portland to the United Kingdom.

Blunt's Reef lightship, Captain Ward, is in San Francisco to undergo an overhauling and repairs. Some months ago the steam-schooner Del Norte bumped into the lightship while sailing down the Coast, and while the impact inflicted no great damage on the latter craft, there are a couple of plates which need straightening out.

The United States gunboat Wheeling, which has been lying out of commission at the Puget Sound Navy Yard for six years, but which was put in complete repair last year, was placed in commission on March 28 and ordered to leave for the Atlantic Coast, where it is believed she will be used for Naval Militia practice. The Wheeling was built in 1896.

The reported opposition of San Francisco to the suspension of the Coastwise Navigation Act, so far as it affects shipping between Hawaii and the Pacific Coast, has aroused considerable feeling at Honolulu. A proposition of boycotting San Francisco and transferring the trade with the Islands to some other port has been freely discussed by local merchants.

The American ship W. F. Babcock, which recently put into Honolulu in distress, completed her repairs and sailed for Cape Town, South Africa, on March 18. Most of her crew deserted her and she had to ship a new crew before getting away. The ship, however, had not succeeded in getting away, for the new crew refused to work, and she was still lying outside on the 21st.

The well-known schooner Dora Bluhm, which was chartered for a salvage expedition to the wrecked steamer Indiana at Magdalena Bay, is reported to have left there about March 18 for San Francisco. It is also reported that she has a full cargo of plunder from the wreck. The Indiana was a Pacific Mail boat on the Panama run and went down last year off the rocks of Point Tosca.

Details of the great storm of March 13 on the Japanese coast, in which more than 1100 fishermen perished, were brought by the steamer Tamba Maru which arrived at Victoria, B. C., on March 31. The tempest was most severe off Chiba and Ibaragi prefectures and the official report that gave the loss as eighty-four vessels and 1100 men is generally believed to be too conservative.

For the first time since she arrived in the Pacific the new steamer Bear, coming to San Francisco from the Atlantic Coast for the San Francisco Portland Steamship Company, was in communication with San Francisco on March 30, when 1150 miles south of the Golden Gate. Her sister-ship, the Beaver, for the same service, which left New York thirty-two days ago, is steaming for Portland direct.

On May 10 the steam-schooner Redondo will come into the possession of the C. A. Smith Lumber Company, which has purchased the vessel from the Simpson Lumber Company for $65,000. The Redondo will be placed in first-class condition and will operate in conjunction with the company's steamer Nann Smith between the mills at Marshfield, San Francisco and San Pedro. The Redondo's carrying capacity is 750,000 feet.

The following changes of masters were recorded at the San Francisco Custom-house on April 1: Steamer Herald, William A. Elsassen, vice Enos Fowratt, Jr.; steamer Crowley, No. 1, W. A. Armstrong, vice John Lattimore; schooner Annie L., Robert Swanstean, vice William Waldeck; steamer Phoenix, Carl Matson, vice Martin Kalnin. The ship Sintram, C. Johnson, master, and the bark St. Katherine, P. Larsen, master, were enrolled.

A committee of Tacoma commercial bodies met in that city on March 31 to outline plans for the acquisition of a large city dock. While the development of Tacoma's tidelands is in progress, it is desired to obtain a large dock site, over which the transpacific business can be handled in future years if the railroad companies become too exacting. The dock will be located on either the Puyallup River or the new Wapata Creek waterway.

Herbert Law's yacht Aquilo, which arrived at San Francisco last week from New York via the Straits of Magellan, sailed again on March 31 for Seattle, where she will undergo necessary repairs at the Moran yards, after her long passage. When the Aquilo goes into commission she will probably make her principal headquarters at San Francisco and on the Sound. She will be used by Law for business and pleasure, being admirably adapted for both pursuits.

Captain Lorenz Patterson, a sea adventurer who had been engaged in many perilous exploits, is dead at Yokohama, according to mail advices. He was one of the first to organize an expedition to seek the reputed treasures of Cocos Island in the early seventies. He raided the Russian rookeries of Copper Island in the old schooner Diana, and his two partners, Smith and Von Weil, were wounded and several members of the crew were killed. Captain Patterson was arranging to take out a schooner under the Japanese flag, to engage in sealing in Behring Sea, when his death occurred.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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(Continued on Page 10.)

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, APRIL 6, 1910.

TAXING THE FISHERMEN.

Whereas, There is pending in the present session of Congress a bill known as "H. R. 22579," the purpose of which is to impose additional taxes upon the fishing industry in Alaskan waters; and

Whereas, Among the provisions of said bill is one to impose a "road poll tax of three ($3.00) dollars per day for two days" (a total of six dollars) upon every male person over the age of twenty-one years, who shall be engaged or employed in any branch of the fishing trade or business in the Territory of Alaska; and

Whereas, It is further provided in said bill that every person, company or corporation employing any such person in Alaska shall retain from the wages or sums due each of such employes the said sum of six ($6.00) dollars and shall pay the same to the clerk of the District Court of the division, said sum to be collectible by suit in the District Court; and

Whereas, It is further provided that the money thus collected from the men employed in the Alaskan fisheries shall be added to the "Alaska Fund" created for the construction and maintenance of roads, the establishment and maintenance of schools, and the care and support of insane persons in the District of Alaska, and for other purposes; therefore be it

Resolved, By the Alaska Fishermen's Union that we protest against the passage of said bill, "H. R. 22579," upon the ground that its provisions are burdensome, unjust and contrary to the letter and spirit of the Navigation Laws of the United States. The proposed measure affects approximately twelve thousand men; these men are all residents and taxpayers in other localities and are employed in the Alaska fisheries during a period averaging four months per year, the earnings of which period constitute in most instances the total income of the year. During this period these men work and live exclusively in the ships, boats and fishing stations, being thus excluded from the use and benefits of roads, schools, etc., in the Territory. Under the Navigation Laws of the United States it is the duty of the persons, firms and corporations employing these men to provide for them when sick and disabled. The Navigation Laws also provide that "no wages due and accruing to any seaman or apprentice (including fishermen) shall be subject to attachment or arrestment from any court" (R. S. 5530); further

Resolved, That in view of these considerations, we hereby request of our Representatives in Congress that they use their best efforts to defeat said bill "H. R. 22579"; further

Resolved, That these resolutions be forwarded to our Representatives in Congress, and also to Delegate Wickersham of the Territory of Alaska, with the request that they be presented through the proper channels to the attention of that body.

Presumably the Territory of Alaska is in need of money to carry on its public works, "and for other purposes." Likewise it is to be presumed that the people of that locality would prefer to raise the wherewithal by taxing other people rather than themselves. Taxation, like motion, seeks the line of least resistance. Of course, the easier the persons taxed, the easier the money raised thereby. Judged by surface indications the Alaska fishermen are the easiest thing in sight, more so, at any rate, than the miners and other classes of labor; therefore they are the legitimate objects of prey—that is, of taxation. In short, the whole situation is dead easy.

The people of Alaska are acting quite naturally. Delegate Wickersham is to be congratulated upon his ability to make the most of a mortal cinch. We trust that the gentleman will not be ashamed to take the money out of any regard for the helplessness of his victims. Taking candy from a kid is one thing, but taking money from a fisherman is nothing. The fisherman has no use for money, anyhow. To relieve him of his wad is to render him a service. In what better way can this be done than by taxing the stuff out of him? The Wickersham bill would do for the fisherman what the highwayman does for the wayfarer, and do it in strictly legal fashion. In other words, the Wickersham bill would legalize highway robbery.

The Alaska fishermen themselves remain to be heard from. The resolutions passed by the Alaska Fishermen's Union and published herewith set forth the position of the men directly concerned in a manner that leaves no doubt as to the soundness of their objections. The proposition contained in the Wickersham bill violates every principle of just taxation, to say nothing of the violation of the maritime law. To take the sum of $70,000 from the earnings of the men employed in the fisheries for the purpose of building roads, schoolhouses, asylums, etc., which the fisherman can never by any possibility profit by can not be justified upon any ground other than that of squeezing those least able to resist. However, the fishermen may prove to be not so easy, after all. The protest adopted by the Alaska Fishermen's Union will be supported by other bodies whose combined influence will probably suffice to defeat the nefarious measure. Taxation without representation is tyranny now, as it ever has been. Taxation of one class for the exclusive benefit of other classes is robbery.

TAFT STILL HARPING.

President Taft has been talking again. Same old subject; same old audience. Addressing a meeting of railroadmen at Worcester, Mass., on April 3, the President said:

I believe in labor organizations, and if I were skilled enough to become a member, I should apply for membership. The fact is, I believe I am an honorary member of the Steam Shovelers' Union. But in spite of that, and in spite of my sympathy with organized labor, I put above that, above everything, the right of every man to labor as he will, to earn the wages he will, and, if he chooses, to stay out of labor organizataions. That is the standpoint that the President of the United States must occupy in doing equality to every citizen of the United States.

Now, the reason I am in favor of organized labor is that labor must organize to be on an equality with its employers and the capital that its employers have. It has shown in the past by such organization and by proper methods it can secure the wages to which it is entitled. It can secure an increase when the market is going up and earnings are increasing, and it can prevent the too hasty reduction when earnings are falling off and the business is becoming light. It is at the hands of intelligent organization the cause of labor is to triumph. It is when labor organizations are not guided by intelligence and conservatism the cause of labor suffers, and with the suffering of labor, suffers the entire community.

Now, I was proclaimed to you, gentlemen, when I was nominated, and afterward, as the "Father of Injunctions." Well, I am not so old a man. The remedy by injunction, without respect to the labor disputes, is the remedy in equity that is the most valued one that I know in doing justice, because, instead of attempting to compensate for injury, it prevents it being done.

It would not be strictly correct to liken President Taft to the Sphinx; yet the latter could hardly say less of real meaning than is contained in the numerous deliverances of the President upon the subject of organized labor and the Injunction. The views expressed by the President in his speech at Worcester—the same old views already so frequently expressed—are merely so much truism that comes as easily from the opponents as from the friends of the labor movement. "I believe in labor organizations, but—if—provided," etc., etc. It is just as though one were to express belief in the multiplication table. We have no doubt that President Taft could make a speech on the latter subject, the more easily should it appear that the "interests" stood to suffer by a too literal application of the rule that twice two makes four.

Referring to a single instance of President Taft's habit of generalizing, his statement that the Injunction is the most valuable remedy in equity because, "instead of attempting to compensate for injury, it prevents it being done," misses the point entirely. President Taft knows as well as any man that the charge against the misuse of the Injunction rests upon the fact that that instrument is most frequently used in labor disputes not to prevent the doing of wrong but to prohibit the doing of that which is right, lawful and constitutional. We congratulate the railroadmen upon the honor bestowed upon them by the President, but we can not congratulate them upon the dubious compliment which the President pays to their intelligence.

The redeeming feature of all propositions to "abolish strikes" by making it unlawful to strike is the fact that they can not be enforced to any considerable extent or for any considerable length of time. Conceive a situation in which a large proportion of the working class is compelled by law to work against its will, and we have a situation which portends a strike that would put all previous outbreaks of the kind completely in the shade. With every respect for the sincerity and honesty of those who propose these measures, we must say that they are chiefly fortunate in the impossibility of their plans. As to those labor organizations which are disposed to indorse such plans, they are to be congratulated upon the fact that animal instinct is sometimes more reliable than human reason. The instinct which impels man to seek freedom may be depended upon to reject that which reason (?) is disposed to receive, in consideration of that cheapest of all things, peace.

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THE RIGHT TO STRIKE.

(Continued from Page 1.)

different to the incidents of the strike. It sees and feels these things with eyes equally as clear and hearts equally as sympathetic as those of the public. But the labor movement sees in the strike much more than lies upon the surface. It sees in a strike, be it of one hundred, one thousand or one hundred thousand men, the exercise in a collective capacity of a right which inheres in each individual man. The labor movement sees in the strike—the act of quitting work collectively—that act which makes effective the right of the individual to quit work, failing which the individual right becomes a mere abstraction.

The right of the individual to quit work being recognized as the fundamental warrant of the strike, the mind is at once directed to a consideration of the origin, value and uses of that right. To do this we must go back to the beginnings of civilization and retrace the footsteps of labor. Thus comprehended, history presents itself as a constant struggle by man to free himself from bondage to king, lord or master, the struggle of man to own himself, to be absolute master of his own body and his own labor power. This world-old struggle finds its consummation in the personal liberty of the American citizen.

Man has progressed by virtue of the impulse of personal liberty implanted in him and directed against those institutions which held him thrall. Under this impulse villeinage, serfdom and slavery have successively given way to a system under which the man who labors—who possesses nothing more than his labor power—is the equal of every other man in respect to the disposition of his own person. If we should undertake to embrace in a single term the sum of human progress in respect to the personal relations of men, we should use the term "personal liberty." This term, expressing as it does the "liberty of the person"—liberty to possess and dispose of one's person—defines that characteristic which chiefly, indeed solely, differentiates the freeman of to-day from the bondman of the past. Reduced to its ultimate and most concrete expression, the liberty to dispose of one's person is the liberty to quit work, the liberty to strike. He who possesses the right to quit work is free; he who is denied that right is a slave. Take from the American workingman this right of personal liberty, impose upon him compulsion to work a moment longer than he so wills, no matter what form such compulsion may assume, nor how brief the period of restraint, and he is to all intents and purposes enslaved. The line of demarkation between slavery and freedom is obliterated.

Upon this fundamental element of liberty rest all other institutions of free society. Political and religious liberties are incidental to this basic and indispensable condition of human freedom, valuable and effective only as corollaries of this condition, enduring only as this condition endures. Society progresses only as the individual progresses, is free only as the individual is free. In some instances the material condition of the freeman may be little better, may even be worse than that of his progenitor condemned to enforced labor, but it contains at least the possibility of improvement, limited only by the desire for and willingness to strive for better conditions. In contending for the preservation of the right to strike, without limitation or qualification, the labor movement contends for the one thing which, more than all other elements combined, epitomizes and gives substantial meaning to the progress of mankind, the one thing which of itself affords a guarantee of continued advancement and justifies the hope of consummation in a state of social and industrial relations in which peace shall prevail by common consent and in virtue of justice between man and man.

Enforced Labor Forces Strikes.

It is understood, of course, that the right of personal liberty is not absolute as to all acts. Society rightly and necessarily imposes numerous restrictions upon that right. Again, men may, and do, voluntarily agree to surrender a certain measure of their personal liberty for the common good. But these reservations do not run to the point under discussion, i. e., the right of the individual to give or withhold labor, free from compulsion by the State or other extraneous power or influence. As to this point, the right of personal liberty is and must remain absolute and unqualified.

Proposals to restrict or prohibit the strike are an ever-present feature of the discussion of industrial affairs. In some instances these proposals indicate a well-meant but mistaken view of the problem. In other instances these proposals bespeak an ulterior purpose of opposing the progress of the labor movement and destroying its efficiency or at least its promise of further efficiency. In either case these proposals are dangerous, the more so, if anything, in proportion to their apparent harmlessness. Everything must have a beginning, and the larger the ultimate object the smaller and more insidious must be the initial step. Everyone now admits the right to strike; not even the most pronounced opponent of the labor movement would openly declare against that right. Whatever be done in this matter must be done carefully and with proper regard for the sensibilities of those chiefly affected! In these circumstances there is but one safe course for the labor movement, namely, to resist every proposal that will in any degree affect the right of its members in the exercise of their inherent liberties, and especially in the matter of the strike.

With all due respect to the plan proposed by Mr. Weinstock, it may be remarked that it suggests at once the easiest and most difficult method of dealing with the "strike evil." It is easy to say, "It shall be unlawful to strike." But unless the law in this, as in other connections, be in accord with the conceptions of right relations and conduct, it is more likely to produce than to prevent the condition aimed against. In other words, a law to prohibit strikes is certain in the end to increase rather than diminish the number of such outbreaks.

We need but look to Australia and New Zealand for an example in point. The erstwhile "country without strikes" is to-day the country in which the "right to knock off" is most freely asserted, and, we might also say, most freely exercised. It is also the country of most radical anti-strike legislation.

The labor movement, acting in accord with its traditions, aspirations and precedents, will support any measure designed to minimize and eliminate strikes by means of investigation, conciliation and arbitration. But such measures must be based upon the principle of voluntary action by the parties directly interested, and must not contain any element of compulsion other than that of the moral force of private or public opinion. So far as these measures are based upon the principle of legal compulsion or inhibition the labor movement is bound to oppose them in obedience to the law of human liberty and human progress, a law which transcends in its importance to the individual and to society all consideration of the incidents accompanying the strike, unfortunate and disastrous as these may be in themselves.

The strike is frequently described as a "weapon of barbarism." In reality, the strike is a "weapon of nature," an expression of man's inherent and inalienable right to revolt against conditions that degrade manhood. No considerations of "general welfare" can outweigh this individual right. Ultimately and fundamentally, the "general welfare" and the individual right are one and the same thing. The former can not be conserved at the expense of the latter. Public rights can not be conserved by the destruction of individual rights.

The labor movement does not wish to strike, but it insists upon its right to do so, fundamentally as an exercise of personal liberty, and practically as a measure held in reserve for the purpose of insuring peace.

"WHO IS A SEAMAN?"

The Employers' Liability Act, 1880, applies to railway servants and to such persons as are included in the definition of a "workman" in the Workmen and Employers' Act, 1875. This definition does not include seamen. The term "seaman" is defined by the Merchant Shipping Acts, 1854 and 1894, to "include every person (except masters pilots and apprentices duly indentured and registered) employed or engaged in any capacity on board any ship."

A man who was employed as a "rigger" by a firm of shipowners, and who did not in the course of his duties go to sea, was employed on a ship in dock. While he and some other men were engaged in moving the ship from one side of the dock to the other a rope broke, and the man was knocked down and injured. He brought an action for damages under the Employers' Liability Act as a workman to whom that Act applied, and recovered a judgment for damages.

On appeal the High Court set aside this judgment on the ground that the plaintiff was a "seaman," and therefore not within the provisions of the Act. The plaintiff appealed; and the Court of Appeal reversed the decision of the High Court, and restored the judgment of the County Court. The shipowners appealed further.

The House of Lords held that the definition of "seaman" for the purposes of the Merchant Shipping Acts did not affect the Employers' Liability Act. The plaintiff was not a seafaring man, and not a seaman in the ordinary sense of the word. Therefore he was entitled to the advantages of the Act, and to the damages awarded to him. The appeal was therefore dismissed.—Macbeth & Co. v. Chislett, House of Lords, February 7, 1910.

An entire crew was put on board the well-known steamer Alameda at San Francisco on March 30 and the vessel sailed on April 2 for Seattle, where she is to go into the service of the Alaska Steamship Company, which purchased her from the Oceanic Steamship Company for $275,000. The Alameda will be operated between Seattle and Southeastern Alaska, and it is agreed that she is just the ship for that class of work. For many years the Alameda has been on the San Francisco-Honolulu run, and shipping men of both ports will miss the reliable vessel.

Because of the fact that four of its steamers were tied up for a long time at Newcastle, on account of the miners' strike in Australia, Frank Waterhouse & Co. are forced to employ two of their recent charters to fill in the Australian Mail line's sailing dates for more than one trip. The Norwegian steamer Alden, which is due at San Francisco in a day or so to finish loading for the Colonies, will make another trip for the company, sailing from San Francisco again on August 26. The Celtic King also will sail twice for the company, April 29 and September 30.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Apr. 4, 1910.
Regular weekly meeting was called to order at 7:30 p. m., Harry Silbert in the chair. Secretary reported shipping fair. The Quarterly Finance Committee reported having examined the Union's accounts for the past quarter and found same correct.

E. ELLISON, Secretary pro tem.
44-46 East St. Pacific Phone Kearny 2228. Home Phone J 2228.

Vancouver, B. C., Mar. 28, 1910.
Situation improving.
JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, Mar. 28, 1910.
No meeting; no quorum. Shipping good; prospects fair.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Mar. 28, 1910.
Shipping and prospects good.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Mar. 28, 1910.
Shipping and prospects poor.
WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Mar. 28, 1910.
Shipping good; prospects fair.
H. G. LUNDBERG, Agent pro tem.
P. O. Box 6. Tel. 225.

Portland, Or., Agency, Mar. 28, 1910.
Shipping good.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Mar. 28, 1910.
No meeting; no quorum. Shipping fair; prospects uncertain.
JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Mar. 28, 1910.
Shipping dull; prospects fair.
HARRY OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, Mar. 21, 1910.
Shipping and prospects poor.
CHAS. SORENSEN, Agent.
P. O. Box 314.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal. Mar. 31, 1910.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping fair. The Quarterly Finance Committee was elected.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, March 24, 1910.
No meeting. Shipping medium.
LEONARD NORKGAUER, Agent.
P. O. Box 1335. Phone Sun Main 2233.

San Pedro Agency, March 28, 1910.
Shipping and prospects uncertain; plenty of men ashore.
ED. BARRY, Agent.
P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Mar. 28, 1910.
Situation unchanged.
ALEX. McKECHNIE, Sec'y pro tem.
674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Mar. 29, 1910.
Shipping and prospects good.
PERCY J. PRYOR, Sec'y pro tem.
1½A Lewis Street.

DIED.

Anton Ketola, No. 220, a native of Finland, aged 47, died at San Francisco, Cal., on March 30, 1910.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

TRIAL OF LIMERICK.

Al. Limerick, scab shipping-master, creature of the Lake Carriers' Association, is on trial along with his masters, at Buffalo, on the charge of shanghaiing three young boys on the steamer Salt Lake City. The Lake Carriers' Association, at this writing (March 24) are moving heaven and earth to protect their hireling from the just penalty provided by law. President Stack, of the Firemen's Union, has been at Cleveland and Erie seeking witnesses in the case. Two, whom he found in Cleveland, refused, he says, to go to Buffalo and testify, posing as union men. These people probably are at heart in sympathy with scabs. Men are either with us or against us. We want no lukewarm yellow-backs in this fight. We are going to win this fight. Every thinking man says so now. I have always said so, and when we do win, members who have taken no part, or a lukewarm part in this struggle, are going to find themselves with some questions to answer.

The Erie Central Labor Union, the Cigarmakers' Union No. 107 of Erie, and other unions affiliated with the Erie Central Labor Union, have passed resolutions demanding that "H. R. 11193" be enacted into law. Copies of these resolutions have been forwarded to Senators, Congressmen and committees as per request of General Secretary Olander.

I was up at Conneaut on March 22 and 23 and found two vessels loading coal, all fitting out, Car Ferry No. 15 and Collier No. 1 running with mixed crew. Bob Matson, strike-breaker, is wheeling the 15. You will be glad to know that T. J. McCoy, Ashtabula agent, is around again. His broken leg is about well. The Erie sub-agency is holding meetings every Monday night and the attendance is constantly increasing. The union hall at 328 German street is out of the business section and nearly two blocks from a saloon, but is near the Anchor Line docks and near the Fourth-street carline. The members take a great interest in the strike situation and we hear no talk of the possibility of our losing the strike. We are obeying instructions from Comrade Olander and talk strike at all times and places.

Fraternally yours,

W. H. JENKINS.

Conneaut, O.

HUTCHINSON LAUNCHED.

The launch of the new steel freight steamer Charles L. Hutchinson from the Lorain yards of the American Shipbuilding Company on March 20 was one of the prettiest ever seen at that place. In the language of a veteran skipper, who watched the big hull slide down the ways, "she went in like a goose, and that bird can't be beaten when it comes to taking the water on an even keel."

The new ship is being built for Henry Wineman, Jr., of Detroit, and will be sailed by Captain Powell, of Ashtabula. She is 524 feet long, 54 feet beam, and has all modern equipment. She is a duplicate of the handsome ship, the A. A. Augustus, which was launched for Hutchinson & Co. a few months ago.

CHANGES AT THE SOO.

A number of changes have been made in the range lights and towers in the vicinity of the Canadian ship canal at Sault Ste. Marie, and these changes form the basis of important bulletins to masters, issued by the Canadian Department of Marine and Fisheries.

For the information of Lake navigators who pass Sault Ste. Marie the bulletins are here reprinted in full:

"With further reference to notice to Mariners No. 31 (76 of 1909), the back tower of the Canadian Sault Ste. Marie canal lower entrance range has been rebuilt. The new tower is a galvanized steel skeleton tower, square in plan, with sloping sides, surmounted by a white iron box containing the illuminating apparatus. The height from the base of the tower to the light is eighty-one feet.

"The light is a fixed red light, elevated ninety feet above the level of the river. The illuminating apparatus consists of a group of three sixty-five-candle power incandescent electric lamps placed in the foci of paraboloidal reflectors.

"The pole light, which was used temporarily as a front range light, has been discontinued.

"A new tower has been built for the back light of the Canadian Sault Ste. Marie canal upper entrance range. The old tower has been taken down.

"The new tower stands seventy-five feet S. 16 degrees W. from the site of the old tower. It is a galvanized steel skeleton tower, square in plan, with sloping sides, surmounted by a white iron box containing the illuminating apparatus. The height from the base of the tower to the light is fifty-eight feet. The tower stands on a concrete base eight feet high.

"The light is a fixed red light, elevated sixty-five feet above the level of the river. The illuminating apparatus consists of a group of three sixty-five-candle power incandescent electric lamps, placed in the foci of paraboloidal reflectors.

"It is proposed before the opening of navigation this year to remove the beacon from which the front light is now shown and to erect a new front range structure in shoal water about 1200 feet S. 53 degrees W. from the new back tower."

UNION LINE APPOINTMENTS.

The following appointments of masters to command the steamers of the Union Steamboat line have been announced at Buffalo: Steamer Starrucca, Captain John A. Clarke; steamer Ramago, Captain J. A. McDonald; steamer Owego, Captain George W. Moore; steamer Chemung, Captain F. R. Gebhard; steamer Tioga, Captain C. W. Watson; steamer Binghamton, Captain Sam Smith.

On March 14 the work of blowing up the historic old Erie Belle was started. The old schooner was burned a year ago at her moorings at Chippewa and since then the charred hulk has lain in the waters of the Welland River, blocking Chippewa harbor.

PROTECTION AGAINST FIRE.

Owing to the heavy losses from fire on the Great Lakes last season, an organization known as the "Vessel Register of New York" has just materialized, with headquarters in New York City.

This register was organized with the approval of the fire underwriters to establish a standard of fire equipment, and vessels that meet its requirements may obtain certificates which will secure for them insurance rates 33 1-3 per cent lower than they could otherwise obtain. At the present the requirements have been written only for bulk freight steamers, barges and tugs, but all classes of vessels will be provided for by next season.

The new plan was discussed at a largely attended meeting of owners of wooden lake ships in Chicago last week, and the requirements of the Vessel Register were endorsed unanimously. Fifty of the wooden vessels of the Lakes were represented at the meeting.

The Vessel Register is recognized by the following fire insurance companies: North British & Mercantile Insurance Co., of London and Edinburgh; North River Insurance Company, of New York; Globe & Rutgers Fire Insurance Company, New York; Liverpool, London & Globe Insurance Company, Liverpool, England; Phoenix Insurance Company, Brooklyn, N. Y.; Empire City Fire Insurance Company, New York; Nassau Fire Insurance Company, Brooklyn; Peter Cooper Fire Insurance Company, New York; National General Insurance Company, London, England; Excess Insurance Company, London; Stuyvesant Insurance Company, New York; Pacific Fire Insurance Company, New York; Spring Garden Insurance Company, Philadelphia; New York Commercial Underwriters, New York; National Fire Marine Insurance Company, Elizabeth, N. J.; United States Fire Insurance Company, New York; Dutchess Fire Insurance Company, Poughkeepsie, N. Y.

Smith & Nevins, the local survey experts, will look after all inspections. They have offices at Cleveland and at Chicago. A. G. Smith will have charge of the Cleveland office, and W. T. Nevins will make his headquarters in Chicago.

OPEN FOR PROPOSITIONS.

The underwriters have asked for new propositions relative to the raising of the steamer W. C. Richardson, which was sunk off Buffalo harbor last fall. She was given up by the Great Lakes Towing Company last week after the ice for the third time had swept away the cofferdams built around the wreck by Captain Aleck Cunning, of the big wrecker Favorite.

The underwriters now are ready to entertain propositions to sell the wreck to any wrecker who thinks he can handle her, or percentage or other offers will be entertained. It is understood that Captain Reid, of Port Huron, and Captain Baker, the Detroit wrecker, will make bids for the work.

The Lake Seamen's Union hall at Conneaut has been repainted and repapered throughout, and is pretty swell. Many thanks to our landlord, "Hank" Alvard.

LESS ICE THAN LAST YEAR.

Ice conditions in the Lakes, as revealed in the latest report of the Weather Bureau, are favorable to an early opening of navigation. Reports from Lake Superior indicate that the ice is moving out of Whitefish Bay, though it still is fifteen inches thick at Sault Ste. Marie.

The summary of conditions indicates that the ice fields over Superior have moved into the Lake beyond vision, except off Keweenaw Point, where extensive fields remain. The ice in Whitefish Bay is beginning to break up and move out of the Bay. The ice at Sault Ste. Marie is fifteen inches in thickness and the conditions have not changed during the week. In Green Bay the ice is softening and considerable slush is reported. In Lake Michigan no ice fields are reported over the western and southern portions; a small field extends from South Haven northward to Grand Haven, also from the islands northward to the Straits.

At the Straits the ice continues about ten inches in thickness and has not changed materially, except over the eastern end, where the ice is oftening. In Lake Huron the fields are confined to the eastern shore. In Lake St. Clair the ice fields have broken up and the ice has been running freely in Detroit River. In Lake Erie broken fields are reported around the islands and from Ashtabula harbor and Port Stanley east to Buffalo. The fields are breaking up and moving with the winds. In Ontario the fields are confined to the extreme eastern portion.

In comparison with the same period last season there is less ice in all the Lakes.

Duluth—Thickness of ice in the harbor thirty inches; the ice is honeycombing considerably; the Duluth canal is open; the entire extreme portion of Superior Bay is nearly free of ice; there is no ice visible in the lake. A telegram of March 21 states that the ice in the harbor is unsafe and wasting rapidly; much open water appearing.

Bayfield—The thickness of the ice averages from ten to twelve inches; it is wasting rapidly; the north and south channels are open.

Ashland—The ice in the harbor is twenty-one inches in thickness.

Port Arthur, Ont.—Thickness of ice in harbor averages twenty to thirty-two inches; the ice in the outer portion of the bay has broken and moved out of sight; the bay ice extends out eight miles; beyond this is open water; open channel maintained to the docks.

Portage Canal—The ice field extends out about five miles from shore; canal open to Lily Pond.

Whitefish Point—Ice in bay is becoming soft, breaking up and drifting out; no ice fields visible above the point in the Lake.

It is expected the material and workmen for the Wellman-Seaver Morgan Company will soon arrive to erect the new Huleet unloader on Dock 4 at Conneaut, O.

Work will also be started on the new bridge to be erected by the Bessemer, to take the place of the old single span swing bridge on Conneaut Creek. The new structure will be a four-track bridge, and will enable the Bessemer to take care of all the ore off of Dock 4 as fast as it is unloaded.

Demand the union label on all purchases.

STRIKE
ON THE GREAT LAKES

COMRADES:

The strike of Sailors, Firemen and Cooks on the Great Lakes is still on. We appeal to all seafaring men to assist us in persuading seamen to stay away from the Lakes during this strike.

Any reports that the strike has been settled are false.

The Seamen of the Great Lakes are sticking together solidly, and will keep up the battle for freedom and decent conditions until the fight is won. "God Almighty hates a quitter." (So do we.)

Lend a hand, comrades, by inducing seamen to stay away from the Lakes while the strike is on.

Yours fraternally,

LAKE DISTRICT,

International Seamen's Union of America.

STRIKE ON THE GREAT LAKES

KEEP AWAY!

CARFERRY BURNS.

Ann Arbor carferry No. 1, running between Manitowoc and Frankfort, Mich., was burned to the water's edge at its dock at Manitowoc, Wis., on March 8. In addition to the boat, which is said to be a total wreck, twenty cars of lumber aboard were destroyed. The cars were fastened to their places, and the speed with which the fire progressed rendered their removal impossible. It is said that the loss will reach close to $150,000.

The fire, which was discovered at 4:30 o'clock, is thought to have been the result of an explosion. Members of the crew were aboard when the fire started, and they, together with Captain B. F. Tellugge, had difficulty in escaping from the burning boat. Two of the crew were forced to jump overboard into the river.

Ann Arbor No. 1 was the property of the Ann Arbor Railway & Steamship Company of Toledo, and was the first carferry to be built on the Great Lakes. It was built in 1882, and last year was rebuilt at Milwaukee. It was made partly of wood and partly of steel, and was 260 feet in length with a fifty-three-foot beam.

FIREMEN'S OFFICERS.

The corrected list of officers elected for the Marine Firemen's, Oilers and Water-Tenders of the Great Lakes, is as follows:

Buffalo—President, Ed. Stack; Secretary, Michael Casey; Clerk, James Holland; Attorney, Thomas Murphy; Delegate, Thomas Conway.

Cleveland—Agent, Thomas Kelly; Delegate, H. McIntosh.

Detroit—Agent, John Connolly.

Chicago—Agent, William Root; Delegate, James Reynolds.

Milwaukee—Agent, Robert Clarke; Delegate, F. Wilson.

Superior—Branch Agent, William Jones.

Toledo—Agent, G. W. Ellison.

South Chicago—Agent, David Larson.

Erie—John Hawkin.

Marine City—David Kennedy.

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Wm. A. Nicholson, No. 13,156, Lake Seamen's Union, is inquired for by his sister, Miss Alice Nicholson, 356 Lake street, Oak Park, Ill.

John Diskin, No. 10763 Lake Seamen's Union, commonly known as "Yorkie," is inquired for by his mother, 411 W. 40th St., New York City.

Comrade William Burke, of the Marine Firemen, Oilers and Water Tenders of the Great Lakes, is inquired for by his sister, Miss Ella Burke, Little Falls, New York.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

Marie Panoitz, 1195 W. 11th street N. W., Cleveland, O., inquires for her brother, John Ernest Meyna, last heard from nine years ago. Anyone knowing his whereabouts please notify above address at once.

Fred G. Loftus, of Dorchester, Mass., is inquired for by his mother, No. 2 W. Vernon st., Dorchester. Please address above or W. H. Jenkins, 1244 Main ave., 21 W., Cleveland, O.

The steamer building for Boland & Cornelius by the Great Lakes Engineering Works, will be named Harry Yates.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

674 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.

TOLEDO, O.....54 Main Street
Phone Bell 1890.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.

SUPERIOR, Wis.....213 Banks Avenue
Telephone, New Phone, Broad 155 L.

BAY CITY, Mich.....108 Fifth Avenue

OGDENSBURG, N. Y.....70 Isabella Street

KINGSTON, Ont., Canada.....(Box 96) King Street

ERIE, Pa.....328 German Street
Telephone Bell 599 F.

CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.

SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.

SANDUSKY, O.....510 Meigs Street

HOSPITAL AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Mich.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

INSURANCE AGAINST STRIKES.

Industrial insurance companies against loss by strikes is an institution of recent date in Germany. The numerous strikes which have taken place in this country have caused industrial employers to use all means for self-protection and self-preservation against the attacks of labor. While the workmen must suffer deprivation during a strike, they have nothing to lose. When the funds of the union are exhausted, the striker is supported by contributions from other labor organizations.

Severe material damage is done the employer by a strike. The factory lies idle and suffers depreciation from want of use. Production ceases and the employer in these days of keen competition is exposed to the danger of being driven out of the market, which he has with difficulty acquired. As the stoppage of work generally takes place at times of greatest prosperity, when orders are most numerous, he is likely to lose all his custom to competitors.

This unfavorable position of industry as compared with labor, which is supported by its system of organization, has brought about industrial insurance against loss by strikes. The extent to which it prevails may be judged from official statistics just published. According to the bureau of statistics, there are in all 48 companies, namely, 13 strike-indemnity insurance companies, 26 employers' associations for strike insurance, and 9 in which indemnity is from occasion to occasion granted.

The company of United German Employers' Association for Indemnity for Loss by Strikes (Der Verein deutscher Arbeitgeberverbande zur Entschaedigung bei Arbeitseinstellungen) is a reinsurance company and comprised 20 membership companies in 1908. The number of workmen announced as employed in the industries insured was 411,028, and the sum of the yearly wages amounted to 466,765,995 marks ($111,090,-307). During the year reported, claims to the amount of 525,318 men's days were presented, chiefly from the metal industry. The amount of the indemnities paid in 1908 was 153,457 marks ($36,523). The indemnity fund amounted to 233,579 marks ($55,-591), so that the association closed the year with a surplus of 80,122 marks ($19,069).

The company of the United Association of German Metal Industries for Indemnity against Loss by Strikes reports for the year 1908 164,803 workmen. The wage sum insured for that year amounts to 205,482,645 marks ($48,904,870). The number of unemployed days by strikes and lockouts reached 321,754, of which 52,362 were due to strikes and 269,392 to lockouts. The entire amount of indemnity paid in 1908 was 282,031 marks ($67,123). The association closed the year with a surplus of 321,514 marks ($76,520).

In the case of the Employers' Union "Unter-Elbe" for Indemnity for Losses by Strikes the number of workmen announced in the industries in 1908 was 45,135 and the wage sum insured was 57,484,780 marks ($13,666,000). In that year damages were paid for 41,454 work days, amounting to 27,-839 marks ($6,625).

The conditions under which a strike indemnity is paid are different in the several companies. Assistance is granted in case of strikes and generally in lockouts. But this is subject to fixed conditions, the most important of which is that the stoppage of work has not been produced by the fault of the employer himself. The obligations of the companies or associations to their members begin after a fixed interval, in most cases three months, but may vary up to one year. The regulations are also different as to whether after the lapse of this period relief shall be granted from the first day of the breaking out of the strike or only after a later juncture or period. Some of the companies make the granting of the indemnity upon further conditions, for instance, the number of the strikers.

The whole institution, however, is still in its infancy. The number of its adherents, nevertheless, increases from year to year, showing its economical usefulness. The fact that it strengthens the position of the employer against the attacks of labor is evidenced by the diminished number of strikes with their unhappy consequences.

LIVING IN CHINA.

It is a matter of grave concern to the missionaries and other permanent residents of China to observe from year to year the increasing cost of living, which of course includes every item of household expense. From conversations with reliable business men and missionaries who have spent a great many years in China, it is learned that the cost of merchandise, as well as operating expenses of business or household, has very materially increased in the past 10 years.

In the matter of the importation of foreign goods, which must be paid for in gold, the unlooked for fluctuations in silver compels the importer to sell at a safe profit, which margin is sufficiently large to protect him against loss. The consumer naturally feels this, and more particularly if he is compelled to work under a contract made in Mexican currency at a time when gold could be purchased for half of its present cost. The freight rates have increased proportionately, which with an additional import duty of 5 per cent imposed within recent years, adds very materially to the cost of the merchandise. Rents have increased 40 per cent, and where there is a foreign settlement, the municipal tax will have increased also.

The increased cost of living for the Chinese compels the foreigner to meet the advance in wages, for they must pay twice as much rent for their houses and 150 per cent more for rice than they did 10 years ago.

There is a general increase in rent, servants' wages, food, clothing, and transportation of from 25 to 100 per cent over that of 10 years ago.

During the last ten years Canada ranked second among the nations of the world in comparative increases of trade, with Argentina in the lead. During the preceding decade Canada ranked third, with Japan in second place. The official report shows that although the falling off in the total trade of Canada for the year ending March 31 last was $67,916,284, the decrease was almost altogether in imports. The decline in exports was only $3,446,486. It will then be seen that Canada felt the financial depression less severely than other countries.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 44-46 East St.
Branches:
VANCOUVER, B. C., 122 Alexander St., P. O. Box 1365.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 1312 Western Ave., P. O. Box 65.
PORT TOWNSEND, Wash., 114 Quincy St., P. O. Box 18.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Or., 51 Union Ave.
EUREKA, Cal., 227 First St., P. O. Box 327.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 91 Steuart St.
Branch:
SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branches:
SEATTLE, Wash., 209-210 Powell Building, P. O. Box 1335.
SAN PEDRO, Cal., P. O. Box 54.

UNITED FISHERMEN OF THE PACIFIC.

Headquarters:
ASTORIA, Ore., P. O. Box 138.
Branches:
LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.
GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

ALASKA FISHERMEN'S UNION.

Headquarters:
SAN FRANCISCO, Cal., 93 Steuart St.
Agencies:
SEATTLE, Wash., 1312 Western Ave. P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

BRITISH RAILWAY WAGES.

Following is a summary of one of the awards of an arbitrator recently given in the dispute between English railway companies and their working forces concerning wages and hours of work:

These differences existed in the case of nearly all the railroads in the north and east of England, and threatened at one time to result in a general strike. They were happily referred, however, to arbitrators, who are now giving their award. The principal points of the award in the case of the North Eastern Railroad Company are as follows:

In the locomotive department the hours of drivers and firemen working 150 train miles per shift, which at present are ten per day, are reduced by the award to nine per day, excluding one hour rest in the middle of the shift. The wages of firemen, which on the present scale begin at 84 cents and reach a maximum of $1.20 per day in eleven years, are altered so that the maximum is reached in eight years. Cleaners at present begin at $2.43 per week, and rise to a maximum of $4.37. By the award the maximum is raised to $4.86. So far as the necessities of the service will allow, drivers, firemen, and cleaners are not to be called out on duty without an interval of at least nine consecutive hours between the finish of one shift of duty and the commencement of another shift of duty.

The concessions to the company are that the maximum wage for engine drivers regularly employed on preparing and roundhouse work is reduced from $1.82 to $1.33, and for regular shunting drivers from $1.82 to $1.45 per day. These reductions, however, do not apply to men who are at present employed on these two classes of duty, but only to future appointments. As to the time allowed for preparing and stabling engines, the award allowed for the large types of engines ten minutes more for preparing and ten minutes more for stabling, but for other tender engines there is no change. For tank engines the time for preparing is reduced five minutes, and for "stabling" ten minutes. For shunting engines a decrease of ten minutes is made in the time for stabling.

The wages of goods and mineral guards (brakemen) are raised from $7.29 to $7.78 per week. Cleaners, beginning at 16 to 17 years of age, will be paid $2.43 per week, these wages to be raised gradually year by year until they reach a maximum of $4.86 per week.

In the traffic department there are the following concessions to the men: The scheme provided for paying Sunday duty to signalmen, passenger shunters, passenger station staff, and goods warehouse staff is much simpler than the old "passing trains scale," which is abolished. The minimum payments under the latter scale were: One call, quarter standard day's pay; two calls, half standard day's pay; three or more calls, one standard day's pay. Under the new scale the rates are: One call, three-eighths; two calls, three-fourths; three calls, one day's pay; four or more calls, one and a quarter day's pay. As to goods and mineral guards, under the present arrangement the bonus for working with large engines on freight trains varies according to the proportion of the shift spent with the large engine, the maximum bonus being 6 cents per shift. Under the new scale the men who have received for two years the maximum of the existing scale, $7.29, will now receive $7.54; and those who have received the maximum for five years will now be entitled to $7.78.

For signalmen on continuous Sunday duty at present all boxes open on Sundays are rated at twelve-hour boxes, and the rate paid has been time and half on this basis, so that in effect eight-hour men have received ordinary standard week-day rate, ten hours and a half. Under the award all such time will be paid for at rate and a quarter. The majority of the boxes open on Sundays are rated at either eight or ten hours on week days.

It will be noticed that one of the most desirable of these changes is in the interests of the traveling public, no less than of the men themselves. It is that dealing with the hours of labor worked by the drivers of long-distance expresses. The responsibilities of a driver of a fast passenger train, the mental strain, and watchfulness demanded of him from the start to the end of the journey, make it imperative in the interest of all whose lives are in his hands that he should not be overworked.

The claims of the men, in the case of the North Eastern Railroad Company, affected 24,000 railway workers in all the various branches, and in their entirety involve over $1,500,000 a year in wages. Awards by arbitrators in the disputes with other railways are much in the same line, modified, of course, by the local conditions existing in each case.

PHENOMENON OF TIDES.

Earth tides, proofs of the existence of which have recently been obtained, are periodical alterations in the form of the earth, due to the same forces which produce the tides of the ocean. Every day the same pull of gravity from moon and sun which heaps up the water on one side of the earth, causes a similar, though vastly smaller, bulging out of the solid earth. And as by the revolution of the earth the tidal wave passes round it, so also does the rising of the solid crust. Theoretically, indeed, any solid mass acted on by a force such as gravity must undergo such deformation, since the outer parts are more powerfuly affected. It was a question, however, whether the small amount of the movement would admit of measurement. And the actual detection of such minute alterations as occur has only been rendered possible by the perfection of the instruments for measuring earth movements, which has resulted from the development of the science of seismology.

The fact that such earth tides are of sufficient magnitude to admit of detection in this way may perhaps be held to support the view that the solid outer crust of the earth is underlaid by a liquid substratum. That they are not larger suggests a solid interior. It has been suggested that this solid core is a mass of iron and nickel, and the presence of these metals conveniently explains the fact that the earth is a great magnet.—London Globe.

The American Geographical Society has accepted Mrs. Collis P. Huntington's gift of a $250,000 site for a new building at New York.

ABOLISHING SLUMS.

About 40 years ago there were in Liverpool 22,000 insanitary houses. At present there are only 4,000 to be dealt with, showing that 18,000 have been demolished. About 6,000 of these were destroyed by private enterprise to make room for business premises, the remaining 12,000 having been cleared away by the municipality.

On the site of a greater portion of the houses which the municipality has swept away, and on the other sites acquired by them for the purpose, the corporation has erected 2,170 dwellings, and these are now under the control of the city council. Within the past five years there have been demolished in Liverpool some 260 courts and alleys, mostly insanitary slums, and on these sites now stand wholesome dwellings for the occupancy of the poor. About £1,000,000 (nearly $5,000,000) has been spent in this work of demolition and reconstruction. Some 10,000 people, mostly the former occupants of the destroyed sections, are housed in simple comfort and under sound conditions in these new buildings.

This work is in the hands of a committee of the city council known as the "housing committee," which presents recommendations to the council based on reports of the medical officer of health and the surveyor.

About 4,000 insanitary houses are yet to be dealt with. At present the corporation is dealing with six unhealthy areas, having obtained parliamentary powers to acquire these areas under the provisions of the "Housing of the working classes act of 1890." On the sites of these unhealthy areas new dwellings will be erected by the municipality to accommodate 2,828 persons.

The plans provide for 89 houses of four rooms each, 188 of three rooms, and 277 of two rooms. No single-room tenements will be constructed. Space for four shops will be apportioned, and these 558 dwellings will contain 1,480 rooms. To complete the portion of the scheme just described, 118 property interests must be acquired, and it has so far progressed that the latest report gives only 27 yet to be secured, and the price of these is now but a matter of arbitration. The probable cost, when all the land is purchased, will be about £104,000 ($505,440), and for the buildings, £121,500 ($590,490) is allowed, a total of £225,500 ($1,095,930). Street improvements and a recreation ground will use 5,556 yards of the total of 43,993 to be acquired.

At present the net annual charge to the Liverpool ratepayers for the housing reforms which have been effected by the municipality, after the credit of rents is deducted, is only 2d. on £1 (4 cents on $4.86). This produces £29,479 ($143,267). The yearly charge covering the £225,500 which it is proposed to expend will be equivalent to a little over a half-penny (1 cent) rate, after deducting for rentals, etc. This rate of 2½d. on £1 (5 cents on $4.86) has accomplished much and provides for still further and extensive work in the abolition of the city's slums.

A beer brewers' exposition was held in St. Petersburg in August. The consumption of beer in Russia has increased 45 per cent during the last 15 years, the output 97 per cent. In 1906 there were brewed 71,500,000 vedros (vedro=2.7 gallons).

Domestic and Naval.

Secretary of the Navy Meyer has announced that it is his present intention to order the Atlantic fleet to the Mediterranean some time in November next.

Speaker Cannon on March 30 announced the special committee to investigate charges reflecting on the House membership in connection with Ship Subsidy legislation.

The Government has ordered the bodies of the victims of the gun explosion on the cruiser Charleston brought back to the United States from Manila and interred at places selected by the relatives.

Suit in equity under the Sherman Anti-Trust law is to be instituted by the Department of Justice against what is known as the European steamship pool on the contention that it is an arrangement in restraint of trade.

An iceberg about 500 feet long and towering 100 feet above water was sighted by the Norwegian steamship Hero from Narvik, which arrived at Philadelphia on March 24. The iceberg was passed on March 12 in latitude 54.20 north, longitude 39 west.

The Merchants and Miners' liner Chatham, which was wrecked on a jetty at the entrance to St. John's River, Florida, has been sold to Washington interests for $3150. The vessel was bought in for $3000, and the cargo supposed to be in the steamship's hold brought $150.

The German steamships Pallanza and Pisa, which have been operating in the Hamburg-American Line freight service between Philadelphia and Hamburg, will probably be selected as the pioneer vessels in the service to be inaugurated in May between New Orleans and Hamburg.

A dangerous derelict drifting in the track of ocean liners has been reported in latitude 41.48 north, longitude, 45.18 west. The derelict, which is a wooden vessel, bottom up, was passed by the Belgian steamship Friesland on her outward trip from this port to Liverpool, on February 25.

A recent cablegram from London set at rest all doubt as to the fate of the schooner Anna R. Bishop, reported overdue from Jacksonville, December 25, for New York. The schooner was passed on February 28 in latitude 37 north, longitude 61 west, dismasted, waterlogged and abandoned.

Rear-Admiral Dillingham arrived at Norfolk, Va., on March 25 from Washington and hoisted his flag on the scout cruiser Salem for the purpose of conducting a first-hand investigation of charges made by the crew that they have been treated with undue severity by Commander George R. Evans, captain of the Salem.

Adrian Gips, the general agent of the Holland-American Steamship line, pleaded guilty before Judge Holt in the United States Circuit Court at New York on March 25 to indictments charging the receiving of rebates from railroads. Judge Holt imposed a fine of $2000 in each case. The maximum fine was $20,000.

The House of Representatives on March 22 passed a bill providing that proprietors of "theaters or other places of amusement" in the District of Columbia or Territories of the United States must deny admission to soldiers and sailors on account of their uniforms, under a penalty of a fine of $5000 or imprisonment not exceeding two years.

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Anderson, J. G.
Baardson, E. M.
Bakke, Ed.
Back, Marius
Berentsen, Alex.
Berglund, O.
Bird, Chr. (package)
Brokke, H. (pkg.)
Carlson, Carl
Christensen, Vizo
Christiansen, N.
Christensen, O.
Clauson, Carl
Clausen, Jorg.
Clausen, Henry
Curran, Nick
Dean, James
Dickson, Thos.
Egers, John
Ellison, Charles
Engstrom, R.
Erikson, J. E.
Franzell, A.
Erikson, Alex.
Fredriksen, Frithjof
Fredriksen, Birger O.
Geisler, Otto
Gehler, F.
Gordon, John
Goumas, C. (Reg.)
Gustav, John
Halberg, Oscar
Hakonsen, Ingar
Hansen, Hans Chr. (package)
Hauzen, Arthur
Haakonsen, H.
Hansen, Ernst
Hansen, Hans -1746
Hansen, P. B.
Heltwood
Hederstrom, T.
Heikola, M.
Henriksen, H. -1773
Hjort, J.
Hoglund, Hans
Ingebretsen, Alfred
Jamison, James
Jocklin, Chas.
Jhonsen, Jacob
Jensen, S. G.
Johanson, J. H. -2023
Johanson, Fritz
Johnson, Chas. H.
Johanson, Herman
Jordfald, Th.
Johanson, Aug. L.
Kahlstrom, Chas.
Kalnow, A.
Kelly, W. E.
Knutsen, And.
Knudsen, Chas.
Krurts, Karl
Krogstad, H. E.
Kristoffersen, Emil
Kylander, Fred
Larson, Carl
Laatz, L.
Larson, Lars
Lambert, Ed.
Lindegaard, J.
Lundgren, Chas. J. -599
Mailbohm, Hans
Mansen, S.
Manonen, Eric
Mikeleit, E.
Morris, M.
Moore, J. M.
Morrisay, Jas.
Muller, Adrian
Nelson, Fred
Nielson, Vilhelm
Nielson, Jorgen
Nillsen, Martin
Nillsen, P. L.
Nichols, W.
Nielsen, Karl Johan
Noshis, P.
Olsen, Gabriel, -1087
Olsen, Johan, -1046
Olsen, Hans P.
Olssen, Just.
Olsson, B., -597
Olsen, Sven
Olson, Gust. T.
Olsson, Julius
Olsson, E. W.
Olson, Sam
Olsen, Ragvald
Omholt, L. T.
Orth, H.
Osterberg, Gust.
Osterholm, J. W.
Owens, J. H.
Paulson, P. -1293
Pettersen, Petter
Pedersen, P. -985
Person, Johan -875
Petersen, C. -1370
Petersen, C. -776
Peterson, O. T.
Petterson, Meyer
Pendville, N.
Pedersen, Olaf
Rau, C.
Rasmussen, Vizo
Rasmussen, Akbon
Reynolds, Thos.
Robertson, M.
Ruckle, E.
Ryberg, O.
Salvinen, F.
Schutte, R.
Scanlan, H.
Seberg, C.
Skubber, H.
Smith, Johan
Spierling, G.
Sprague, Geo.
Starford, H.
Svensson, G. A.
Syvertsen, Ole
Syuertsen, F. T.
Taddiken, Anton
Tellefsen, Peder
Ticksman, C.
Tompson, Andrew
Toluasen, Anton
Udley, Harold
Vaald, Johan
Wanz, Hakon
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INFORMATION WANTED.

Arthur Taplett, age 18, last heard from at Wilmington, N. C., in April, 1908, is inquired for by relatives. Please forward any information concerning him to Mrs. Eleanor M. Herman, R. F. D. No. 4, Box 310, Tacoma, Wash.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

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INFORMATION WANTED.

William Beckman, a native of Bochum, Westfalia, Germany, is inquired for by his mother, who is at present in Los Angeles, Cal., at 317 Crocker street.



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World's Workers.

Delegates, representing 50,000 Durham (Eng.), miners, have resolved to ask all the miners in Great Britain to cease work until the eight hours' agreement is settled.

Mr. W. McKeever, of Cudgera, Tweed River, Australia, enforces the eight-hour system on his dairy farm, and none of his employes work longer hours.

Up to the present the Queensland, Australia, Colliery Employes' Union has forwarded £1007 to assist the New South Wales coal miners in the recent dispute.

It is estimated that under the Workmen's Compensation Act a total of £14,500 is payable to relatives of the 115 officers and men on board the ill-fated steamer Waratah.

The total number of fatal accidents at British mines and quarries in February was 107, as compared with 120 in January, and 268 a year ago, when the total was large on account of the West Stanley disaster.

Exclusive of seamen, the number of British workpeople reported as killed in the course of their employment during February was 231, a decrease of 27 as compared with January, and of 158 as compared with a year ago.

Several steamers which recently arrived in Sydney, Australia, with cargoes of coal from abroad have been discharged by "free" laborers, owing to the union coal lumpers refusing to touch foreign coal while the miners are on strike.

In addition to voting £100 as a donation to the Newcastle Strike Fund, the wharf laborers of Wellington (N. Z.) through their union, decided to make a weekly contribution of £10 as long as the miners were forced to remain out.

At the Political Labor League Conference in Sydney, Australia, recently it was agreed that all candidates selected for Parliamentary contests must be finacial members of a trade-union, where unions exist in their particular callings, for not less than 12 months immediately prior to selection.

The twenty-fourth annual conference of the Australian Workers' (Shearers) Union was opened at Sydney, N. S. W., on January 12. Twenty-seven delegates were present, representing every State in the Commonwealth. The membership of the Union is 48,000. It was decided to start a daily labor paper.

Indications warrant the belief that a big strike of miners in England is not far off: South Wales coalowners are claiming damages from the men for refusal to work the extra 60 hours per year allowed under the Mines (Eight Hours) Act. The damages claimed aggregate £300,000. The colliers, on the other hand, have retaliated by claiming payment for "short coal," for which the existing agreement does not enforce payment.

Returns from Workmen's Co-operative Societies for Production and Distribution in the United Kingdom show that 1,573 such societies were at work in 1908. These societies had a total membership of 2,446,696, or 9.6 per cent of the estimated population of the United Kingdom of twenty years of age and upward. Their total capital amounted to £47,056,500, being made up of £32,879,798 shares, £10,380,409 loans, and £3,796,293 reserve and insurance funds.

Labor News.

The sympathetic strike in aid of the Philadelphia street-carmen was officially called off on March 27.

Weighing machines will displace women in every one of the Government mints after June 30 of this year.

The Leather Workers on Horse Goods went on strike throughout the United States on March 21 for an eight-hour day and a fifteen per cent increase in wages.

The total number of fatal accidents reported under the British Factory and Workshops Acts during February was 75, as compared with 90 in the previous month, and 87 a year ago.

The Miners' Federation of Great Britain on March 30 voted to accept the terms of settlement proposed by the South Wales coal miners, and the threatened strike has been averted.

The building trades unions of San Francisco have decided to affiliate with the Labor Council of that city thus ending the division that has existed for many years in the local labor movement.

The Senate April 1 passed the House bill, so amending the Employers' Liability bill as to give the State courts concurrent jurisdiction with the Federal courts in dealing with suits for damages growing out of accidents.

With the exception of five, all potteries in the East Liverpool section of Ohio were closed on March 28, as the result of the strike of 2500 dippers and 3000 girls. The dippers have been ceiving 96 cents a day and ask for $1.10.

Chairman E. H. Gary of the United States Steel Corporation has sent a telegram to the presidents of all the subsidiary companies, requesting them to observe the resolution calling for the minimizing of Sunday labor in the corporation mills.

A strike of 3000 miners of the Northern Colorado fields was inaugurated on April 2. The men demanded approximately 5.55 per cent for day workers and an advance of 4 cents a ton for pick mining and 3 cents a ton for machine mine coal.

Demands are to be made on all railroads in the East by the Brotherhood of Locomotive Engineers for increases in wages. These demands, the engineers say are really more in the form of "requests" for a readjustment of wages. There is no strike talk.

Three hundred thousand miners of the bituminous coal fields of Pennsylvania, Ohio, Indiana, Illinois, Iowa, Missouri, Kansas, Oklahoma and Arkansas quit work on March 31 pending settlement of a new wage scale. The miners demand an increase of 5 cents per ton and certain other improvements.

The New York Central Railroad has announced an increase in the salaries of all employes receiving $200 or less a month on the lines east of Buffalo by 7 per cent, excepting the engineers of way and maintenance, whose pay was recently increased, and the trainmen, conductors and telegraph operators, whose demands are now under consideration.

The net result of all the changes in British wages taking effect in February was an increase of £98 per week, as compared with a decrease of £7,552 per week in January and one of £3,990 per week in February, 1909. The number of workpeople affected was 4,173, of whom 4,114 received advances amounting to £110 per week, and 59 sustained decreases amounting to £12 per week.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aaslin, Oscar
Adamsen, W. O.
Aguilar, Santos
Ahern, D.
Ahlberg, Oskar
Allan, Wm.
Allen, James
Allen, G.
Amundsen, Albert
Amunsen, Daniel
Andersen, -1560
Andersen, Sam.
Andersen, Martin
Andersen, -1305
Anderson, Harold N.
Backtrom, Wm.
Back, M.
Bausback, -1511
Bauwens, H.
Bendixen, Nik.
Bensen, Sigurd
Benson, -1454
Berg, Julius
Berg, H. G.
Berge, Johan S.
Bergman, Johan
Berntsen, Eilert
Carlson, Martin
Carlson, -760
Carlson, Harold
Carlsson, Harry
Carlsson, Alfred
Carlsson, John W.
Carnaghan, Wm.
Ceelan, John
Celander, Wolmar
Chaler, B.
Chapman, Frank
Chauche, Jean A.
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Danielsen, John
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Edman, Oscar
Eggers, Johan
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Eriksen, Lars H.
Ericksen, Gerhard
Fagen, John
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Faulkner, John E.
Ferwedow, R.
Fischer, Torsten
Fjellman, Jonas
Gad, S. V.
Gallovich, Geo.
Gerner, Hans
Gillholm, Albin
Gostman, A.
Gram, Eric
Gregg, E. J.
Haak, C. H. R.
Hagberg, Gust.
Halvorsen, Wm.
Hansen, Hans E.
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Hansen, Julius O.
Hansen, Hans M.
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Hansson, -1786
Haug, Hans H.
Ingemand, Chris.
Jansen, Edward
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Jansson, E. N.
Jensen, Jens
Jensen, Jens K.
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Jensen, Hans
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Karlsen, John A.
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Kavall, John
Kelly, W. E.
Kjelgren, J. A.
Lahr, Otto
Lankewiz, E.
Landal, Chas.
Larsen, Peder G.
Larsen, Kristen
Larsen, Ludv J.
Larson, Alek
Larsen, Alfred
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Larsson, Anton
Lee, Ole
Lebrun, Ernest
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Le Solle, Pierre
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Anderson, E.
Andersson, Emil
Andreasen, Hans
Antonsen, Marius
Arnold, E. B.
Arntsen, Julian
Astrom, Torsten
Austin, John
Bjorklund, E.
Blackstad, Chas. E.
Blank, Geo.
Boss, L. A.
Bostrom, C.
Boylan, C. F.
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Gronman, H. R.
Grossl, Josef M.
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Gundersen, Ole
Gustafsen, Gustaf
Heisterman, Paul
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Krogstad, H. E.
Kvistgard, Carl
Kylander, Fred
Lersten, J. O.
Liesman, Fritz
Lill, Chas.
Lind, Gus
Linde, O. B.
Lindkvist, A. I.
Link, Alex.
Linquist, Gust.
Luckmann, Ewald
Ludvigsen, Arne
Lund, Peter
Lundberg, Carry
Lundberg, Jerry
Lundin, -1054
McEvoy, Geo.
McGrath, Jack
McManon, John
Mersman, A.
Meyer, Frank
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Mordin, John
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Morris, Francis
Morrison, Donald
Murray, Ed.
Muta, Gust
Nilsen, Anders
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Norris, E.
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Paulsen, Paul
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Pedersen, S. R.
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Petersen, S.
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Pettersen, Sigurd
Petoff, Savaty
Quigley, R. E.
Randle, David
Randolf, D. W.
Rasmussen, Peder
Rasmussen, S. W.
Rasmussen, Juel
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Reimers, Johan
Saarinen, H.
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Sange, P. H.
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Sauer, Emil
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Schellenberg, H.
Schelenz, Hans
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Schlosser, Ludv.
Schmehl, Jas. P.
Schmidt, -938
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Schorer, L.
Schultz, Albert
Seiron, Tom
Simonsen, Sigv.
Simonsen, Barney
Skaanes, Johan
Tamm, Alex.
Tergesen, Tom
Thomsen, Karl F.
Thompson, Ch.
Thompson, Fred.
Thompson, A.
Thompson, Chas.
Thornton, John B.
Thureson, Arthur
Ueback, Sigfrid
Ursin, Kaspar
Verto, Herman
Veastad, Thomas
Verdick, C.
Wacogne, Victor
Wagner, Paul
Walters, Henry
Wells, Geo.
Wennecke, A.
Weyer, Paul
Wiberg, Erik
Wiberg, John
Yerna, Frank
Zeisler, Alb.
Osen, Aksel
Osol, F.
Osol, Theo.
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Ottosson, Chas.
Ounbaum, Aug.
Petersen, Wm.
Petersen, -645
Petersen, 1322
Petersen, Aage
Petterson, -1062
Pettersen, Alek
Petterson, -1227
Petterson, -851
Pettersen, Aksel
Pettersen, S. A.
Pipik, Chas.
Pirnke, Carl
Poppe, Geo.
Price, C. G.
Richardson, A.
Roots, M.
Roschek, Paul
Rosenberg, F. A.
Rosenvald, Isak
Rost, K. G.
Ruckle, Erwin
Ryits, -819
Rylander, R.
Skold, Oscar
Smith, John A.
Snyder, Jack
Soderlund, Anton
Sonson, S.
Sorensen, Edw.
Sowick, Hjelmer
Soyland, Arthur
Stangeland, P.
Stein, John
Stenroth, Alf.
Stensen, Andreas
Stensland, Paul
Stephens, -1979
Stervik, I.
Stolt, A. J.
Strahle, Carl
Suhr, Carl C.
Svanson, Fred. M.
Svendsen, Thorwald
Svensen, Andrew
Svensen, Anker
Svensson, Nic.
Thurson, John
Tiebelt, E. F. P.
Tillman, Andrew
Torgersen, Kaspar
Torkildsen, Marius
Tornquist, Sture
Tramm, Hans
Turner, Ted
Usar, J.
Vidal, Wm.
Vogel, Martin
Wikander, E.
Wiklund, Chas.
Willman, Gust.
Wilson, Anders
Winters, C. J.
Wolens, -1174
Wrig, C. F.
Zimmerlink, F.

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Christansen, N.
Christensen, M. H.
Curran, N.
Damiano, Alex.
Fischer, Julius
Halvorsen, Eugene
Hansen, O. R.
Hansen, -1229
Hinner, Paul
Hogeler, Tom
Holden, Olaf
Hovland, P. S.
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Kaald, John
Kirst, Hans
Leech, Wm. A.
Lewis, H.
Matisen, Nils
Mattler, Franz
Moe, J. M.
Norris, Ned
Petterson, Axel
Poulsen, -1229
Randle, David
Schager, E. L.
Siegurd, J. I.
Stolt, A. J.
Thompson, A.
Wahlberg, R.

Portland, Or., Letter List.

Adams, Steve
Andersen, Ole
Andersen, Fred
Alander, Karl
Bucktmann, F.
Backman, Paul
Brodie, W. G.
Blecha, Alfons
Carlson, Oscar
Carlsson, Walter
Carlson, A. M.
Christensen, Emil
Corty, Chas.
Farm, J. B. -612
Geiger, Jos.
Gudmunsen, Martin
Glaas, Waldemar
Grimes, Donald
Gardner, J. B.
Hassell, S. G.
Heggum, L.
Hansson, Chas. S.
Karlsson, A. M.
Kohlmeister, Otto
Klorning, Martin G.
Larson, L.
Lagerman, Johan L.
Lang, Chas.
Lamberg, Albert
Lindberg, John
Ness, Aksel
Norman, S. L.
Nilsen, B. P.
Newman, Joseph
Nagel, Al.
Nielsen Andreas E.
Olson, Anton
Olson, John
Pedersen, Christian
Peterson, Chas.
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Rytko, Otto -716
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Pt. Townsend Letter List.

Anderson, Axel
Barry, Thomas C. (2)
Bianca, F.
Christensen, Harry
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Carlsson, C. -1044
Ehmke, Wilhelm (2)
Galleberg, Martin (3)
Gram, Erik
Holmstrom, Carl A.
Ingebretsen, -125 (3)
Johansen, -2021
Karlsen, Sigurd
Kittusen, Christian
Maki, John
Mikkelsen, Axel M.
McVicar, Geo. W.
Ness, John
Ticorel, Frank
Roswall, Gus.
Schelens, Carl
Thompson, T.
Venema, H.

Tacoma, Wash., Letter List.

Allen, Fred.
Arnold, Ernest
Bodenstate, Arnold
Carnaghan, Wm.
Carron, Edward
Carson, James
Davey, Charles
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Frank, Bernard, -499
Gunnerson, Hans
Gustafson, Axel
Haug, Hans H.
Jacobsen, John
Johanson, K. J.-1396
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Krohn, Charles
Lassen, Johan
Lindroos, A. W.
Meyers, Chas.
Olsen, Sigvald
Olsen, Ole Chr.
Pedersen, Hans Chr.
Peterson, Alfred -723
Reay, S. A.
Rune, George U.
Siegurd, Justus T.
Solberg, Bernt. P.
Tramm, Hans
Wilson, Albert -179

ALASKA FISHERMEN'S LETTER LIST.

San Francisco, Cal.

Letters at the Alaska Fishermen's office will be advertised for six months only and will be returned to the Post Office at the expiration of seven months from date of delivery.

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Alfonso, J. G.
Albertsen, P. H.
Antonsen, Carl
Anderson, Oskar
Benson, John
Balzani, Pietro
Benvon, Fred
Christiansen, Alfred
Cutino, Gaetano
Di Mauro, Giuseppi
Evald, Fred
Ellis, Wm.
Frazer, Jas.
Flyn, Wm.
Green, John
Gabrielsen, Knud
Gullivsen, G.
Hansen, A. E.
Hagen, G. L.
Hanez, L.
Johannessen, Engel A.
Johnson, George P.
Johnsson, Harry
Knudson, Oscar
Monteith, R. V.
Monroe, W.
Nicolarson, Otto
Olsen, Oskar
Peterson, Gust
Rouzle, H. S.
Romero, R.
Rensen, Albert
Swanson, Chas.
Tonnessen, Jorgen
Thompson, A.
Ybanes, L.

Eureka, Cal., Letter List.

Andersen, Lars T.
Andersen, John
Andersen, Olof
Anderson, S.
Armmi, Walter
Blunt, H.
Bostrom, C.
Brown, C. A.
Bryan, G. T.
Bulander, B.
Carlson, Gust.
Carlmark, Barthold
Counaughton, H.
Ekwall, G. A.
Grant, John
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Gustafson, Edvard
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Lombar, Eminio
Lorensen, Orgt. C.
Malmberg, Elis
Menz, Paul E.
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Micheli, Agojetino
Mettemeijer, J. F.
Niccolai, Sant.
Nilsson, O. -936
Nilsen, Ruder
Nordblom, Ben.
Nylund, Sven
Olsson, Bror
Olsen, Peder. A.
Oliver, G.
Oman, Victor
Oterdahl, C.
Penney, Math.
Petterson, Aaskar
Ryberg, Ove
Syversen, Ole
Shulls, Christ
Sjelman, Jonas
Stabell, Frank
Svensen, Olof
Thoresen, Petter
Teigland, G.
Valkman, Otto
Weback, S.
Walbroth, Carl
Wychel, H.
Yanni, C.
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Aberdeen, Wash., Letter List.

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Andersen, Alex
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Adreson, John -1283
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Astrom Torsten
Bensen, John
Bertelsen, Peder
Bodal, Hans O. -1746
Boss, L. A.
Boy, Georg
Brandt, Nels
Bregler, Fred
Carlsen, Carl
Castel, G.
Ceccane, Felix
Christie, M. R.
Colberg, Chas.
Collens, Frenk
Cooley, Howard
Faccett, Sam
Fisko, Oluf
Flenkenberg, Alfred
Gardiner, J.
Graves, Sam
Greve, Jurgen
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Hallberg, Oscar
Hansen, Oluf
Hansen, Ole
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Jarp, Kristian
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Johannessen, Josef
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Johnson, Frank
Johnson, Hilmer
Jonarson, Axel
Janassan, C. A.
Kapaty, Oscar
Klintberg, Chas.
Klingenberg, John
Knudsen, P.
Klahn, Karl
Koso, Pet
Lang, Charles
Langhelm, Paul
Langvard, Chr.
Larsson, Albin
Larsen, L. K. -1424
Lann, Martin
Larson, M. A.
Lehtanen, John
Liebert, Rudolf
Lind, Gust
Lorentzen, Ernest
Lukkinen, Peter
Lundgrens, Chas.
Lundqvist, John
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Mattsan, Karl J.
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Myers, O. A.
Nielsen, Jacob
Nystram, R. E.
Olsen, C. -545
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Olson, E. A.
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Orteen, Sigurd
Osterlund, Albert
Pedersen, James
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Pierson, A. -1102
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Rogenes, A.
Rosa, Karl
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Saland, Hans
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Schlitt, J.
Schroder, Gust
Siman, August
Sjorgren, John
Sjahalm, J. W.
Soderstram, A.
Smith, Jack S.
Sorensen, Karl
Stevens, Seatt. R.
Stenerson, Charles
Stram, C. -1648
Svenson, C. O. -2095
Swanson, M. -2184
Thompson, Chas.
Thomson, C. L.
Thompson, Ch.
Thorsen, Jens
Tolepsen, Andrias
Tuverson, Knut
Turner, Ted
Vogel, M.
Wahlstedt, A. R.
Wedequist, A.
Wells, Leo L.
Wishaar, E. B.
Winters, M. C.

Packages.

Hohm, Carl
Pedersen, Peder
Polison, Tom
Uggla, Fred
Torvig, Olaf

INFORMATION WANTED.

Nicholas R. West, supposed to be sailing on the Pacific Coast, is inquired for by his mother. Any one knowing his present whereabouts please notify the Russian Consulate at San Francisco.

John Tierney, last heard from by letter, October, 1906, is inquired for by his sister, Mrs. Wm. Degnan, 124 Harrison street, Pawtucket, R. I.

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News from Abroad.

Crown Princess Gustave Adolph of Sweden, formerly Princess Margaret of Connaught, gave birth to a daughter on March 28.

The fiercest tornado in years, accompanied by a heavy snow, has caused immense damage and loss of life in Southern Austria.

The proclamation convoking the National Assembly was read by King George of Greece in the Chamber on March 30, and was received with cheers.

The Italian Cabinet resigned on March 21, due to the realization that the Government's mercantile marine subsidies measure was doomed to defeat.

Advices received at Liverpool, Eng., state that the fighting between the natives and Liberian troops at Cape Palmas, Liberia, continues, and grows more serious.

Ex-President Roosevelt will be the guest of Emperor William of Germany at the royal castle, an almost unprecedented honor to a private citizen.

The leaders of the French woman suffragists intend to present woman candidates for Deputies in every arondissement of Paris as well as in other parts of France.

King Menelik of Abyssinia is said to be dying. Ras Tesama, the regent, with the approval of the principal chiefs, took over the reins of government on March 24.

Four hundred persons were burned to death and one hundred seriously injured in a fire which broke out during the progress of a ball at Oekoerito, Hungary, on March 29.

A caravan of fifty gypsies broke through the ice on Cheremetski Lake, near Luga, Russia, on March 30. Of the men, women and children all but a few were drowned.

The French Chamber of Deputies on April 1 voted to lay down two battleships during the present year, designed to equal the best ships of Great Britain and Germany.

A great eruption of Mount Etna occurred on March 24. Much damage has been done to property and great alarm prevailed among the inhabitants in the vicinity.

Twenty-five women and children were burned to death on March 31 in a fire that destroyed the state cotton warehouse at Bhilwara, in the district of Rajahulana, British East India.

The anti-American sentiment at Bogota, Columbia, continues to find expression in rioting. On March 21 two English girls, who were mistaken for Americans, were mobbed and beaten.

The steamer Leodiana of the British-India Steamship Company, which has been missing for some time, is reported to be ashore on one of the Cosmoledo Islands, at the northeast entrance of Mozambique Channel, in the Indian Ocean.

The published statement that the Turkish Government had awarded to British firms contracts for constructing war vessels to cost approximately $25,000,000, is now said to have been premature, and that United States firms may be given a chance to bid for the work.

A sensation has been caused by the assertion of a Lisbon newspaper that the Government has discovered that many sergeants in the regiments garrisoned at Estremoz and Elvas, near the Spanish frontier, are affiliated with secret revolutionary organizations which are planning to overthrow the monarchy.

With the Wits.

Three Lost.—"How are your brothers, Baron?"

"Thanks! Three are married, but one is still alive."—Simplicissimus.

Excused.—Pouter—There are three reasons why I don't play poker. First, I have no money——

Touter—Never mind the rest.—The Coyote.

When Women Rule Us.—Friend—So your detective force is a failure?

Chief Emma—Yes; we can't find any one who is willing to be a plain-clothes woman.—Puck.

Probably Compromised.—"Give me liberty or give me death," exclaimed the prisoner melodramatically.

"The Court regrets," responded the Judge coldly, "that you do not seem quite to deserve either."—Exchange.

Telling the Truth.—Mother—There were two apples in the cupboard, Tommy, and now there is only one. How's that?

Tommy (who sees no way out of it)—Well, ma, it was so dark in there I didn't see the other.—Judge.

Depriving Posterity.—Blobbs—Our brides and grooms no longer consider it the thing to be photographed together.

Slobbs—No, and it's too bad. It cuts off a lot of amusement for the grandchildren.—Philadelphia Record.

The Modern Version.—"I am training my boy to be self-reliant."

"Want him to be able to paddle his own canoe, eh?"

"Well, I want him to be able to operate his own motor boat."—Louisville Courier-Journal.

George Beat Them Both.—Teacher (to dull boy in mathematics)—You should be ashamed of yourself. Why, at your age George Washington was a surveyor.

Pupil—Yes, sir, and at your age he was President of the United States.—Boston Transcript.

Children's Accounts

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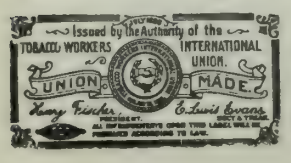
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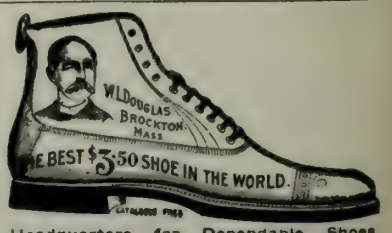
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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXIII, No. 30. SAN FRANCISCO, WEDNESDAY, APRIL 13, 1910. Whole No. 2064.

FACTS ABOUT SEAMEN'S STRIKE.

IN THESE DAYS of public discussion on "The Navy," "Upbuilding of the American Merchant Marine," and kindred subjects, a great deal of attention has been called to the fact, disputed by none, that on the Atlantic, Pacific and Gulf coasts, there are very few native American seamen, such as would be needed to man our Navy in event of war.

Upon the Great Lakes, however, for several years the exact opposite has been true. Over 85 per cent of our seamen on the Lakes are either native or naturalized citizens, a very large majority being native Americans.

Do you believe it to the best interests of our common country that these remaining American seamen should be driven ashore, compelled to leave their calling because of unreasonable and decidedly un-American working conditions being forced upon them?

These men have found it necessary to go on strike against the dangerously unfair terms of employment which an organization of shipowners, known as the Lake Carriers' Association, is seeking to impose upon the seamen of the Great Lakes.

The strike began May 1, 1909, is still in progress, and will be continued during this season unless some honorable settlement can be reached.

We ask the privilege of laying before you, for your consideration and for such use as you may care to make of it, the following statement regarding the present strike and the causes which rendered it necessary and unavoidable:

For several years previous to 1908 the unions had entered into agreements with the Lake Carriers' Association. Such differences as existed were each year discussed and settled for the season, usually by compromise on the part of the unions.

In the spring of 1908 we wrote to the Lake Carriers, requesting that a date be set for the usual conference, having in view a renewal of the old agreement which had then expired. No demand was made for any change in either wages or working conditions. Much to our surprise the Lake Carriers entirely ignored our communication.

Shortly after the opening of navigation in 1908 the Lake Carriers, through their captains and shipping-masters, demanded that all seamen employed on their vessels must quit the unions. Seamen who refused to do this were discharged. It went from bad to worse until many of the men were even required to take an oath renouncing all allegiance to the unions, and to agree, under oath, to "remain non-union men as long as they sailed for a living."

This continued throughout the season of 1908, both on board the ships and in the shipping offices. But by dodging each blow and exercising unlimited patience we pulled through the year, and while avoiding a strike we actually succeeded in also partially avoiding the lockout, and at the same time we kept our unions in good shape.

In the spring of 1909 the Lake Carriers' Association again declined to meet representatives of the unions, and inaugurated an absolutely merciless industrial passport system. On May 1, 1909, we went on strike against this passport scheme, the main features of which are: A certificate of membership in a so-called "Welfare" plan controlled by the Lake Carriers; payment of fees by seamen to the Lake Carriers; registration of name, age, personal appearance, etc.; an industrial passport, called a "Discharge Book," the holder of which is to be thus identified; a system of character marks, such as the master of the vessel may choose to give, upon which future employment or non-employment is to depend; authority in the hands of any ship's officer to arbitrarily deprive seamen of the passport, regardless of the number of "good" character marks the sailor may have previously obtained; a rule requiring that seamen must, when employed, deposit the passport with the ship's captain in order that it may be readily and easily revoked; a system of so-called "assembly rooms" on shore where seamen must congregate when unemployed, preference in employment being given to those who frequent these places to the greatest extent, a watch being kept on their attendance while unemployed; an agreement by each individual seaman, in writing, to submit to all rules and regulations of the "assembly rooms" when ashore, and to take no part in any organized effort to better conditions, or to prevent deterioration thereof, when employed on board ship; obedience to such other rules and regulations as the Lake Carriers' Association may see fit to inaugurate from time to time.

This is the "Welfare" plan of the Lake Carriers' Association, against which we are now on strike. It is a deliberate attempt to deprive us of our liberty and to establish industrial serfdom.

Do you believe American seamen will ever submit to it? Do you think we ought to submit? Do you believe that any body of American seamen can continue to exist under it? Born free men, taught from boyhood to hold sacred the American concept of human liberty, our very natures would compel us to leave the sea, rather than to give up the freedom which is ours by right of birth and country.

It is true that the Lake Carriers, as a part of their "plan," also offer to bury a seaman—if he has a passport—provided he dies while on board one of their ships. That is the excuse they give for having named their scheme a "Welfare" plan. Well, we do not object to their providing a funeral for us after death, though we see no need of a Lake Carriers' Association passport to secure entry to a grave. But we do emphatically protest against their attempt to bury our hopes and ambitions for reasonably decent lives while our souls still cling to our bodies.

This is not entirely a question of unionism or non-unionism. It is rather a question of our Americanism, a denial of our birthright, that which is born in us and which we can not surrender even if we would.

So we shall continue the strike. We hope to win a victory, to maintain our liberty. Do you not believe we are right in trying to do so?

Yours truly,

V. A. OLANDER,

Chairman Lake District Grievance Committee.

Chicago, April 2, 1910.

The present strike of seamen on the Great Lakes, involving nearly 10,000 sailors, marine firemen, and marine cooks, has been in progress since May, 1909. There are reasons,—good, valid reasons,—for this strike.

An organization of shipowners, known as the Lake Carriers' Association, denies the right of seamen to remain members of a labor union. Having declared war against all trade-unions, this association of shipowners then endeavored to establish an industrial passport system which is intended to place the seamen absolutely at the mercy of a gang of employment agents, known as "shipping-masters."

The Lake Carriers call this passport scheme a "Welfare" plan. It provides for constant and unrelenting supervision, restraint, and espionage of every individual seaman, whether he is at work or at rest, ashore or afloat, employed or unemployed. Its aim is to establish industrial serfdom on the Great Lakes.

The Lake Carriers' Association is NOT a shipowning corporation. It is composed of shipowners, but does not itself own ships, nor does it employ seamen. Its principal business, as shown by its articles of incorporation, is that of an EMPLOYMENT AGENCY.

The shipowners who are members of this gigantic employment agency do not want to deal with any organization of seamen, neither do they want to deal with the individual seaman. What they are trying to do is to compel all seamen to live and work, ashore and afloat, always under the supervision and absolute control of overseers who are responsible to no one (not even to the individual shipowner) except the employment agency known as the Lake Carriers' Association.

This is the scheme against which the seamen are on strike. They are fighting against industrial serfdom.

The Arbitration Boards of six States, Wisconsin, Michigan, Ohio, New York, Indiana and Illinois, have tried to bring about arbitration for the purpose of settling the strike.

THE LAKE CARRIERS' ASSOCIATION DECLINED TO ARBITRATE.

The National Civic Federation attempted conciliation and arbitration. The Lake Carriers would not agree to either.

The Lake Carriers' Association has refused to meet representatives of the unions. They declined to even meet with the Arbitration Boards of six States and the National Civic Federation.

The seamen did not go on strike until it became absolutely necessary. They are on strike now to save their manhood. They will not submit to be degraded and enslaved.

The immortal Lincoln once said, "No man is good enough to own any other man." The seamen believe that. And they will continue the strike in an endeavor to prove that those words of the martyred Emancipator are still true.

LAKE DISTRICT INTERNATIONAL SEAMEN'S UNION OF AMERICA.

April, 1910.

GYROSCOPIC RAILWAY PROGRESS.

For several years experiments have been conducted to perfect the gyroscopic railway invention and to advance, if possible, its utility. So great has been the interest shown that the British War Office, the India Office, and the Kashmir Government have severally contributed financial assistance so that the experiments might be carried forward promptly and on an appropriate scale.

A demonstration was given in November to show what has been accomplished since the invention was brought to public attention. The railway car used in the experiments was 40 feet long, 10 feet wide, and 13 feet to the top of the cab, in which the machinery was placed. It weighed 22 tons and was designed to carry a load of 10 to 15 tons. The two gyroscopes which balanced the car were 3 feet 6 inches in diameter, weighed together one and one-third tons, and moved at a speed of 3,000 revolutions per minute. A petrol engine on the car furnished the electric power by which the gyroscopes were rotated and the running wheels driven.

The inventor claims that the monorail, which the gyroscopic principle makes feasible for the first time, will revolutionize the railway systems of the world. His optimism, however, is not generally shared, although the London Times stated that while in its opinion there will not be a wide field of application for the monorail in England "there would appear to be great advantages in the system for mountain railways in India and elsewhere, and, indeed, it seems suitable for adoption in any country where new railways are being planned. The inventor lays stress on the absolute safety of the system at speeds ranging up to about 150 miles per hour."

It is claimed that a train running on a single rail can attain with perfect safety a much higher rate of speed than is possible on a double-track system. The inventor states that a speed of 150 miles per hour could be secured without the slightest danger of accident.

The car that was used in making the experiments carried more than 40 people along a straight single-rail track and round a circular track, and the demonstration was most successful. The car, it is stated, ran backward and forward and negotiated with perfect ease the sharp curve of the one-eighth of a mile circle, and so perfectly balanced was the car that when all the passengers moved over to one side the car automatically adjusted itself to the change.

Since the model was first shown in 1907 the inventor has substituted a new automatic device for accelerating or retarding the precession of the gyroscopes for the frictional means originally employed. It is this automatic control which keeps the car in a state of such perfect equilibrium.

The rate of speed during the experiments was only 7 miles an hour, but it is stated that this was due to the fact that the large engine being out of service a small motor had to be used both for propulsion and for rotating the gyroscopes, and therefore it was impossible to attain a great speed. The exhibition was made earlier than was anticipated owing to the announcement that a German 17-foot long gyroscopic car was to be shown to the public on the day that the English demonstration was made.

BANK CLERKS' PENSIONS.

Some large banks in Germany now pension their employes out of their own funds, but the desirability of a more general establishment by banks of a system of insurance among employes which would be independent of the government institutions has been recognized, not only by the banks and their employes, but also by the German Bundesrat. The system provides that all bank employes shall be classified according to the salaries received, 12 classes having been established. The premium is fixed at 8.5 per cent of the average annual salary of the given class, four parts of which are to be paid by the employes and four and one-half parts by the banks. A pension is to be paid to the insured employe in case of permanent disability. From his 65th year on the insured person is also to receive a pension whether or not he has retired from his post. The widows of insured employes will receive annuities and their orphans sums for education.

The following cases will serve to show the actual premiums paid: In Class I, the lowest, embracing all annual salaries up to $131, the average income upon which insurance is computed is $100, and the monthly premium is 71 cents, 37 cents of which the bank pays, while the employe pays 34 cents. In Class VI, comprising incomes ranging from $428 to $571, the average income forming the basis is $500, the monthly premium $3.55, of which $1.89 is the bank's share and $1.66 that of the employe. In the highest class, incomes of $1,666 and all above this, $1,856 is taken as the average, and the monthly premium is $13, of which $7 falls upon the bank and $6 upon the employe.

The example which follows shows the result in a given case: An employe becoming insured at the age of 25 years and having an annual salary of $476, which was increased $95 at the expiration of each 5 years of service, up to the highest sum, $1,142, would receive after 10 years' service an annual pension of $100; after 20 years' service, $206 annually; 30 years', $325; and 40 years', $459, these sums being, respectively, 19, 33.3, 45.5, and 56.7 per cent of his average annual income for the periods named. These pensions are, with the exception of that granted after but 10 years of service, larger than those paid under the government pension system, the percentages of the average annual income for the corresponding periods being in the case of government pensions 19, 28, 36, and 45, respectively.

The firms giving their adherence to this agreement contract to insure all of their employes for at least 10 years.

The Belgian consul at Batavia, Java, reports that owing to the rapid development of the port of Macassar (Celebes), the wharf accommodation, which aggregates about 1600 feet, is no longer sufficient to cope with the shipping requirements of the port. The authorities have decided to extend the quay 800 feet in a northerly direction.

A new Japanese pure-food law prohibits receptacles for food or beverages containing lead or an alloy having more than 10 per cent of lead.

PROVISIONS FOR OLD AGE.

From an article in the London Economist the following details concerning the new act passed by the Canadian Parliament, establishing a bureau for the sale of annuities to workingmen, are taken:

In the establishment of the bureau, the government is not involved in any pecuniary responsibility beyond the mere cost of furnishing the machinery, which will not exceed $25,000. The smallest annuity that can be purchased is $50 and the largest $600. Except for certain reasons, ordinary annuities are payable till the annuitant has reached the age of 55. They cannot be seized for debt, are nontransferable, while money once paid in on account cannot be withdrawn. If payments are interrupted by sickness, loss of employment, or any other cause, they may be renewed at any time. Payments may be made weekly, monthly, or yearly, or in lump sums, as is most convenient.

A workingman who at the age of 30 begins to pay 25 cents a week obtains at the age of 55 an ordinary annuity of $47, or if he continues his weekly payments till he is 70 he thereafter receives nearly $200 annually. For the same weekly payment begun at 20 he receives at 60 an annuity of $130, and if he leaves it on deposit with the government on the understanding that it shall be employed to purchase additional amounts of annuity to commence at 65, he receives a further sum of $80, making his total annuity at 65 $210. If, when he is 20, he begins with a lump sum of $10, followed by weekly payments of 25 cents, with lump sums of $10 every 5 years, until he is 60, he is entitled to an annuity of $151; but if his employer adds $10 a year the annuity at 60 becomes $253, and, in the event of the annuitant's dying, say at 50, his heirs receive $1,215; or if the employe pays 25 cents per week and the employer $10 a year, the annuity at 60 is $231, and if the annuitant dies at 50 his heirs get $1,110. A man may at 40, by a single deposit, pay arrears of premium between 20 and 40 and complete the contract as if he had entered at 20. Employers of labor may contract for annuities for employes, and fraternal and benevolent societies for annuities for their members.

METRIC SYSTEM IN DENMARK.

The Danish Minister of Commerce has just decided that the metric system alone is to be employed in Denmark on and after April 1, 1910, in all custom-houses and in connection with all public taxes.

This decision is in conformity with a law voted by the Danish Parliament in 1907, which prescribed the adoption of the metric system in Denmark within three years in all matters pertaining to the operation of the customs and to public taxation. As to the date for the general application of the metric system in commerce, no new decision has been promulgated, and it is therefore probable that the date first indicated, April 1, 1912, will be maintained.

The Potosi took an experimental cargo of 520 steers from Bahia Blanca for Iquique on July 20. The price of meat has risen so high in Chile and Peru that other similar shipments are shortly expected.

OCCUPATIONS OF WOMEN.

In Germany women have always been noted for their domestic tastes, and Germans have been wont to boast that the female portion of the country's population cared more for the home than for the counting-house or the busy factory. Yet figures recently published indicate that some German women have cultivated the bent of their American sisters. Thus, in 1882, 1,334,924 were employed as domestic servants, the vast majority of whom were women, but by 1907 the number had fallen to 1,264,755, a drop of over 5 per cent, which becomes significant indeed in view of the increase of 36 per cent in the Empire's population. Other occupations than household work are certainly attracting German women, for in 1907 the number engaged in other than household occupations was 9,243,498, against 5,264,393 in 1895, and 4,259,103 in 1882, the ratio of gain in twenty-five years being no less than 94 per cent, and in the twelve years from 1895 to 1907 the increase was 56 per cent. Twenty-seven years ago Germany had a population of 45,222,113, which had grown to 51,770,284 in 1905, and to 61,720,529 by 1907. In the first-named period the ratio of increase was 14.4 per cent, and in the latter it was 19.2 per cent. The female population is still larger than that of the males, but the latter is showing a greater increase. For example, from 1882 to 1895 the increase of the males was 14.7 per cent and of females 14.2 per cent, and from 1895 to 1907 the figures were respectively 19.8 and 18.5 per cent.—Bradstreet's.

SHARK-FIN TRADE.

Singapore has an important shark-fin trade which supplies the local 200,000 Chinese with this Oriental delicacy. The $157,753 worth imported in 1908 came from Borneo, Penang, Sarawak, Madras, Ceylon, Celebes, and the Coromendel coast. Over one-half of this amount was re-exported to China.

The Malay shark, called the "Ikan Yu," is the one most dreaded by the natives. During the terrible disaster of the French steamer La Seyne from its collision with the British ship Onda in the Straits of Rhio last November, many of the 90 passengers lost were, as soon as they reached the waters of the Straits, seized by the sharks and dragged beneath the surface to be devoured by these fierce Malayan fish, which are especially feared by the native fishers and pearl divers. Seventeen species inhabit Far Eastern seas, some of them attaining a length of 25 feet. It is reported that a black-fin shark was captured some time since whose liver weighed 250 pounds. The largest is the basking shark, which ranges from the Cape of Good Hope to Ceylon, and often exceeds 50 feet in length. This fish has small teeth and is not considered as dangerous as the monsters of the Malayan Archipelago.

The budget for the Canadian Government for the coming year proposes expenditures on the rivers and harbors of Nova Scotia to the amount of $649,400. It also provides $10,000 for the maintenance of experimental work for the reduction of dogfish, $4,000 for oyster culture, and $5,000 for the encouragement of better transportation and the conservation of fish.

SHIPBUILDING IN SCOTLAND.

Consul J. N. McCunn, of Glasgow, renders the following report on the shipbuilding industry in Scotland:

The outlook for a revival in the Scottish shipbuilding trade promises well. The Clyde has contracts with the British Government for 26 vessels, in addition to several destroyers for the Brazilian Government. Although there is only one Dreadnought building on the Clyde, the average tonnage is fairly high, as the list now includes five of the Bristol and improved Bristol cruisers. The British Government contracts, amounting to over 60,000 tons displacement of warship work, distributed over 26 vessels, is a great boom to a shipbuilding center in which thousands have been long idle through depression in the trade.

With the large proportion of naval contracts secured, and with good prospects of mercantile shipbuiiding in view, it seems safe to predict that the Clyde yards will be fairly busy throughout the winter. The output of Scottish shipyards during October consisted of 21 vessels of 49,169 tons. Of these 20 vessels of 49,079 tons were launched on the Clyde and one of 90 tons at Dundee.

The Clyde total output for the ten months ending October 31 was 184 vessels of 317,528 tons, as compared with 227 vessels of 272,648 tons for the same period in 1908, a decrease of 43 vessels, but an increase of 44,880 tons.

The following are the totals for the ten months ending October 31 for other shipbuilding districts: Forth, 14 vessels of 8,807 tons; Tay, 11 vessels of 8,610 tons; Dee, 30 vessels of 6,102 tons.

FAR EASTERN NOTES.

An order-in-council has been passed authorizing steamships of several nations, including those of Japan, to engage in coasting trade between Atlantic and Pacific ports of Canada until December 31, 1911.

The great firms of Tientsin and Shanghai which do business with the frontier regions are directly interested in the colonization movement. The poorer classes of the Chinese population in the regions nearer the coast are only too glad to avail themselves of the encouragement given by the authorities, and the movement northward and westward is now assuming an almost elemental character.

It is now reported that the Japanese authorities have decided to send an official to the islands in Oceania and the Indian Ocean, by way of Hongkong and Singapore, to investigate the possible field for Japanese enterprise in this direction. This is said to form the second stage of the government's scheme of subsidies. Although the Nippon Yusen Kaisha already has one or two ports of call in Oceania, these are incidental calls by vessels on the European and Australian lines. The authorities are of opinion that there is ample room for an investigation in the South Seas, with a view to operating new steamship services to those waters.

A Philadelphian has patented a simple alarm attachment for locks to foil false-key burglars. Any movement of the bolt rings an electric bell.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Unions, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 85 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques v puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

Home News.

The Anti-Option bill, prohibiting dealing in cotton futures, was favorably reported on April 6 by the House Committee on Agriculture.

It is announced that about $175,000 has been guaranteed toward a fund to help Dr. Cook prove his claim to the discovery of the North Pole.

The no-license ticket was elected at Roswell, N. M., on April 5. The total vote was 1160. Roswell is the first city in New Mexico to go dry.

The Digges bill for the disfranchisement of negroes was passed by the Maryland House of Delegates on April 2, and now goes to the Governor for his signature.

Five hundred women of the Upper East Side of New York City rioted on April 5 when they found the prices of meat had been substantially advanced in the butcher shops in the vicinity.

Louise Ambrodine, a professional "fat woman," died at New York on April 8 of acute rheumatism. She was four feet four inches by four feet four inches, and weighed 700 pounds. She was 24 years old.

Elections in 260 cities and towns in Illinois on April 5 on the saloon issue show a decided reversal of the vote of two years ago. If anything, the vote indicates a tendency to return to the "wet" column.

Lieutenant Sir Ernest Shackelton, the British South Pole explorer, was presented with a medal from the National Geographic Society at Washington, D. C., on March 27. The presentation was made by President Taft.

The franking privilege was extended to former President Roosevelt by a bill passed by the House of Representatives on April 6. The measure extended the franking privileges to all ex-Presidents or their widows during their lives.

It is said that the Mexican Pacific Railroad Company has acquired the concession held by the Mexican American Holding Company to build a railroad from Salina Cruz to Manzanillo, a distance of 930 miles, and thence down the west coast.

One of the most important measures of the present session was put through the Canadian Commons on March 30 by Rudolphe Lemieux, Postmaster-General, when a bill was passed giving the Railway Commission control of the rates and facilities of cable companies.

That the interstate character of interstate shipments of liquor shall cease upon arrival within the boundary of the State to which consignment has been made, is the essential feature of bills recently introduced in the Senate by Senator Curtis and in the House by Representative Miller of Kansas.

Bills to authorize the President to drop from the rolls of the army Captain Peter C. Hains, Jr., who is confined in Sing Sing for murder, and Captain Thomas Franklin, who is in the Atlanta Federal prison for falsifying accounts, were favorably acted upon by both the Senate and House Committees on Military Affairs on April 7.

The Imperial Window Glass Company, incorporated in West Virginia, and sixteen officials and directors, were indicted by a special Federal Grand Jury at Pittsburg on April 7. The indictment charges conspiracy in the restraint of the hand-blown window-glass trade, engagement in illegal competition and an attempt to monopolize interstate trade.

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I carry a full line of San Francisco goods for the seafaring people, having been established since 1886, and continually serving the seafaring. I am in position to know the class of goods you want. The San Francisco Hickory Shirt at 50 cents.

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When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.
MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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Sixth and Beacon Sts., San Pedro, Cal.

Dealers in

CIGARS, TOBACCO, STATIONERY.

Los Angeles Examiner and All San Francisco Papers on Sale.

Agents Harbor Steam Laundry.

INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Named shoes are frequently made in Non-Union factories.

NO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

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Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INFORMATION WANTED.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England.

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS

San Pedro Letter List.

Abrahamson, A.	Kristiansen, E.
Anderson, Charlie	Larsen, L. P.
Anderson, John	Lano, Emil
Andersen, Martin	Lewis, J.
Anderson, Gust.	Lane, Edward
Andersen, Sigurd	Larsen, J. -1025
Anderson, Tom	Lankewitz, E.
Andersson, A. -1447	Leith, Chas.
Anderson, Gust	Louis, Michael
Andersen, Harry	Larsen, Chris. T.
Andersen, P. T.	Larsen, Christian
(package)	Larsen, Marinius
Anderssen, Frank	Larsen, K. Louis
Anderson, J. E.	Lindroth, Erik
Arplund, August	Ludlow, J. J.
Boye, Axel H.	Lange, Friedrich
Boylan, C. J.	Lehtonen, John
Bjork, Axel	Lueman, A.
Bensen, Ray	Lundquist, F.
Bedford, A.	Maroth, Richard
Brogard, R.	Mulley, James
Blusath, Max	Mygind, W. F.
Broden, Julius	Mardisan, Andrew
Bertilsen, Peder	Mookala, John
Blumquist, C.	Mueller, Hugo
Bordjelm, Alex.	Michelsson, A. -1105
Bolander, J. E.	Mannstrom, V.
Brose, R.	Moe, John M.
Bjorseth, Knut	Nelsson, Karl J.
Backman, Ernest	Nelson, John C.
Christophersen, A.	Nystrom, Ragnar
Christiansen, E.	Nordgren, Chas.
Berntsen, Julius	Nelson, C. -663
Campbell, Geo.	Nelsen, Eddie
Carlson, Markus	Nyberg, Erick
Christenson, H.	Nestor, Wilson
Celley, Edward	Noberelt, Gustav
Carlssen, C.	Nilsen, J. -780
Christiansen, Chr.	Olausen, Kristian
Castro, Manuel	Olsen, Hagbart
Christiansen, Hjal.	Olsen, Adolf
Colombay, Louis	Orten, Sigurd
Carlsson, N.	Ohm, Gunwall
Cainan, George	Ott, John
Clausen, Johannes	Olssen, L.
Conrad, Fritz	Olsen, G. A.
Dudler, Hans	Ohlsen, Ch.
Dories, J. H.	Olson, Karl
Donaldsen, G. C.	Olson, Wm.
Dahlman, J. A.	Ohman, P. W.
Daugul, G.	Pierson, A. -1102
Edlund, Agaton	Pestoff, Savaty
Englebright, H.	Pedersen, Gert C.
Ellingsen, F.	Petersen, H. -1061
Edland, Gus	Peterson, K. E. -903
Englund, Hjalmar	Pettersen, Peder. O.
Erdman, Bob.	Peratis, John
Emanuelsen, Gust.	Peterson, Chas.
Falk, J. P.	Pihpic, C.
Foss, Louis	Pihpic, J.
Fryland, C. J.	Pedersen, A. -1341
Fisher, J. -566	Petersen, Oscar
(photo)	Quinn, Wm.
Fredricksen, H. G.	Rasmussen, F. -341
Gerner, Hans	Rokow, Stefan
Gronroos, E.	Randle, David
Gutman, E.	Reuter, Ernest
Gunther, Christian	Reuten, Axel.
Gunther, Hans	Rudland, Jake
Glausen, Harry	Rueter, Herman
Gorgesen, Emil	Remme, F.
Garner, Louie	Rodriguez, M.
Hansen, Thron	Rytko, Otto
Hedlund, Arvid	Rajala, Victor
Hansen, Markus	Sorensen, C. -1607
Heckman, Fred	Scholl, Karl
Hansen, Carl	Solie, Ingvald
Heggum, Louis	Saarinen, H.
Halvorsen, I.	Strand, Olav
Hanze, Albert	Steen, Hilmar
Hoglund, F. V.	Schultz, Albert
Hansen, Charlie	Sundquist, W. W.
Hassall, G.	Swanson, Chas.
Hansen, L. -794	Scott, E. G. -2041
Hansen, Hans	Samuelsen, V.
Husby, Lars	Schlitt, James
Hansen, Rasmus	Staelsten, Karl
Harris, Tom	Smith, John
Hansen, Theodor	Southerland, A.
Heggenmuller, H.	Silverberg, Harry
Harmening, Fr.	Steen, J. C.
Ingbrethsen, Daniel	Spearing, Gustav
Iversen, Fred	Stein, John
Isaccson, Gustav	Smith, J. S.
Jensen, J. -1801	Sander, A. J.
Johnson, Charles	Sandy, Oskar
Jacobsen, Tom	Tobiasen, Anton
Johansson, J. -1821	Thompson, W. J.
Jansson, F. -1234	Tufte, A. Paulsen
Johansen, J. -1462	Thompson, T.
Jeshke, H.	Tuominen, Alfred
Jensen, Wilhelm	Touanne, Walter
Johnsen, Charlie	Thomas, Paul
Jensen, Hans	Wiemer, Paul
Jeffersen, V.	Warkkula, John
Jobsen, Ch.	Wahrenberg, Otto
Jensen, -1311	Warren, Louis
Jorgensen, Emil	Werner, A.
Jones, Harry	Westad, Johan
Johansson, Bob E.	Zuhne, W. (registered letter)
Kalberg, Wm.	Zimmerman, Fritz
Knutsen, K. -138	

INFORMATION WANTED.

John Ernest Meyna (Meiner), supposed to be sailing on the Pacific Coast, last heard of 9 years ago, is inquired for by relatives. Address, Coast Seamen's Journal.

Pacific Coast Marine.

Herman Johnson was recorded at the San Francisco Custom-house on April 6 as master of the steamer Marian, vice H. P. Kroeger.

The Ways and Means Committee of the House of Representatives on April 7 favorably acted on the Senate bill for protecting the seal fisheries of Alaska.

The British bark Forthbank has been sold to Peruvians and renamed the Lavenda. She is under charter to W. R. Grace & Co. to carry lumber from the Sound to Callao.

The Alaska Steamship Company will inaugurate its Nome schedule May 31 with the sailing of the Olympia. Heavy travel to Alaska has set in and all north-bound vessels are carrying large parties.

The four-masted schooner Matthew Turner, which struck on a reef off Kahului, T. H., on April 1 and was abandoned by her crew, has been pulled off by tugs, and is believed to have sustained but slight damage.

An advance of $2 in the passenger rate from Seattle to San Francisco was announced on April 7 by the Pacific Coast Steamship Company. Thus far no advance has been ordered by the San Francisco and Portland Company.

The following changes of masters were recorded at the San Francisco Custom-house on April 8: Steamer Crowley No. 7, John L. Alberig, vice K. E. Karlson; steamer Blossom No. 2, J. L. Isbell, vice Clarence Stolman.

The American bark George Curtis took fire at the Howard-street wharf, San Francisco, on April 4, and was towed to the flats off Mission and beached. The fire was extinguished after great damage had been done to the ship and cargo.

Hind, Rolph & Co. have named the British bark Robert Duncan, which they purchased recently, after Captain William H. Lewis. The Lewis will load lumber on the Sound for the Colonies and return to the Coast with a coal cargo.

In settlement of the claim of William Walker against M. Jebsen of the Jebsen Steamship line, owner of the steamer Erna, $19,890.65 was paid to Walker at San Francisco on April 7, and the action brought for the sale of the steamer will be dismissed.

The new San Francisco Bay steamer Napa Valley, built by the Union Iron Works for the Monticello Steamship Company for service on the San Francisco-Vallejo run, was given a builder's trial trip on the Bay on April 2 and proved satisfactory.

The Great Northern liner Minnesota arrived at Yokohama on April 7 with an 18-foot hole in her bottom and having lost her rudder. She will proceed to Hongkong for repairs. The Minnesota sailed from Seattle for Yokohama and Hongkong on March 22.

Howard H. Reese was recorded at the San Francisco Custom-house on April 5 as master of the steamer Aberdeen, vice Arthur Ravens. The steamer General Irwin, Carl Saulit master, and the barkentine Gardiner City, H. C. Lund master, were enrolled.

The Los Angeles Fire Commission has asked the City Council to contract with the Banning Company to convert two towboats into fire tugs at $125 per month each. The city will furnish the hose and firemen and the lumber companies will furnish the engineers.

Puget Sound salmon canners, at a conference held at Seattle on April 2, placed themselves on record as opposed to Federal control of the salmon fisheries in Puget Sound waters, and condemned the recommendations of the International Fisheries Commission.

A suit in admiralty was filed in the United States District Court at San Francisco on April 4 by the Redwood Manufacturing Company against the dredger Pioneer and two unnamed barges. The action is to recover $158 for material and labor alleged to have been furnished.

Terribly scalded in a boiler explosion on the cruiser Maryland in the Santa Barbara Channel on April 2, a coalpasser by the name of Amberson died of his injuries on the 6th, and several others are reported to have been more or less seriously injured in the same accident.

The steamship Chicago Maru, sailing from Tacoma on April 2, carried to Yokohama nine Japanese seal poachers arrested last season in Alaska while raiding northern rookeries. After serving short terms in the Valdez jail, they were ordered deported, being brought south on the steamship Victoria last week.

The new electric dredger built for the Pacific Wharf and Storage Company, costing $70,000, was launched at San Pedro on April 9. It will be used to reclaim fifty acres at East San Pedro. Permission has been secured from the War Department to cut an east jetty near Deadman's Island for a slip 1000 feet long by 250 feet wide and 35 feet deep.

Federal Inspectors O. F. Bolles and John K. Bulger handed down a decision at San Francisco on April 8 exonerating the officers of the steamer Roma from blame in connection with the explosion in the fireroom of their vessel at Oleum, December 25, 1909, when L. E. Tyler, second-assistant engineer; Simon Knudson, oiler, and M. Garcia, wiper, were severely burned.

The following changes of masters were recorded at the San Francisco Custom-house on April 2: Steamer Nevadan, Ernst Anderson, vice J. D. Green; schooner Master Mariner, Philip Herman, vice August F. Omen; schooner Frank C., Lawrence Moore, vice Henry Skinner; schooner Mabel, William Calberg, vice Henry Skinner; schooner Prentice, Arthur Ravens, vice Videmer Iverson.

The following changes of masters were recorded at the San Francisco Custom-house on April 7: Steamer Resolute, Adolph Foy, vice Charles Gustafson; schooner Magnolia, Fred Jessen, vice Rasmus Jorgensen; schooner Martinez, Armand Camet, vice C. D. Haraldson; schooner James Byrnes, Gullick Hansen, vice August Wilson. The steamer Whitesboro, K. Frederickson, was enrolled.

Completing a passage of 13,612 miles, the new steamer Bear, in command of Captain Charles F. Austin, arrived at San Francisco on April 4, fifty-eight days out from New York. The Bear is to operate in the service of the San Francisco-Portland Steamship Company, between the former port and Columbia River ports. Her sister-ship, the Beaver, which is also new, is now en route from the Atlantic Coast to Portland.

Bates & Chesebrough announced on April 7 that they are forced to abandon their plans for an independent steamship line to the Isthmus in competition with the Pacific Mail, owing to the refusal of Secretary of War Dickinson to guarantee that their cargoes would be received by the Government-owned Panama Railroad and Government steamship line on the Atlantic, after he had asked them to bond themselves to furnish the cargoes.

The power schooner May returned to San Pedro on April 7 from Guadalupe Island in command of her owner, Captain Marcusen of Long Beach. Marcusen, who holds a lease from the Mexican Government on the island, went down with J. Brady of Downey, to whom he has sold the concession. There is said to be at least 80,000 wild goats on the island. Brady plans to kill off the goats, sell the pelts and meat and restock the island with sheep.

The following changes of masters were recorded at the San Francisco Custom-house on April 4: Steamer Skimmer, George A. Culbertson, vice Samuel A. Johnson; steamer Sea Rover, H. P. Marshal, vice Rasmus Rasmusen; steamer Sea Witch, John Richardson, vice H. P. Marshall; steamer C. A. McNeil, Ian Fitzgerald, vice Waldemar Madsen. The following vessels were enrolled: Schooner Henry Wilson, C. J. Bergman, master; steamer George F. Hallen, H. Martinsen, master.

Ensign Guy F. Davis, United States Navy, has received a personal letter from the Secretary of the Navy commending him for bravery for rushing into the engine-room of the destroyer Hopkins, following the bursting of a boiler tube a few weeks ago while the vessel was in San Diego, and aiding in the rescue of the scalded sailors at the risk of his life. Chief Water Tender Bonna and Water Tender Cleary also received letters commending them for bravery, and in addition received $100 each.

The port of Portland has announced a number of changes in the tugboat and pilotage service in Columbia River bar, which became effective on April 1. Under the new regime Captain John Reed, who has been assistant superintendent in charge of tugboats and pilots, will, in addition to his duties in that position, resume command of the tug Wallula. Captain M. Nolan, now master of the Wallula, will be placed in charge of the tug Wanderer, the vessel that is held in reserve for use should the necessity arise.

The whalers Jeanette and Herman are the only two that will go North into the Arctic this season, the bulk of the San Francisco Arctic whaling fleet being laid up for another season in Oakland Creek. The Jeanette, which has no auxiliary power, and the steamer Herman will go out in command of Captain C. H. Foley and Captain Bodfish, respectively, both of whom are among the most experienced whalemen on the Coast. The Herman will probably get away about the 1st of May, while the Jeanette will follow shortly after.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officef in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

Affiliated with
AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer,
1½A Lewis St., Boston, Mass.

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SOUTH CHICAGO, Ill., 83 Ninety-second St.
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BAY CITY, Mich., 208 Fraser St.

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CLEVELAND, Ohio, 929 Superior Ave.
CHICAGO, Ill., 242 South Water St.
MILWAUKEE, Wis., 317 Virginia St.

Sub-Agency:
CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

Coast Seamen's Journal

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BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

WALTER MACARTHUR.....Editor
PAUL SCHARRENBERG.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, APRIL 13, 1910.

LAKE SEAMEN'S STRIKE.

The statement submitted by Secretary Olander, of the Lake Seamen's Union (published on page 1 of this issue), is a good summary of the questions involved in the seamen's strike on the Great Lakes. The statement has been submitted to the labor press of the country and already has received wide publicity, which will doubtless result in a great increase of public opinion favorable to the cause of the seamen. Every fair-minded citizen who reads the facts set forth in the statement is certain to find his sympathies strongly aroused in favor of the men who, in the cause of common manhood, are battling against the world's greatest aggregation of capital.

The seamen's unions of the Great Lakes are entering upon the second season of the strike (really the third season since the Lake Carriers' Association declared war) with enthusiasm and determination born of the justice of their cause and a knowledge that that cause is supported by the seamen's unions in all other parts of the country, and by the labor movement at large. Freed from all danger of being forced to succumb through lack of financial resources, the comrades on the Great Lakes are enabled to devote all their energies to an aggressive campaign. Thus favored, there is a good probability that before the present season is over the Lake Carriers' Association will be compelled to acknowledge defeat in its conscienceless scheme of reducing the seamen of the Great Lakes to the position of so many chattels.

The latest action by the sister-unions of seamen in other parts of the country is that of the Alaska Fishermen's Union. This organization, at its meetings in San Francisco and the agencies along the Coast on April 1, unanimously adopted the following resolutions:

Whereas, The members of the seamen's unions on the Great Lakes have been on strike since May 1, 1909, against the attempt of the Lake Carriers' Association to destroy unionism among our fellow-craftsmen; and

Whereas, With the opening of navigation for the present season the struggle of our comrades will be renewed with increased vigor, and maintained until it is won; and

Whereas, The strike of the seamen of the Great Lakes is of great importance to all branches of the seafaring craft in other localities, including the fishermen, since victory on the Great Lakes will insure peace between the seamen and shipowners of the country at large, while defeat will tend to encourage attacks upon us; and

Whereas, Recognizing our common interest and common duty, the seamen's unions throughout the country have in the past contributed liberally to the financial support of our comrades on the Great Lakes, which support must be continued in order that the struggle may be brought to a successful conclusion in the near future; therefore be it

Resolved, By the Alaska Fishermen's Union, that the sum of five thousand dollars be hereby appropriated for the aid of the Lake seamen's unions now on strike, the same to be held subject to the call of the Secretary-Treasurer of the International Seamen's Union of America, and to be forwarded upon call in the same proportion as are the funds already set aside by other affiliated unions; further

Resolved, That this resolution be voted upon at Headquarters and agencies at the regular meeting held April 1, 1910, the result to be determined by a two-thirds majority of the votes cast.

The spirit manifested by the Fishermen is but a reflex of that which actuates every man affiliated with the International Seamen's Union of America. It is the spirit of craft consciousness, of common interest, of common danger. The struggle of the Lake seamen is also the struggle of the seamen on both Coasts and the Gulf, and as such it will be supported to the last dollar in the treasury and in the pocket.

As stated by Comrade Olander, the issue involved in the great contest is not a matter of unionism but of Americanism. It is a matter of maintaining the first principle of personal liberty, the liberty of men to seek and secure employment upon their merits as men, independently of their associations in any form of lawful activity. The question of unionism enters only as an incident, a means to an end. The Lake seamen are fighting for the preservation of their unions because the unions themselves are a necessity to personal liberty. The Lake Carriers' Association is trying to destroy the seamen's unions because it wishes to destroy the only means whereby the seamen are enabled to maintain themselves in the position of free men. In such a cause and against such a foe of the social wellbeing there should be but one result—victory. Victory must be the result if liberty is to continue even in name among the wage-workers of the United States.

Sunday, April 24, will be observed as "Tuberculosis Day" in the churches of the country. The clergymen and congregations of San Francisco will take part in this work of directing attention to the need of general and concerted efforts to stamp out the "White Plague." The local arrangements for the occasion are in the hands of the San Francisco Association for the Study and Prevention of Tuberculosis. This body, although but recently established, has already accomplished much of a material as well as educational nature. These results betoken a great deal of hard work and the expenditure of much money by the men and women of the Association. The work of the Association should be encouraged by every citizen. The observance of "Tuberculosis Day" by the churches of San Francisco and other cities will, we hope, mark the birth of activity on the part of many who thus far have given little or no support to the great work on hand.

The demand for the union label is as much a duty of unionism as any other obligation of that institution. Do your duty!

GOMPERS STIRS THEM UP.

The American Academy of Political and Social Science ought to confine itself to "scientists" when inviting speakers to take part in its "usually quiet" proceedings. When the Academy invites fighters it must expect a fight, and it should maintain fair play. At any rate, it ought not to "count out" one of the combatants while the latter is still on his feet and able to continue, to say nothing of his being able to administer a knockout to the other party to the fracas. These remarks are apropos of the affair at Philadelphia on the 9th inst., when President Gompers, of the American Federation of Labor, was shut off in the course of an address on the subject of the Injunction. The other speakers were ex-Congressman Littlefield and Mr. James H. Ralston, the noted attorney of Washington, D. C. Of course, Littlefield defended the present practice in the issuance of injunctions in labor disputes. Mr. Ralston opposed that practice. Then came Gompers, whose remarks may be judged by the following, as contained in the press dispatches:

To-day we continue the old conception of master and servant in our view of the relations between employer and employe, but this conception has come to be that of "master and slave." Our judges are men who, by training and environment, are influenced to a conception of the employer's relations as that of master over a servant.

If I had come from generations of masters and employers and had been sent to college and universities and had been impressed mainly with the right of property and with little consideration for the rights of the man, I might have thought the same way as these judges think to-day; but I am a graduate of the University of Hard Knocks, and I have come from a line of ancestors who were also graduates of the University of Hard Knocks. I myself was a laboring man, working for wages for twenty-six years.

When a court denies me the right to speak to a fellow man peaceably, I, with his consent, propose to speak to him notwithstanding. So far as an injunction undertakes to restrain men from assault, arson and the destruction of property, even that, I hold, does not and can not lie in injunction proceedings, for the doing of these things is a crime for which the law specifically provides punishment. I do not speak as a lawyer, but as a layman, but I think I know something of the proposition.

At this point Gompers was shut off by the chairman, United States Commissioner of Labor Neill, upon the ground that his time had expired. Gompers had spoken for about thirty minutes, whereas Littlefield had occupied an hour and twenty minutes. The audience showed its disapproval of the chairman's action by calling upon Gompers to proceed with his speech. The latter, however, refused to continue under the circumstances. Brother Gompers always did have a keen eye to the advantage of his own situation. Possibly Chairman Neill may have been entirely disinterested in his action, but if his motive had been to give Gompers the best of it in the minds of the audience he could hardly have done anything better calculated to produce that result. If the American Academy of Political and Social Science will insist upon being addressed by men who feel the truth of what they say and who are prepared to fight for their convictions, it ought to secure another referee, some one, for instance, who knows enough not to stop the proceedings in such a way as to create sympathy for a speaker who otherwise would have to depend entirely upon his powers of conviction. Anyway, it will be many a long day before the atmosphere of the Academy becomes as musty as it was prior to the memorable affair of the 9th inst.

Readers of this paper will please mention the JOURNAL when making purchases from our advertisers.

LABEL AGITATION.

The San Francisco Labor Council has organized a Union Label Department, composed of delegates from affiliated unions having union labels. This is a step in the right direction. It now only remains for the members of all unions to co-operate in the work of pushing the label agitation until every storekeeper in town is made to realize that the union label is his best salesman, in fact his only salesman. Whenever the storekeepers awake to a realization of the fact that a large body of the purchasing public, as represented by the membership of the labor movement, is determined to have the union label on its purchases, they will lose no time in supplying that demand. Of course, the members of the labor movement must first awake to their own interest and duty in the premises.

Too many union men and women are disposed to regard the duty of demanding the union label as a general proposition having no immediate or direct bearing upon their standing in the labor movement. This is a serious mistake. The fact is that the demand for the union label is one of the very first and most imperative obligations upon the trade-unionist, equally at least with the duty of paying dues, attending meetings and observing shop rules. The fact that the former duty is more easy of evasion than the latter increases the obligation rather than lessens it. The strength of a given union is proportioned to the strength of the labor movement at large, and the latter is proportioned to the degree of co-operation between the unions. The union label is the guide to co-operation, the means by which the members of one organization may identify the products of other organizations. San Francisco is a well organized city, but its position in this respect is not what it should be. With intelligent action on the part of the Label Department and active co-operation on the part of all the unions, the strength of the labor movement may be increased indefinitely, and that without adding a single union or a single member to the number now in existence. Demand the union label on all purchases!

The Census man—and woman—is abroad in the land. Apparently the Federal Government has made every possible preparation for taking a complete count. It now lies with the people to co-operate in the work in order that the Census of 1910 may in reality be what it assumes to be, namely, an exact statement of population, industry, etc. Too much stress can not be laid upon the importance to the country of this work. Every feature of social and industrial life is affected more or less directly by the facts brought out in the Census. We do justice to ourselves by doing justice to the Census enumerators. Let us therefore "tell the truth, the whole truth, and nothing but the truth."

The JOURNAL is pleased to note the sixth anniversary of its contemporary, The Wageworker, of Lincoln, Neb. Editor Maupin is to be congratulated upon the success of The Wageworker during the past six years and still more upon the bright prospects with which it begins the seventh year. The Wageworker is clean, able and, above all, cheerful, a paper well worth reading and a power for good in its locality. More power to it!

For fair products of all kinds consult the JOURNAL'S ad columns.

TAFT AGAIN SPEAKS.

President Taft has spoken again, and without saying the same thing again—that is, not exactly the same thing. President Taft has informed us upon numerous occasions that he is opposed to the secondary boycott. Now he informs us that he is opposed to the boycott, the plain, primary boycott. At any rate, such is the substance of the President's reply to a delegation of "business men" who recently visited him on behalf of the Bethlehem Steel Company. Incidentally, it may be remarked that the spectacle of these "business men" interceding for the Bethlehem Steel Company is one that excites our pity—for the said "business men." The motive of the proceeding lay in the action of the labor movement in drawing the attention of the Government to the conditions of labor in the Company's works. Replying to the representations that steps have been taken to have the United States Government revoke its contracts with the Company upon the ground that the latter is employing incompetent men, President Taft said:

> In so far as the public or the Government or a part of the public is interested in the controversy between the employes and the companies—that is determined on the merits of that controversy and not with respect to the Government business. That is the position I occupy. It is the position my Administration, so far as I control it, will occupy.

The real meaning of this vague and high-sounding utterance is very clearly explained by President Gompers, who when shown the words of President Taft said:

> The President's utterance to the delegation of business men of Bethlehem, who were coerced by the Bethlehem Steel Company, is but confirmatory as well as disappointing—disappointing that he would carry his former attitude toward labor to the logical conclusion, regardless of underlying causes; confirmatory of his utterances and actions in every material issue in which the real interests of labor were involved.
>
> According to the President's position, it is not the Government's concern how brutally and inhumanly the workers of a concern are treated; it matters not whether American workers are displaced by the lowest elements of foreign labor—coolie, Japanese or Slav—it is simply a question of product. So long as the product is acceptable, the producers may do as they please.
>
> The President stands pat on the tariff on products from foreign countries and stands equally pat on the free trade in labor from all climes and under any conditions.

It need only be added that President Taft's latest deliverance shows him ready and willing to "go the limit" with the trusts whenever the latter make demand upon him for protection to the infant industry of labor-crushing.

The most encouraging (no less so because decidedly rare) sign of progress in the labor movement is the success of the labor press. The Labor Clarion, of San Francisco, announces the payment of a dividend of $250 to the Labor Council of that city. Good! It is now up to the Labor Council and its affiliated unions to announce their appreciation by increasing their support of the Labor Clarion. The board of directors of the Clarion, in communicating the good news says: "It is our aim to make the Labor Clarion both a worthy union adjunct and a dividend-paying paper for the central body, and the best evidence of this intention is the check herewith." To this we would add that, check or no check, the Labor Clarion has made good its intentions during every day of its eight years' existence. However the financial account may stand, the indebtedness for valuable services rendered is all on the side of the Labor Council and the labor movement at large of San Francisco.

Demand the union label on all purchases.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Apr. 11, 1910. Regular weekly meeting was called to order at 7:30 p. m., E. A. Erickson presiding. Secretary reported shipping quiet.

E. ELLISON, Secretary pro tem.
44-46 East St. Pacific Phone Kearny 2228. Home Phone J 2228.

Vancouver, B. C., Apr. 5, 1910. General situation fair.

JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, Apr. 4, 1910. No meeting; no quorum. Shipping good; prospects fair.

H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Apr. 4, 1910. Shipping slacking up some.

P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Apr. 4, 1910. No meeting; no quorum. Shipping and prospects poor.

WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Apr. 4, 1910. Shipping medium; prospects uncertain.

H. G. LUNDBERG, Agent pro tem.
P. O. Box 6. Tel. 225.

Portland, Or., Agency, Apr. 4, 1910. Shipping good.

D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Apr. 4, 1910. No meeting; no quorum. Shipping medium; prospects uncertain.

JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Apr. 4, 1910. Shipping medium; prospects uncertain.

HARRY OHLSEN, Agent.
P. O. Box 67. Tel. Main 662

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Apr. 7, 1910. Regular weekly meeting was called to order at 7 p. m., James Gordon in the chair. Secretary reported shipping medium. The report of the quarterly Finance Committee finding bills, books, cash on hand and in banks correct, was read and adopted.

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Mar. 31, 1910. No meeting. Shipping slow.

LEONARD NORKGAUER, Agent.
P. O. Box 1335. Phone Sun Main 2233.

San Pedro Agency, Apr. 4, 1910. Shipping very quiet; prospects good. Plenty of men ashore.

ED. BARRY, Agent.
P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Apr. 4, 1910. General outlook very encouraging.

ALEX. McKECHNIE, Sec'y pro tem.
674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Apr. 5, 1910. Shipping fair.

PERCY J. PRYOR, Sec'y pro tem.
1½A Lewis Street.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

OPENING OF NAVIGATION.

There is great activity along the Erie water front these days, and navigation will soon be in full swing. The Lake Carriers will begin to move their vessels, and they will move them whether they have crews for them or not. The scab engineers will fire them, and the mates will wheel them, just as they did last year. Hunkies who neither speak nor understand the English language, will be brought out of the Steel Trust's mills to do seamen's work, and the boats will limp along after a fashion. We must not be discouraged by this. The fact that the vessels are operating at a loss is vastly more in our favor than if they were laid up under some breakwater or at some dock.

The fact is that in spite of the Lake Carriers' boast of operating their ships last year, they lost over seven million dollars and were over twenty-one million tons short in their freights. Each stockholder was carefully informed that only a little money was made, and that the dividend would be paid "on next year's business." Now it is up to us to see that it is not paid. Everything is in our favor. If we work we shall win. But we must work. We can not afford to sit with our fingers in our mouths and wait for some other comrade to do all the work. We who are on the picket line must attend strictly to our work, let the pink stuff alone, keep cool and determined and work, work, work.

We who sail on fair boats will help financially, through the assessment plan; we who work on shore will do the same, but that will not let either of us out. We must talk strike all the time, keep some of the strike literature always by us, post it in places where seamen congregate, and talk it to every man we meet.

Every member should consider that he is a special committee appointed to do everything lawful to advance our cause and to retard the enemy. And all the time we must remember that the eyes of our comrades on both Coasts are on us, watching us, ready with a helping hand at all times and that we must prove ourselves to be worthy of that friendship and trust. We must ask ourselves, every day, "Am I doing my share, am I a credit to my Union, or am I doing harm?" If we find that we are doing our duty, we will try a little harder next day, and if we find that we have done wrong we must wipe off the slate and make a new start. If anyone finds that he can not do this, then the honorable thing to do, is to get away; go south, east or west, and keep away while better men fight the battle.

We are going to win, and we are going to win this year. I feel sure of this, but if we do not win this year, there are other years, and we will never go back until we do win.

W. H. JENKINS.

Conneaut, O.

In the trial at Buffalo of scab Shipping-Master Al Limerick on March 27 the jury disagreed, being nine in favor of conviction and three for acquittal. The letter from President Stack does not give the names of the disagreeing jurors, nor their occupations. It might be wise to look this up.

ICE ON THE LAKES.

The season's first summary of ice conditions, prepared from reports of the United States Weather Bureau and the Canadian Meteorological Service, indicates ice fields over Lake Superior are extensive and moving with the winds; over White Fish Bay the ice is heavier than usual. The St. Mary's River is solid.

In Green Bay the ice ranges from fifteen to twenty-three inches, and appears to be well covered with snow.

In Lake Michigan, broken ice fields are reported along the west shore, south of Milwaukee, and along the east shore as far north as Manistee; extensive fields are reported over the northern portion.

At the Straits of Mackinaw, the ice is not as heavy as usual, but it is solid and extends from Bois Blanc Island west to Waugoschance.

In Huron, the fields are reported to the north and east of Middle Island; a small field at Oscoda and over the extreme southern portion.

St. Clair River is solid from about the tunnel at Port Huron, south to Lake St. Clair. The ice is solid in Lake St. Clair.

Detroit River is open to about Twenty-fourth street, and solid from there to Lake Erie.

Extensive moving fields of ice are reported over Lake Erie; some open channels along shore are reported in the south shore.

In Ontario, there are few extensive fields reported.

In comparison with the same period last season, there appears to be more ice in Lake Superior and Michigan, less in Lake Huron, and more in Lake Erie.

Ice in Buffalo averages 16 inches, but it has been broken up by the firetug. Ice fields in the Lake off that port extend beyond vision and from shore to shore.

BALKS DRAINAGE PLAN.

Secretary Dickinson has told the sanitary district of Chicago he will not sanction its proposition to reverse the flow of the Calumet River, as proposed to the Department in a letter of January 10 last. The commission is now taking 4166 cubic feet of water per second from Lake Michigan into the drainage canal and the new project would involve increasing that consumption to 10,000 feet per second, thereby lowering the level of Lakes Michigan and Huron six inches.

The Secretary says the matter is of sufficient importance to demand consideration by Congress, the consent of which body must be sought before he will give his approval.

Other features of the project, such as changing the hydraulic grade, the velocity of flow and direction of current might secure the Secretary's approval, but these seem to be inseparable from the objectionable feature of increasing the flow of water to 10,000 feet.

The Erie sub-agency is holding some nice meetings these days.

PASSENGER SEASON OPENED.

The passenger season between Cleveland and Detroit was opened on March 28 by the D. & C. steamer City of Detroit, Captain Archie McLachlan. The steamer left Detroit at 9:33 on that date, passed the Cleveland breakwater at 4:22 and reached her dock at the foot of Superior avenue shortly after 4:30, about twenty-four hours ahead of last season, when the first trip was made March 29.

"We encountered no ice on the run over," said Captain McLachlan, "and I never made a more pleasant trip. The only ice we sighted was piled up on Colchester reef."

The City of Detroit, which looks as well as she did when she came out, was given a noisy welcome from the time she passed the piers until she tied up at her dock. All the boats in the river that had steam up tooted their whistles. There was a big crowd at the landing and the Superior avenue viaduct was crowded with people. The Newsboys band of Detroit made the trip.

The steamer had about 100 tons of freight and 150 passengers. The City of Detroit sailed again on the 29th. The officers of the ship are the same as last season.

The steamer City of Detroit has made the first trip on the Cleveland-Detroit route every season since 1891. The company has been operating between the two ports since 1863. The earliest opening was in 1887, when the first trip was made on March 5.

No date has been fixed for placing the big steamer City of Cleveland in commission, but she will probably be started before the season is very old.

The opening date for the Cleveland-Buffalo line has not been announced. General Manager Newman said that the first trip would probably be made about April 15. There is considerable ice in the lower end of the Lake. The steamers City of Erie and City of Buffalo are being fitted out at Cleveland.

LAKE AND RAIL RATES CUT.

The Interstate Commerce Commission has ordered the Lake and rail rates on flour from Minneapolis to New York City and the Atlantic seaboard reduced from 23 cents per 100 to 21½ cents.

This decides the famous case of the northwestern millers against the twenty-nine rail and Lake lines in favor of the millers. The new schedule of rates is ordered to be effective for two years from the date it goes into effect—which is May 10.

A newly revised edition, in colors, of the chart of Lake Erie on the Mercator projection, prepared by the Hydrographic Office, bureau of equipment, United States Navy, has been printed by and is for sale at the United States Lake Survey office, Detroit, Mich. Price 30 cents per copy.

Two package freight steamers were launched at the Wyandotte yards at Detroit on March 19 for the Rutland Transit Company. They were the Arlington and the Brandon. Both are canal size and of modern steel construction in every detail.

MASTERS ARE NAMED.

Brown & Co. announce the following appointments of masters for the coming season of navigation:

W. H. Truesdale—Captain G. D. Pulian.

J. J. H. Brown—Captain F. D. Chamberlain.

P. P. Miller—Captain Frank Feinheimer.

G. A. Tomlinson—Captain George C. Stevenson.

William E. Lloyd, superintendent of the Mutual Transit Company, announces the following appointments for the coming season:

Northern Lake—Captain E. B. Blair.

North Sea—Captain E. C. Leath.

North Lake—Captain Peter Thompson.

Northern Queen—Captain George B. Crawford.

Northern King—Captain W. H. Stevenson.

North Wave—Captain Neil Peterson.

Northern Light—Captain Peter Hay.

North Wind—Captain Thomas Stevenson.

William Castle Rhodes—Captain Walter Robinson.

Minneapolis—Captain R. C. Patterson.

Huron—Captain William D. McClinton.

St. Paul—Captain Iver Rolseng.

IMPROVING THE WYANDOTTE.

Sixty feet will be added to the length of the bulk carrier Wyandotte, owned by the Michigan Alkali Company, before she goes into commission this year. The boat has been placed in the Ecorse drydock, and it will be late in April before the work is completed. When the vessel comes out of the dock she will be 364 feet long over all.

It is estimated that the increased length will enable the Wyandotte to carry 800 tons more at a load than formerly, or about 4000 tons in all of crushed stone, which is her usual cargo. The steamer plies between the docks down the Detroit River and Alpena, and makes about three round trips a week. Giving her a season of eight months, it will be seen that the additional length will enable the Wyandotte to move between 75,000 and 80,000 tons more of stone than when she was only 304 feet long.

The boat will of course be reinforced wherever needed, to give her strength in proportion to her added length. Her beam is 45 feet. Additional conveyor apparatus also will be installed.

The steamer Alpena, companion boat to the Wyandotte, came out a year later, and is 376 feet long and 47 feet beam.

Captain C. E. Benham, the Survey expert, returned to Cleveland from a business trip to Port Huron, Detroit and Toledo. He said that he saw no ice in the St. Clair, Detroit or Maumee River, and expressed the opinion that there would be an early start of the boats.

According to Captain Benham the steamer Spokane, which is being rebuilt by Captain Reid, of Port Huron, will replace 105 to 110 plates, and her bottom work will be completed this week. Captain Reid will install an electric lighting plant and wire mooring machines at both ends of the ship. He will also replace the wooden bulwarks with steel plate ones, and the boat will have iron stanchions and wire life lines along her sides.

STRIKE
ON THE GREAT LAKES

COMRADES:

The strike of Sailors, Firemen and Cooks on the Great Lakes is still on. We appeal to all seafaring men to assist us in persuading seamen to stay away from the Lakes during this strike.

Any reports that the strike has been settled are false.

The Seamen of the Great Lakes are sticking together solidly, and will keep up the battle for freedom and decent conditions until the fight is won. "God Almighty hates a quitter." (So do we.)

Lend a hand, comrades, by inducing seamen to stay away from the Lakes while the strike is on.

Yours fraternally,

LAKE DISTRICT,

International Seamen's Union of America.

STRIKE ON THE GREAT LAKES

KEEP AWAY!

TO RUSH IMPROVEMENTS.

That he has received assurance from an authentic source that local harbor improvements long in contemplation by the Government, will be rushed to completion during the coming summer, is the statement made by Henry Graefe, cashier of the Citizens' Bank of Sandusky.

"The Cedar Point jetty will get its finishing touches, and the lighthouse, for which provision is made in a bill introduced in the Senate some time ago by Senator Burton, will be established," Mr. Graefe said. "Furthermore, I have it that the Government channel will be put down to a depth of twenty-three feet, so it will acccommodate the largest vessels that sail the Lakes."

Notwithstanding the fact that the appropriation for local harbor purposes recommended by Colonel John Millis, district engineer, was reduced to $5000 from $10,000, there is plenty of money to meet expenses. A total of $160,000 is available, according to Attorney Roy H. Williams.

STEAMER NORWAY LAUNCHED.

Without ceremony the steel freight boat Norway, built by the Toledo Shipbuilding Company for the United States Transportation Company, was launched at Toledo on March 12. The affair was successful in every way.

The Norway's extreme length is 524 feet; beam fifty-eight feet and depth thirty feet. She will have three Scotch boilers and a quadruple expansion engine of 2000 horsepower.

The Norway will engage in the coal and ore trade between Lake Erie and the Upper Lakes. The keel was laid last November, and the vessel is to be ready for delivery April 15.

The Norway is the largest vessel ever built in Toledo.

The Ashtabula office of the Lake Seamen's Union has removed to 2nd floor, corner High and Market streets.

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Wm. A. Nicholson, No. 13,156, Lake Seamen's Union, is inquired for by his sister, Miss Alice Nicholson, 356 Lake street, Oak Park, Ill.

John Diskin, No. 10763 Lake Seamen's Union, commonly known as "Yorkie," is inquired for by his mother, 411 W. 40th St., New York City.

Comrade William Burke, of the Marine Firemen, Oilers and Water Tenders of the Great Lakes, is inquired for by his sister, Miss Ella Burke, Little Falls, New York.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

Marie Panoitz, 1195 W. 11th street N. W., Cleveland, O., inquires for her brother, John Ernest Meyna, last heard from nine years ago. Anyone knowing his whereabouts please notify above address at once.

Fred G. Loftus, of Dorchester, Mass., is inquired for by his mother, No. 2 W. Vernon st., Dorchester. Please address above or W. H. Jenkins, 1244 Main ave., 21 W., Cleveland, O.

The steamer building for Boland & Cornelius by the Great Lakes Engineering Works, will be named Harry Yates.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

674 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.

TOLEDO, O.....54 Main Street
Phone Bell 1890.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.

SUPERIOR, Wis.....213 Banks Avenue
Telephone, New Phone, Broad 155 L.

BAY CITY, Mich.....108 Fifth Avenue

OGDENSBURG, N. Y.....70 Isabella Street

KINGSTON, Ont., Canada.....(Box 96) King Street

ERIE, Pa.....328 German Street
Telephone Bell 599 F.

CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.

SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.

SANDUSKY, O.....510 Meigs Street

HOSPITAL AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Mich.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

COAL SHIPPING BELT.

The Northeastern Railway Company has recently been experimenting at one of their Hull docks with a belt conveyor. The system of working is to tip the wagons into a hopper, constructed in the ground and above the belt, from which the belt conveys the coal to the ship's hatchway. By means of this appliance the coal is loaded smoothly, regularly, and with less breakage than by any other coaling appliance. It has been shown possible to ship coal at the rate of 700 tons per hour by this method. The advantages of this appliance over the existing methods of shipping coal by hoists, etc., are so marked that the Northeastern Railway Company have given orders for the erection of belt appliances at its principal docks.

The application of the belt to discharging purposes is found in a new collier built for a Newcastle company. This vessel has for its distinctive feature a special self-discharging belt arrangement, by means of which the whole cargo can be run out of the ship in the course of a very few hours. The advantages of the vessel have already appealed to a well-known German firm of coal importers, who have chartered the steamer for a period, and will run it between the Tyne and Hamburg, where it will have every opportunity of demonstrating its capacity to discharge the cargo swiftly and economically. The vessel is constructed to carry about 3,000 tons, dead weight, on 17 feet 11 inches draft of water, and will steam 9½ knots per hour, on a daily consumption of 20 tons of coal. The cargo will be run out through the broad flat belt process in six hours, or at the rate of 500 tons per hour, the machinery being worked by an electric motor. In the Tyne-Hamburg trade, under ordinary circumstances, the vessel will easily make five voyages per month; and manual labor being unnecessary, except perhaps a couple of men in the hold to prevent big pieces of coal jamming, which is not likely to happen, the charterers in their coal operations on discharging expenses alone will save about 13 to 14 cents per ton, besides water ballast will not be needed for shifting, for as soon as it is fully discharged the vessel will sit on the water as if half loaded and proceed to sea immediately. (A printed description of the system, and sectional drawings of the collier, transmitted by Consul Metcalf, are on file in the Bureau of Manufactures.)

IMMIGRANTS IN BRAZIL.

The Brazilian Minister of Agriculture is strongly urging changes in the laws providing lands for immigrant settlers in Brazil. The present arrangements provide that while the immigrant is located on a plot of land in one of the so-called nucleus colonies at the expense of the Government, and is given aid for a period of not to exceed two years, he must eventually pay a considerable price for the land. The minister proposes that immigrants be provided with land, the title to which shall be made over to them conditionally upon their continued residence thereon for two consecutive years and cultivation of the land to a certain specified extent, and upon the payment to the Government of any money due from them for services of the Government in aiding them to establish themselves as settlers.

USES OF SEAWEED.

From San Francisco there is annually exported to China nearly $100,000 worth of seaweed, while on the Atlantic Coast about $30,000 worth has been shipped from the Rimouski district of Canada to American cities. The following report from Charlottetown also indicates a development of the export trade in seaweed from Prince Edward Island:

Seaweed (Fucus visiculosus) has been shipped during the month of October of this year from Charlottetown to Boston. As the demand for this article is getting more active large quantities are being gathered by farmers and fishermen along the shores of Prince Edward Island, dried, and prepared for shipment to the United States. When dry the weed is pressed into a bale like hay and shipped in that shape. It brings $7 a ton f. o. b. Charlottetown, and the freight to Boston by water is $3 per ton and by rail $7 per ton.

Owing to the formation of the coast seaweed is present in great quantities along the shores of Prince Edward Island. The high tide leaves a long stretch of territory between high and low water mark, where it grows. This is the first time that seaweed has entered into the export trade of this province. It has been used heretofore locally as bedding for cattle, its contents of soda resulting thus in a valuable manure. As a fodder it is eaten by oxen, sheep, and deer in winter, and when boiled with a small quantity of meal added it makes a desirable food for hogs.

From seaweed, when reduced to ashes, are gained some of the most beneficent preparations in use to-day. Some of these are iodine, bromine, hydriodic acid, iodides of sodium, mercury, potassium, magnesium, and calcium. From it are extracted coloring matters, volatile oil, and its ingredients are used in photography. It is further employed as coverings for flasks in the packing of glass, china, and other brittle wares, for packing furniture, stuffing pillows and mattresses, and in upholstering. The claim is made that furniture stuffed with seaweed is kept free of moths and other insects, owing to its salty flavor.

This weed is one of the best non-conductors of heat and finds use in thermotics, especially in the insulation of refrigerators and in refrigerating plants. It is also used between walls and floors to prevent the transmission of sound.

The manager of the students' aid department of the International Correspondence College states that that British institution is receiving thousands of applications from China, Japan and Turkey, as well as India, for a thorough Western training by correspondence. Arrangements have been made by which students from the various countries will be brought to England and conducted round the great establishments. As far away as the Malay Peninsula the ambition to acquire Western learning was becoming increasingly noticeable.

The demand for education in Negri Sembilan, Federated Malay States, is so great that in many villages the people have offered accommodation if a teacher could be appointed. In Pahang compulsory education has been enforced.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 44-46 East St.
Branches:
VANCOUVER, B. C., 122 Alexander St., P. O. Box 1365.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 1312 Western Ave., P. O. Box 65.
PORT TOWNSEND, Wash., 114 Quincy St., P. O. Box 48.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Or., 51 Union Ave.
EUREKA, Cal., 227 First St., P. O. Box 327.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 91 Steuart St.
Branch:
SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branches:
SEATTLE, Wash., 209-210 Powell Building, P. O. Box 1335.
SAN PEDRO, Cal., P. O. Box 54.

UNITED FISHERMEN OF THE PACIFIC.

Headquarters:
ASTORIA, Ore., P. O. Box 138.
Branches:
LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.
GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

ALASKA FISHERMEN'S UNION.

Headquarters:
SAN FRANCISCO, Cal., 93 Steuart St.
Agencies:
SEATTLE, Wash., 1312 Western Ave. P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

SEA KALE INDUSTRY.

The gathering of sea kale (Crambe maritima) in the waters of the southern part of the Maritime Province and Saghalien Island is an important industry among the Chinese. This seaweed is found on rocky bottoms and reaches its full growth only when two years old, the leaves averaging then 45 feet in length by 1 foot in width. When mature they are greenish-brown in color. Almost all of the sea kale found in these waters is shipped to China, where it is used as food.

Complete statistics of the exports from Vladivostok are not available, as a large quantity is gathered by Chinese junks which return to their native ports without having made entry at the local customhouse. As early as 1878 there were 2,000 to 3,000 Chinese engaged in gathering sea kale in the neighborhood of Vladivostok.

The sea kale is gathered at a depth of 4 to 28 feet, and long wooden spears are used for this purpose. An effort is made to spear the leaf near its base, and, by twisting the spear, to either tear the leaf from the plant or to secure the entire plant. In shallow water the leaves are cut with a knife. It is necessary to have absolutely calm weather for this work, and the season is from the end of March to the middle of June. Special flat-bottom boats are used, with a carrying capacity of about two tons.

The leaves are dried on shore, and this is by far the most important part of the industry, as the quality of the weed when marketed depends upon the conditions under which it was dried. Three consecutive sunny days are necessary to properly dry the weed, and any fog, dew, or other dampness would entirely ruin it. The drying must be done on clear stony ground, as drying on grass would cause the leaves to ferment and sand would adhere to them and ruin them.

When dried the leaves are sorted into three grades and packed in bales about 28 inches long by 12 inches wide, weighing about 70 pounds. The three grades are as follows: Well-dried, whole leaves of equal size and green in color; torn-leaves of the first grade and leaves which are slightly undeveloped or overmature; torn leaves of a reddish color, either partly fermented or mixed with sand.

Shanghai is the market for the first-grade leaves, the others being sold in Chefoo. Before the transfer of the southern part of Saghalien Island the exports from the Maritime Province amounted to between 7,000 and 8,000 tons per annum, but in 1908 this was reduced to about 2,500 tons.

Among the new industries that have sprung into being in Hongkong lately is a shoe factory, where footgear for Chinese is turned out by modern machinery at a rate unprecedented for Hongkong. In this connection the manufacture of European boots and shoes on a wholesale scale is in contemplation. Shortly, we hear, there will also be established a hat factory, where panama headgear will be turned out. Yet another local enterprise has under way a complete installation of machinery for the wholesale manufacture of brass work.

A tribe of Tartars living in Manchuria uses the skin of a species of salmon for clothing.

INCREASING SWISS EXPORTS.

Consul-General R. E. Mansfield reports from Zurich that the recovery of Swiss industrial interests from the financial depression of 1908, which greatly reduced their exports to the United States, is evidenced by the increase in such exports for the first 7 months of this year, as shown in the following statistics:

The export values for the first 7 months of last year were $11,040,542, and for the same period of 1909, $14,812,100, a gain of $3,771,558. This is an increase of over a half million dollars per month, and shows a total export business to the States of over $2,000,000 per month. The following table shows the value of classified exports from Switzerland to the United States for the 7 months ending July 31, 1908 and 1909:

Article.	1908.	1909.
Bolting cloth	$ 121,532	$ 140,538
Cheese	1,054,937	1,164,146
Chocolate	161,684	49,713
Condensed milk	26,352	26,630
Cotton yarn	84,145	122,495
Cotton tissues	436,585	311,779
Dyestuffs:		
Aniline	320,748	469,728
Chemical, etc.	76,397	186,186
Embroideries	5,632,882	7,767,936
Floss silk	256,200	460,702
Hides, skins, etc.	69,208	133,684
Horsehair	.....	7,821
Knit goods	251,144	204,493
Machines	26,084	102,904
Musical boxes	8,762	6,902
Scientific instruments	6,424	6,578
Silk and half silk	1,049,182	1,655,017
Silk and half silk ribbons	213,084	573,153
Spirits	10,783	18,227
Straw goods	77,122	51,969
Watches and parts	839,565	979,714
All other	317,722	371,785
Total	$11,040.542	$14,812,100

The foregoing statement shows that the greatest increase in the value of exports is credited to embroideries, practically all of which are produced in the St. Gall district. The next largest gain is in silks, most of which are produced in Zurich. Cheese, aniline dyes, and watches also show a very material increase in export values. This increase in the export business is not only encouraging to the Swiss manufacturers and exporters, but also to importers, as the purchasing capacity of the people is governed largely by the demand for their products.

It is reported that the dispatch embodying the views of the Indian Government regarding the erection of wireless telegraph stations in India includes the installation of a station at Manora, Karachi. It also suggests that the existing telegraph system be supplemented by wireless between important centers for use in emergencies, calling attention to the great service rendered by the then newly installed telegraph system in 1857. Private individuals are prohibited from erecting wireless plants.

The number of persons of all races employed on the railways in India in 1883 was: Europeans, 3,995; Eurasians, 3,979; Indians, 177,287. At the close of 1908 these figures had mounted to: Europeans, 7,180; Eurasians, 9,982; Indians, 499,594, showing the tendency toward decreasing the relative number of European employes.

Demand the union label on all purchases.

BRITISH LABOR AND WAGES.

The Leeds (Eng.) Distress Committee has laid out the following program of work for the unemployed to be provided by that English municipality:

Draining land for sewage works to employ 50 men for three days each week for fourteen weeks; paving of yard at sanitary works, 50 men for three days a week for four weeks; excavating and concreting in connection with street paving, now employing 113 men, to be increased to employ 200 men; demolition of properties, painting, and repair work, 103 men for varying periods.

From September to December, 1909, 2,492 men applied to the commitee for registration; 878 were new applications and 1,614 were on the last year's register. In 990 cases the papers were found satisfactory and 142 men were found employment.

A general report for Great Britain made by the labor department of the Board of Trade for November says that in 416 trade-unions reporting, with 696,415 members, 45,569, or 6.5 per cent, were unemployed at the end of November, 1909, against 8.7 per cent one year previous; 24 disputes arose in November, 1909, as compared with 28 in November, 1908. The number of men involved in November, 1909, was 15,085, against 14,644 in November, 1908. The aggregate labor lost in all disputes in November, 1909, was 188,400 working days. Changes in wages in November, 1909, affected 14,700 work people, of whom 8,500 received advances and 6,200 suffered reductions. In general the condition of labor throughout the country is reported better than one year ago.

COMPULSORY INSURANCE.

The Compulsory Accident Insurance law was enacted by the Norwegian Storthing July 24, 1894, and prescribes that all factories shall provide accident insurance for their employes, and failure to comply therewith is punishable by fine.

There are 242 establishments in the city of Stavanger subject to the provisions of this law, and the number of casualties during the year 1908 was 146, against 145 in 1907 and 116 in 1906. The total amount of premiums paid in 1908 was $15,116; the benefits received aggregated $8,917; leaving a net balance of $6,199 in the national fund. There are at the present time 187 persons receiving benefits in the shape of monthly pensions from the city of Stavanger, of which 11 are widows, 15 minors, and 161 persons of both sexes whose earning ability has been either partly or wholly destroyed. The distribution of pensions between the several classes was as follows: Widows, $480; minors, $486; persons injured while at work, $5,248; and hospital and care for injured, $2,703.

Accident insurance is gradually gaining in favor with both employers and employes, though the former are strongly opposed to the payment of indemnity and for medical services to the injured the first four weeks, as the law requires. The law gives general satisfaction, and its operation has caused no sacrifice worth mentioning; on the contrary, it has promoted a more intelligent understanding of one's responsibilities.

Domestic and Naval.

By a decisive vote of 162 to 110, the House of Representatives, April 8, authorized the construction of two battleships to cost $6,000,000 each.

The report of the Cunard Steamship Company, made public on April 7, reflects the depression in the shipping business generally. No dividend will be paid.

The American-owned schooners, Lark and Essuerzo, recently captured at Greytown by General Espinoza, have been turned over to Captain Gilmer of the United States ship Paducah.

Every one of the torpedo boat destroyers composing the Atlantic torpedo fleet except the Preston and the Lamson exceeded her contract speed on the recent run from Key West to Pensacola, a distance of about 450 knots.

A raft thirty feet long, wave swept and with only a broken mast, from which fluttered a torn fragment of a sailor's shirt, was passed at sea on March 17 by the German steamer Scharzfels, which arrived at Philadelphia on March 26 from Calcutta.

Vessels arriving at Kingston, Jamaica, report the subsidence of a large part of the northern end of Morant Cays, thirty-three miles southeast of Jamaica. The land is now four feet under water, and the fishing station, with all its fishing gear, has been submerged.

About 300 masters and pilots of New York harbor, members of the American Association of Masters, Mates and Pilots, quit work on March 31, putting out of service seventy-five tugs belonging to four trunk railroads and the pilots and masters employed by Arbuckle Brothers' sugar refinery.

Kansas City's $1,000,000 fund raised by public subscription to maintain a line of freight boats on the Missouri River between that city and St. Louis was completed on March 26. The use of the river as a highway for transporting its freight has been agitated by Kansas City merchants for two years.

To stop a 10,000-ton battleship going at full speed within her own length is the problem that the Navy Department has set for a certain Canadian inventor. The department has authorized a trial of the device on the battleship Indiana off the Delaware Capes on April 17, the cost to be defrayed by the inventor.

The sealing steamer Iceland, operating in the Gulf of St. Lawrence, was crushed in the ice on March 30. The sealer Florizel, which arrived at St. Johns, N. F., on April 1, rescued the crew. The Florizel brought the largest catch of seals ever recorded at St. Johns, her cargo numbering 49,000 skins, valued at about $120,000.

The revenue-cutter Gresham picked up a dangerous derelict on March 30, six miles northeast from Cape Cod light. The wreck, which was 100 feet long, had been passed by the steamship Boston, from New York for Portland. The steamship sent a wireless to the Gresham and the cutter went out and took it in tow.

Indications that the present sealing season will be one of the most successful in the history of Newfoundland seal hunters were contained in a wireless dispatch received at the Cape Race station from the sealing steamer Florizel on March 26. Eight vessels out of a fleet of twenty have to date reported catches totaling 201,000 seals, the value of which amounts to over $500,000.

Taylor's Nautical Academy

Established 1888.

Consular Building, Corner Washington and Battery Streets, Opposite New Custom House, San Francisco, Cal.

Oldest School on Pacific Coast. Largest and best equipped private Nautical School in the United States. Graduates prepared for the American and British Merchant Marine examinations. Warrant officers of the United States Navy prepared for examination for commission officers. Special course for cadets entering the United States Naval Academy.

Personal instruction by Captain Henry Taylor, M. A., Compass Adjuster, Certified Instructor, Passed Master, Proctor in Admiralty, Counselor at Law and competent to give legal advice on all matters, including **Naturalization.**

WIRELESS TELEGRAPHY

$75.00 Given Away

SAVE THIS LABEL and get a Cash Prize

The Joint Board of Bakery and Confectionery Workers' International Union of San Francisco and Vicinity offers the following Cash Prizes to be drawn at the Annual Picnic to be held Wednesday, May 4th, 1910, at Fernbrook Park (Niles Canyon):

1st Prize ..... $25.00 4th Prize 10.00
2nd Prize ..... 20.00 5th Prize 5.00
3rd Prize 15.00

Coupons for this Raffle will be issued at headquarters of Local No. 24, at 1791 Mission St., or at headquarters of Local No. 119, at 453 8th St., Oakland, or by the Manager of the San Jose Baking Co., 433 Vine St., San Jose. 50 LABELS ENTITLE THE HOLDER TO ONE COUPON.

This Label stands for sanitary and humane conditions.

GET BUSY AND SAVE THE BREAD LABELS.

Winning names and numbers will be published in all daily papers.

SEATTLE, WASH.

WHOLESALE — Sole Agents for — RETAIL

The McCormack System of Fine Tailoring

McCORMACK BROS.

Importers, Jobbers and Retailers

MEN'S AND BOYS' CLOTHING, FURNISHINGS, HATS, CAPS, BOOTS AND SHOES
TRUNKS, VALISES AND NOTIONS

812-814 FIRST AVENUE, Opp. Colman Block — SEATTLE, Wash.

MARSHALL'S Navigation School

NEVER HAD A FAILURE

11 COLMAN DOCK — *SEATTLE*

THE HUB

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Anderson, J. G.
Baardson, E. M.
Bakke, Ed.
Back, Marius
Berentsen, Alex.
Berglund, O.
Bird, Chr. (package)
Brokke, H. (pkg.)
Carlson, Carl
Christensen, Vizo
Christiansen, N.
Christensen, O.
Clauson, Carl
Clausen, Jorg.
Clausen, Henry
Curran, Nick
Dean, James
Dickson, Thos.
Egers, John
Ellison, Charles
Engstrom, R.
Erikson, J. E.
Franzell, A.
Erikson, Alex.
Fredriksen, Frithjof
Fredriksen, Birger O.
Geisler, Otto
Gehler, F.
Gordon, John
Goumas, C. (Reg.)
Gustav, John
Halberg, Oscar
Hakonsen, Ingar
Hansen, Hans Chr. (package)
Hauzen, Arthur
Haakonsen, H.
Hansen, Ernst
Hansen, Hans -1746
Hansen, P. B.
Heitwood
Hederstrom, T.
Heikola, M.
Henriksen, H. -1773
Hjort, J.
Hoglund, Hans
Ingebretsen, Alfred
Jamison, James
Jacklin, Chas.
Jhonsen, Jacob
Jensen, S. G.
Johanson, J. H. -2023
Johanson, Fritz
Johnson, Chas. H.
Johanson, Herman
Jordfald, Th.
Johanson, Aug. L.
Kahlstrom, Chas.
Kalnow, A.
Kelly, W. E.
Knutsen, And.
Knudsen, Chas.
Krurts, Karl
Krogstad, H. E.
Kristoffersen, Emil
Kylander, Fred
Larson, Carl
Laatz, L.
Larson, Lars
Lambert, Ed.
Lindegaard, J.
Lundgren, Chas. J. -599
Malbohm, Hans
Mansen, S.
Manonen, Eric
Mikeleit, E.
Morris, M.
Moore, J. M.
Morrisay, Jas.
Muller, Adrian
Nelson, Fred
Nielson, Vilhelm
Nielson, Jorgen
Nillsen, Martin
Nillsen, P. L.
Nichols, W.
Nielsen, Karl Johan
Noshis, P.
Olsen, Gabriel, -1087
Olsen, Johan, -1046
Olsen, Hans P.
Olssen, Just.
Olsson, B., -597
Olsen, Sven
Olson, Gust. T.
Olsson, Julius
Olsson, E. W.
Olson, Sam
Olsen, Ragvald
Omholt, L. T.
Orth, H.
Osterberg, Gust.
Osterholm, J. W.
Owens, J. H.
Paulson, P. -1293
Pettersen, Petter
Pedersen, P. -985
Person, Johan -875
Petersen, C. -1370
Petersen, C. -776
Peterson, O. T.
Petterson, Meyer
Pendville, N.
Pedersen, Olaf
Rau, C.
Rasmussen, Vizo
Rasmussen, Akbon
Reynolds, Thos.
Robertson, M.
Ruckle, E.
Ryberg, O.
Salvinen, F.
Schutte, R.
Scanlan, H.
Seberg, C.
Skubber, H.
Smith, Johan
Spierling, G.
Sprague, Geo.
Starford, H.
Svensson, G. A.
Syvertsen, Ole
Syuertsen, F. T.
Taddiken, Anton
Tellefsen, Peder
Ticksman, C.
Tompson, Andrew
Toluasen, Anton
Udley, Harold
Vaald, Johan
Wanz, Hakon
Watson, Kennith
Wilson, P. S.
Zima, W.
Zagan, T.
Yerna, Amil

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INFORMATION WANTED.

Arthur Taplett, age 18, last heard from at Wilmington, N. C., in April, 1908, is inquired for by relatives. Please forward any information concerning him to Mrs. Eleanor M. Herman, R. F. D. No. 4, Box 310, Tacoma, Wash.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

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INFORMATION WANTED.

Peter Nielsen, from Aarhus, Denmark, is inquired for by Christ Hansen, 230 W. Thirty-second street, Los Angeles, Cal.

Erwin Bausback, born at Weilheim, Germany, is inquired for by the German Consul, San Francisco. Royal Insurance Building, 201 Sansome street.

Fritz V. Jacobson is inquired for by his brother, Job Jacobson. He was last heard of in Seattle. Address Lake Seamen's Union, 70 Isabella street, Ogdensburg, New York.

William Beckman, a native of Bochum, Westfalia, Germany, is inquired for by his mother, who is at present in Los Angeles, Cal., at 317 Crocker street.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

John Johnson, a native of Norway, born September 15, 1858, at Blegeleidet Bamle; last heard from in 1904 living at 230 Third street, San Francisco. Any one able to give any information kindly communicate with his nephew, M. Olsen, 165 Third street, San Francisco, Cal.

The five sailors who left the schooner A. J. West at Honolulu, on March 30, 1908, are requested to communicate with the Secretary of the Sailors' Union of the Pacific. The libel against the A. J. West has been adversely decided by the Federal Court at Honolulu.

Labor News.

It is announced that the intended visit of the Executive Council of the American Federation of Labor to the Pacific Coast has been indefinitely postponed.

S. D. Worden, serving a life term in Folsom (Cal.) prison on conviction of having dynamited a train during the A. R. U. strike in July, 1894, will soon apply for a parole.

The House of Representatives on April 7 adopted the conference report on the bill to amend the Employers' Liability Act, and it now goes to the President for his signature.

Being refused the privilege of organizing a union and holding their positions, about forty machinists at the Samson Iron Works, one of the largest plants in Stockton, Cal., went on a strike on April 8.

Announcement was made at Pittsburg on April 8 by officials of the Pittsburg and Lake Erie Railroad of an increase in wages to its trainmen amounting to 7 per cent affecting 7000 men, to go into effect at once.

John Hendry, president of the Canadian Manufacturers' Association, has declared war against all labor agitators from the United States, and will take proper steps to have the matter brought regularly before the Government.

Eighty firms, comprising nearly all the contractors of San Diego, Cal., have signed an agreement advancing the minimum wage scale of union carpenters from $3.50 a day to $4, and the danger of a strike of 500 men has passed.

Following the refusal of the railroad officials to arbitrate the matter of wages and the lengthening of the working schedule two hours, the employes of the Tonopah and Goldfield Railroad went on a strike on April 4.

Employes of the New York City department of finance, who have received notice extending their office hours to 6 p. m., declare that unless the six-hour day is restored they will institute a strike, which will tie up all the city business.

The Detroit United Railway Company on April 8 replied to the demands of its motormen and conductors for a flat 30-cent wage rate and 45 cents an hour overtime, declaring it impossible to grant the demands, but consenting to arbitration.

The executive committee of the Western Union Telegraph Company has recommended that no increase in the present rate of dividends be made until the plant of the company is placed in the highest possible condition and the working conditions of the employes improved and their salaries rearranged.

On account of the increased cost of living, officers of the Police and Fire departments of New York City are to receive increases in pay. Police sergeants are raised from $1500 to $1750, and foremen in the Fire Department will hereafter get $2500 instead of $2160. The increases are effective July 1.

The appointment of a third man to act as umpire in the arbitration proceedings between the forty-seven Western railroads and their locomotive firemen and enginemen, has been referred to Charles P. Neill, United States Commissioner of Labor, and Martin A. Knapp, chairman of the Interstate Commerce Commission.

World's Workers.

A "Free Laborers'" Association was started in Sydney, Australia, recently, but it is safe to say it won't go.

The first trade-union in Australia was the Operative Masons' Society, established in Melbourne in 1850.

A conference in Sydney, Australia, between representatives of the Coal Stevedores' Association and the Coal Lumpers' Union ended by the men deciding to return to work.

The general improvement in the state of the labor market in Cape Colony, South Africa, continues, but there is still an ample supply of mechanics there.

The number of fatal accidents to British seamen reported during February was 71, a decrease of 17 on the previous month and of 9 on the February (1909) total.

The number of British paupers relieved on one day in February in thirty-five urban districts corresponded to a rate of 235 per 10,000 of the estimated population.

Returns from certain selected British ports show that during February 31,742 seamen, of whom 3,012 (or 9.5 per cent) were foreigners, were shipped on foreign-going vessels.

The Sydney (Australia) Stevedores' Association have decided to cancel the agreement arrived at with the wharf laborers a couple of years ago, and known as the November 3, 1908, agreement.

The General Laborers' Union in New Zealand, having secured preference in an industrial award, purposes giving members of other unions the benefit of this clause by accepting all who produce a clearance from their union.

At a meeting of the Sydney (Australia) Labor Council recently Mrs. Dwyer raised a note of warning against the proposal of the Chamber of Manufacturers to import 1000 English girls to work in Victorian factories.

By order of Premier Wade, of New South Wales, Considine, Feldhausen, Harris and Hansen, four of the participators in the recent union procession in Sydney, were fined £5 or two months, and ordered to find securities in the sum of £30 to be of good behavior for twelve months, in default six months' imprisonment. One hundred summonses have also been served on other unionists who took part in the procession.

Each week there is pasted in the little blank book that every servant girl in Germany must possess a postage stamp to the value of about 2½d. The stamp is a donation, compulsory under the German law, which the mistress must afford the servant. Should the girl fall ill, the stamps are redeemed by the Government, or the servant may retain the stamps indefinitely, until when she has attained a ripe old age, the Government pays her a premium for them.

The following resolution was passed by the Brisbane (Australia) Trades and Labor Council at a recent meeting: "That this Council enters an emphatic protest against the enactment and harsh administration of the Coercion laws passed by the Wade Government of New South Wales. This Council is also of opinion that the New South Wales Parliamentary Labor party deserves the most severe censure of all trade-unionists and supporters of the labor movement in the Commonwealth for their apparently half-hearted opposition to the passing of such legislation."

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aaslin, Oscar
Adamsen, W. O.
Aguilar, Santos
Ahern, D.
Allen, James
Allen, G.
Amunsen, Daniel
Andersen, Sam.
Andersen, Martin
Andersen, -1305
Anderson, Harold N.
Anderson, -922
Anderson, Harold N.
Anderson, -992
Backtrom, Wm.
Back, M.
Bastion, W.
Bausback, -1511
Bauwens, H.
Behnke, Heinrich
Bendixen, Nik.
Bensen, Sigurd
Benson, -1454
Berg, Julius
Berge, Johan S.
Bergman, Johan
Berntsen, Ellert
Blackstad, Chas. E.
Carlson, Martin
Carlson, -760
Carlson, Harold
Carlsson, Harry
Carlsson, Alfred
Carnaghan, Wm.
Ceelan, John
Chaler, B.
Chapman, Frank
Chauche, Jean A.
Christiansen, N.
Dahlman, J. A.
Danielsen, John
Danielsen, Sigurd
Danielsson, -464
De Santis, E.
Dignes, Gustav
Eggers, Johan
Ekendahl, H.
Ellingsen, -594
Endresen, -673
Erdman, Bob.
Eriksen, Lars H.
Ericksen, Gerhard
Fagen, John
Farnen, Wm.
Faulkner, John E.
Ferwedow, R.
Fischer, Torsten
Gad, S. V.
Gallovich, Geo.
Gillholm, Albin
Gram, Eric
Gregg, E. J.
Green, Wm.
Haak, C. H. R.
Hagberg, Gust.
Halvorsen, Wm.
Hansen, Hans E.
Hansen, Hans H.
Hansen, -968
Hansen, Karl
Hansen, -1826
Hansen, -1638
Hansen, Julius O.
Hansen, Hans M.
Hansen, -1867
Hansson, -1786
Haug, Hans H.
Illig, Gustav
Ingemand, Chris.
Isaacson, Isaac
Jakobsen, Anders
Jakobsen, Jakob
Jakobsen, Joakim
Jansson, E. N.
Jarosch, A.
Jensen, -2014
Jensen, Jens
Jensen, Jens K.
Jensen, -1791
Jensen, -1987
Jensen, Oscar
Jensen, Hans
Jensen, Peter
Jensen, N. O.
Kaasik, August
Kane, G.
Kaold, John
Karlsson, Axel Geo.
Karthauser, Otto
Kavall, John
Kelly, W. E.
Kielman, Joe
Kjelgren, J. A.
Larson, -1379
Lafmonee, Phillip De Angelo von
Lahr, Otto
Langben, Carl
Lankewiz, E.
Landal, Chas.
Larsen, Peder G.
Larsen, Kristen
Larson, Alek
Larsen, Alfred
Larsen, 1008
Larsen, -1290
Larson, -1508
Lawberg, Albert
Lee, Ole
Macrae, Alex.
Madsen, -952
Madsen, G. F.
Magnussen, Carl G.
Mahsing, W.
Maherin, L. W.
Marcus, B.
Markmann, H.
Martens, -1892
Martinsen, E.
Masterman, E. P.
Mathews, John
Mathiasen, Nils
McCarthy, T.
McEvoy, Geo.
McEvoy, Geo.
Nanberg, Gus
Neilson, Sievert
Nelsen, F.
Nelson, A.
Nelson, Daniel
Anderson, -1124
Anderson, Ernest
Anderson, -1449
Anderson, Gotfried
Anderson, E.
Andersson, Victor
Andersson, Emil
Andreasen, Hans
Antonsen, Marius
Arnold, E. B.
Arntsen, Julian
Arnesen, Isak
Astrom, Torsten
Austin, John
Blank, Geo.
Blumath, Max
Boss, L. A.
Boylan, C. F.
Brandon, Tom
Bregler, Fred
Brekke, Hans
Brelin, Adolf
Brun, -1492
Bryde, Carl M.
Bryning, W.
Buaas, Thomas
Burr, Ed.
Christensen, -1332
Christensen, Einar
Christensen, -878
Christensen, E. H.
Christensen, -1125
Christensen, Henrich
Christiansen, Pet.
Christoffersen, -1288
Claus, Carl
Crosby, James
Ditaze, Louis M.
Dixon, Chas.
Dorles, H.
Dracar, Edward
Dreier, Paul
Duncan, G. M.
Eriksen, -321
Eriksen, K.
Erickson, Axel
Erikson, Gus.
Ericksen, Geo.
Ericksen, Chr.
Ericksen, -513
Fradin, Louis
Franzell, Adolf
Fredin, Ole C.
Friedland, Karl J.
Griffin, James
Gronman, H. R.
Grossl, Josef M.
Gundersen, Krist.
Gundersen, Ole
Gustafsen, Gustaf
Heisterman, Paul
Henningsen, C. F.
Henrickson, Pet.
Henriksen, -1375
Henriksen, A. G.
Henshaw, Frank
Hermansen, L.
Hermansson, -1622
Hernas, -2042
Hoeppner, Henry
Hogland, F. W.
Holmgren, G. J.
Holt, Karl C.
Hoye, Haakon
Isaksen, Kristen
Iversen, Sigv. B.
Johansen, Joakim
Johansson, Bernhard
Johansson, -1171
Johansson, -1204
Johansson, -1821
Johansson, -1856
Johnsen, -228
Johnson, John
Johnson, A. L.
Johnson, -1420
Jones, Harry
Jorgensen, Alf.
Jorgensen, Jorgen
Jouanne, -2019
Klemmensen, E.
Kohlmeister, O.
Kolkin, Fred.
Kristiansen, Krist
Kristiansen, L. A.
Kristoffersen, Jakob
Krogstad, H. E.
Kylander, Fred
Leeberg, Gustav
Lebrun, Ernest
Lehto, C.
Le Solle, Pierre
Liesman, Fritz
Liepmann, Theo.
Lindberg, J.
Lindkvist, A. I.
Link, Alex.
Linert, Arthur
Linholm, -454
Linquist, Gust.
Lund, Peter
Lundberg, Jerry
Lundin, -1054
McGrath, Jack
McKeating, R.
McManon, John
Melin, -1712
Mersman, A.
Michaelsen, Joh.
Mikkelson, -1445
Miller, James
Moller, L.
Menz, Paul
Mordin, John
Mortensen, J.
Morris, Francis
Murray, Ed.
Muta, Gust
Nielsen, -544
Nielson, Martin
Nielsen, Wm.
Nilsen, Daniel
Nilsen, -1045
Nelson, Fred.
Nelson, -641
Nelson, -1060
Nelson, Chas. M.
Nester, Wilson
Nicolaisen, Carl
Nielsen, Carl
Oberg, -790
Ogenes, Nils
Ohman, Mauritz
Olsen, Otto M.
Olsen, -499
Pache, Paul
Palmroth, J.
Partel, L.
Pedersen, -1289
Pedersen, S. R.
Pedersen, -896
Pedersen, -1086
Pedersen, Johan
Pedersen, Karl
Pemberton, Dave
Perry, Nils
Peterson, Gust.
Petersen, S.
Petersen, Wm.
Petersen, Aage
Pettersen, Alek
Quigley, R. E.
Randle, David
Randolf, D. W.
Rasmussen, Peder
Rasmussen, S. W.
Rasmussen, Juel
Rasmussen, Emil
Rasmussen, -497
Reese, Wm.
Reimers, Johan
Saarinen, H.
Sabel, F.
Samuelson, John
Samuelsen, Kristian
Sandberg, John
Sandstrom, O. H.
Sange, P. H.
Sanne, R.
Sauer, Emil
Schager, E. L.
Schellenberg, H.
Schelenz, Hans
Schmalkuche, F.
Schlosser, Ludv.
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Skaanes, Johan
Torgesen, Tom
Thomsen, Karl F.
Thompson, Ch.
Thompson, Fred.
Thompson, A.
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Thornton, John B.
Thureson, Arthur
Ueback, Sigfrid
Ursin, Kaspar
Verto, Herman
Veastad, Thomas
Verdick, C.
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Walters, Henry
Wells, Geo.
Weyer, Paul
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Zeisler, Alb.
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Poppe, Geo.
Price, C. G.
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Roschek, Paul
Rosenberg, F. A.
Rosenvald, Isak
Rost, K. G.
Ruckle, Erwin
Ryats, -815
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Skold, Oscar
Smith, John A.
Snyder, Jack
Soderlund, Anton
Sonson, S.
Sorensen, Edw.
Sowick, Hjelmer
Soyland, Arthur
Stangeland, P.
Stenroth, Alf.
Stensen, Andreas
Stensland, Paul
Stephens, -1979
Stervik, I.
Stolt, A. J.
Strahle, Carl
Suhr, Carl C.
Svanson, Fred. M.
Svendsen, Thorwald
Svensen, Andrew
Svensen, Anker
Svensson, Nic.
Thurson, John
Tiebelt, E. F. P.
Tillman, Andrew
Torgersen, Kaspar
Torkildsen, Marius
Tornquist, Sture
Tramm, Hans
Turner, Ted
Usar, J.
Vidal, Wm.
Vogel, Martin
Wikander, E.
Willman, Gust.
Wilson, Anders
Winters, C. J.
Wolens, -1174
Wrig, C. F.
Zimmerlink, F.

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Alksne, August
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Carrick, Jas. B.
Christansen, N.
Classen, Henry
Curran, N.
Damiano, Alex.
Dyrness, L. E.
Flem, K. R.
Gronman, H. R.
Halvorsen, Eugene
Hansen, -1229
Hinner, Paul
Hogeler, Tom
Holden, Olaf
Hovland, P. S.
Jensen, -1342
Johanson, -1677
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Kaald, John
Kirst, Hans
Leech, Wm. A.
Lewis, H.
Matisen, Nils
Mattler, Franz
Norris, Ned
Olson, Oscar
Petersen, Frank V.
Petterson, Axel
Sange, P. H.
Schager, E. L.
Siegurd, J. I.
Skold, C. A.
Thompson, A.
Torgeren, Kaspar
Wahlberg, R.
Wiberg, John

Portland, Or., Letter List.

Adams, Steve
Andersen, Ole
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Alander, Karl
Brodie, W. G.
Carlsson, Walter
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Farm, J. B. -612
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Glaas, Waldemar
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Hassell, S. G.
Hansson, Chas. S.
Karlsson, A. M.
Kohlmeister, Otto
Klorning, Martin G.
Larson, L.
Lagerman, Johan L.
Lamberg, Albert
Lindberg, John
Newman, Joseph
Nagel, Al.
Nielsen Andreas E.
Olson, Anton
Olson, John
Pedersen, Christian
Peterson, Chas.
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Anderson, Axel
Barry, Thomas C. (2)
Bianca, F.
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Kittusen, Christian
Maki, John
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Thompson, T.
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Tacoma, Wash., Letter List.

Allen, Fred.
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Carson, James
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ALASKA FISHERMEN'S LETTER LIST.

San Francisco, Cal.

Letters at the Alaska Fishermen's office will be advertised for six months only and will be returned to the Post Office at the expiration of seven months from date of delivery.

Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

Alfonso, J. G.
Albertsen, P. H.
Antonsen, Carl
Anderson, Oskar
Benson, John
Balzani, Pietro
Benvon, Fred
Christiansen, Alfred
Cutino, Gaetano
Di Mauro, Giuseppi
Evald, Fred
Ellis, Wm.
Frazer, Jas.
Flyn, Wm.
Green, John
Gabrielsen, Knud
Gullivsen, G.
Hansen, A. E.
Hagen, G. L.
Hanez, L.
Johannessen, Engel A.
Johnson, George P.
Johnsson, Harry
Knudson, Oscar
Monteith, R. V.
Monroe, W.
Nicolarson, Otto
Olsen, Oskar
Peterson, Gust
Rouzle, H. S.
Romero, R.
Rensen, Albert
Swanson, Chas.
Tonnessen, Jorgen
Thompson, A.
Ybanes, L.

Eureka, Cal., Letter List.

Andersen, Lars T.
Andersen, John
Andersen, Olof
Anderson, S.
Armmi, Walter
Blunt, H.
Bostrom, C.
Brown, C. A.
Bryan, G. T.
Bulander, B.
Carlson, Gust.
Carlmark, Barthold
Counaughton, H.
Ekwall, G. A.
Grant, John
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Gustafson, Edvard
Gowjette, Joseph
Hollins, Frank
Hummel, Fritz
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Lorensen, Orgt. C.
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Menz, Paul E.
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Mettemeijer, J. F.
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Nilsson, O. -936
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Nordblom, Ben.
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Oliver, G.
Oman, Victor
Oterdahl, C.
Penney, Math.
Petterson, Aaskar
Ryberg, Ove
Syversen, Ole
Shuils, Christ
Sjelman, Jonas
Stabell, Frank
Svensen, Olof
Thoresen, Petter
Teigland, G.
Valkman, Otto
Weback, S.
Walbroth, Carl
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Aberdeen, Wash., Letter List.

Aken, Emil
Andersen, Alex
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Andrearen, O. L.
Adreson, John -1283
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Astrom Torsten
Bensen, John
Bertelsen, Peder
Bodal, Hans O. -1746
Boss, L. A.
Boy, Georg
Brandt, Nels
Bregler, Fred
Carlsen, Carl
Castel, G.
Ceccane, Felix
Christie, M. R.
Colberg, Chas.
Collens, Frenk
Cooley, Howard
Faccett, Sam
Fisko, Oluf
Flenkenberg, Alfred
Gardiner, J.
Graves, Sam
Greve, Jurgen
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Johansen, Hjalmar
Johannessen, Josef
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Johnson, C. -1345
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Johnson, Hilmer
Jonarson, Axel
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Klingenberg, John
Knudsen, P.
Klahn, Karl
Koso, Pet
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Larsson, Albin
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Larson, M. A.
Lehtanen, John
Liebert, Rudolf
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Lorentzen, Ernest
Lukkinen, Peter
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Lundqvist, John
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Mattsan, Karl J.
McKeating, R.
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Nielsen, Jacob
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Olsen, John
Olsen, Martin
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Schlitt, J.
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Siman, August
Sjorgren, John
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Smith, Jack S.
Sorensen, Karl
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Stenerson, Charles
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Vogel, M.
Wahlstedt, A. R.
Wedequist, A.
Wells, Leo L.
Wishaar, E. B.
Winters, M. C.

Packages.

Hohm, Carl
Pedersen, Peder
Polison, Tom
Uggla, Fred
Torvig, Olaf

INFORMATION WANTED.

Nicholas R. West, supposed to be sailing on the Pacific Coast, is inquired for by his mother. Any one knowing his present whereabouts please notify the Russian Consulate at San Francisco.

John Tierney, last heard from by letter, October, 1906, is inquired for by his sister, Mrs. Wm. Degnan, 124 Harrison street, Pawtucket, R. I.

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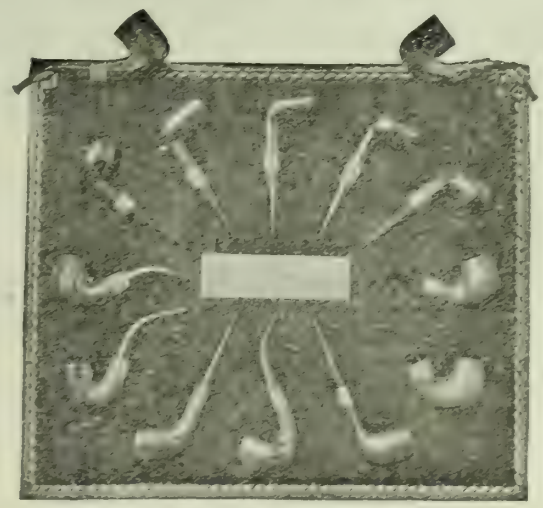
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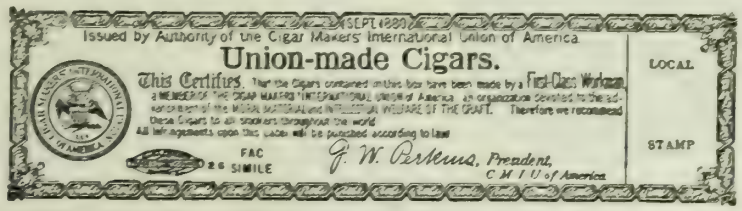
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Nils Reynolds, aged 47, is inquired for by his sister. Address, Coast Seamen's Journal.

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INFORMATION WANTED.

John A. Jacobsen, member of the Pacific Coast Union, is inquired for by his brother, Nels Jacobsen, 133 Clinton street, Milwaukee, Wis.

Any member of the crew of the barkentine Arago when John McLaughlin, donkey man, was injured while loading at Caspar, Cal., last October, please report to Attorney F. R. Wall, Merchants' Exchange Building, San Francisco. By doing so they will very much assist McLaughlin in obtaining his rights.

News from Abroad.

The French Senate on April 5 voted $32,000,000 for the immediate construction of two 23,500-ton battleships.

Warlike preparations against Ecuador are still going on in Peru, according to a dispatch received from the United States legation at Lima.

Nine persons were killed and twenty others injured, three fatally, during a panic in a crowd that was leaving the scene of a bullfight at Zacatecas, Mex., on April 3.

Marcel Dupin, who is alleged to be a dangerous anarchist, was arrested at Cherbourg, France, on March 27, when embarking on the steamship George Washington for New York.

Inchan Angan, the Corean, who assassinated Prince Ito, former Japanese Resident-General of Corea, in Harbin on October 26 last, was executed at Port Arthur on March 25.

Rules and regulations controlling the navigation of the air have been formulated by the Aero Club of France and have been submitted to the French Government as the basis for a national law.

The British steamer Pericles was wrecked six miles south of Cape Leeuwin, the southwest point of Australia, on March 31. The passengers and crew took to the boats, and all were landed safely.

Prince Albert Honore Charles, until now absolute in the Government of Monaco, the smallest state of Europe, on March 28 decreed the election of a parliament or municipal council through universal suffrage.

To rescue the Galician oil industry from ruin through competition with the Standard Oil Company the Austrian and Hungarian Governments are planning to make raw oil a state monopoly.

More than 200 persons received more or less serious injury in a railroad accident at Mulheim-Am-Rhein on March 30, when the steamer express ran down and wrecked a military train bound for Strasburg.

The German cruiser Sperber has left Cape Palmas, on the orders of the Liberian authorities, according to the latest advices from Liberia. The situation between the natives and Liberian troops is said to be improving.

Sir Clifton Robinson has returned to Hong Kong from a visit to the Philippines, where he went to investigate the possibility of creating a port in the north of Luzon Island, which point would be only twenty-four hours' sail from Hongkong.

An explosion on April 7 on the British steamer Cairnrona, off Dungeness, wrecked the women's quarters, killing one child and injuring a number of women and children. The Cairnrona was bound from London for Portland, Me., with 900 emigrants.

The emigrants who were transferred to the steamer Kanawha from the steamer Cairnrona after a fire broke out on the latter vessel on April 7 in the English Channel became unruly and the captain of the Kanawha was obliged to ask for naval assistance. A detachment of marines was sent from Dover to restore order.

The British House of Commons on April 7 adopted Premier Asquith's first veto resolution by a vote of 339 to 237. This resolution declares it expedient that the House of Lords be disabled by law from rejecting or amending a money bill, but that any such limitation shall not be taken to diminish or qualify the existing rights of the House of Commons.

With the Wits.

Seeing Their Finish.—Lawyer—What is your occupation?

Witness—I'm a piano finisher.

Lawyer—Be a little more definite. Do you polish them or move them?—Boston Transcript.

All Talked Over.—Mistress (hiring servant)—I hope you know your place.

Servant—Oh, yes, mum. The last three girls you had told me all about it.—Boston Transcript.

After a Low Price.—Hart—Isn't it a bit late to be wearing your outing suit, old man?

Smart—Well, I'm on my way to the coal dealer and I want to give him the impression that it's still summer.—Boston Transcript.

Precaution.—"Isn't your husband going to take part in that automobile speeding contest?"

"No. I simply tormented him till he gave up the idea. You know, Jenny, I never did look well in black."—Baltimore American.

Can Find Use For It.—"My wife has put up sixty-four quarts of chili sauce."

"Isn't that too much for one family?"

"For one family, yes. But, of course, my wife has to supply all the neighbors with samples."—Detroit Free Press.

Didn't Exactly Mean It.—The Girl—Isn't this play tiresome!

The Young Man—It's an awful bore. But there is no use, Miss Pinkie, of your trying to conceal a yawn with that fairy little hand of yours; it can't half cover—er—I mean—that is——Exchange.

Her Knowledge.—Father - Well, Carolyn, how do you like school?

Carolyn (aged 6)—Oh, so much, papa!

Father—That's right, daughter. And now what have you learned to-day?

Carolyn—I've learned the names of all the little boys.—Harper's Bazar.

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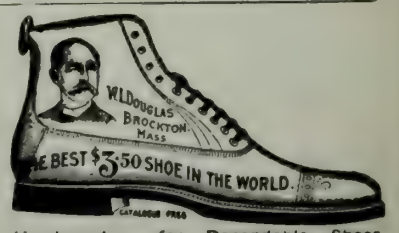
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ORIGIN OF MARITIME LAW.

THE NORWEGIAN GOVERNMENT recently appointed a commission to study the maritime laws of that country, with a view to the enactment of legislation which shall bring the present laws into conformity with modern conditions. The commission has submitted a comprehensive report containing many recommendations. Among the features of the report is an appendix containing an exhaustive review of the ancient maritime laws upon the basis of which all subsequent legislation has been enacted. The Journal is indebted to Mr. E. Ellison, Assistant Secretary of the Sailors' Union of the Pacific, for a literal translation of this interesting and instructive document, which is herewith published in full:

Preface.

The world's oldest regulations regarding seamen are to be found in the maritime law of King Hammurabi of Babylon, of about 2250 B. C. It contains regulations concerning the shipmaster (234-240). In this law the person who builds a vessel is regarded as the shipowner and the shipmaster. If the vessel is poorly constructed, so that she is leaking on her first voyage, the builder has to strengthen her and repair her at his own expense (235). If the vessel is wrecked and it is proven that the wreck was due to the fault or neglect of the builder, he is liable to pay for the loss of the vessel and also for the cargo in case she was loaded (236). In his capacity as shipbuilder the law regards the shipmaster as a free man. The crew, on the contrary, were by the law classed as slaves, and they were the property of the shipmaster. This conception of the status of the crew, recognized by this ancient law, forms the basis for a long succession of maritime customs and practices that have originated in the Mediterranean. Under pressure of the contempt in which manual labor was held by the peoples of the Mediterranean countries both the merchant and the shipmaster were debased until they were regarded as little better than slaves.

The evolution in the maritime law followed the highways of commerce over Phoenicia, North Africa, Rhodes, to Greece and Rome. Later it became identified with certain great seaports, until the laws of Barcelona, Spain, of the 14th century, A. D., occupied the most prominent place. This evolution has fought its way through Oriental and Roman soil, where labor performed at sea, in common with labor on land, was branded as slaves' work.

An altogether different conception of the status of the crew prevailed in the north. The historical information on the subject does not go far enough back to enable us to discover and consult original sources, but what is obtainable is quite ancient and bears the stamp of originality, so that so far as reliability is concerned it may be placed alongside of the South of European sources. These northern maritime customs and practices are to be found in the older Bjarko Ret's Farmannalag (merchant law), and also in the Birca Ret. These are descended from the ancient Germanic tribes and have maintained the stamp of their origin. The laws and customs of the north did not recognize that labor at sea was work for slaves.

We find two distinct directions of thought in the evolution of the maritime laws and customs of the north. The one was based upon the conception prevailing in the flat country in the basin of the Baltic, the other upon the free institutions of the wild and mountainous coast of Norway. The first had its pattern for the regulations governing the crews in those existing on the manorial farms, from which flows the relationship of master and servant as the keynote of the custom and practices at sea. The other had its type in the fishing villages, the fairs, and finally in the towns, and conditions prevailing in the towns finally became the basis for the legal arrangement as to the conduct of the Norwegian seamen.

The Older Bjarko Ret says (par. 42): "The shipmaster sitting in judgment has the same power as the king (chief) of the town and the sailors the same rights as the citizens of the town." This liberal conception of the status of the crew as we find it in the Older Bjarko Ret (Nidaros common law) did not have a lasting influence in Norway. The master and servant relationship prevailing in the level countries, influenced by the institution of slavery of the South, pointed and sharpened by the Hanseatic merchants, took the mastery in the enactments relative to seamen. The ancient Norse conception was banished.

There seems to be reason for believing that the vikings carried the old Norse common law with them to England, to the coast of France and perhaps to the western part of the Mediterranean.

It is the conception of the status of the crew that forms the basis for all maritime laws. The laws of the Mediterranean show that the seamen there advanced from a state of slavery to more liberal conditions. The laws of the western and northwestern coast of Europe enacted before the 15th century, show that the principles of freedom and equality have exercised great influence, northwestern coast of Europe, enacted before the 15th century place the servant relation in the foreground. Commercialism and later militarism have in the time after the 15th century given to all maritime legislation a definite direction.

II.

Laws of the Mediterranean Before 1500.

One of the most important collections of maritime laws has come from the island of Rhodes. The island was once the center of maritime commerce in the Mediterranean. Its maritime law was later incorporated in the body of the Roman law. From its prescripts the following is quoted:

If any member of the crew, with the consent of the shipmaster, or encouraged by him, should steal anything from another vessel or from any merchant, the shipmaster was liable to compensate the stolen goods doubly. If any member of the crew stole anything without the knowledge or consent of the shipmaster, and if the shipmaster did not share in the stolen goods, the guilty party should be punished by one hundred lashes (punishment meted out to slaves).

If fighting took place on board the fines and penalties were the same for all onboard. Twelve pieces of gold for gouging out an eye, etc.

If the shipmaster or any of the crew slept on shore, away from the vessel, and the vessel suffered damage in the night, then those who were absent must pay for the damage, regardless whether it was caused by the shipmaster or any of his men. Those who remained on board were exempt.

According to paragraph 11, "the merchant who charters a vessel must, aided by other experienced merchants, who have previously made a voyage in the vessel, ascertain that she is in good condition, provided with all appurtenances, a strong mast, good yards, sails, anchor, necessary rope, good boats, good rudder, whether she steers well, that she has a sufficient crew, and that the crew are experienced and able."

The shipmaster was called "Magister Navis," and also "Nauta." In Greek the shipmaster was also called "Naukleros," and in Latin "Exercitor," but those latter names really designated the party who chartered the vessel rather than the shipmaster.

Custom placed the shipmaster and the crew in the same class. They were the slaves of and belonged to the merchant. The latter had the right to demand the oath of fealty from the whole crew, to hold all responsible in case of damage suffered through neglect, and to inspect the shipowner's property and his arrangements and preparations for the voyage.

Any more detailed regulation as to the conduct of the crew was unnecessary since they were all subject to the general regulations of the relationship between master and slave, and how slaves should be treated.

The contempt in which the Roman people held all physical labor did not contribute to elevating the seamen from their state of bondage. On the contrary, this contempt operated depressingly on all Roman legislation regarding the seamen, and the Roman views of the status of the seamen have in more or less degree been retained in all maritime codes and have marked the conditions of the seamen's service in succeeding ages.

From year 800 to 1300 nearly all the great seaport towns of the Mediterranean had their own maritime laws and customs. Such laws are to be found in Amalfi, Trani, Marseilles, Genova, Venice and Jerusalem, etc. Above them all stands the law of Barcelona. This is a collection of commercial and maritime law that is called "Consulado del Mare." Chancellor Kent of the United States, in his Commentaries on American Law (Vol. III, page 10), says that "the Consulado del Mare was the common law of all European commercial powers and the most authentic and venerable monument of the commercial and maritime customs of the Middle Ages." In the year 1491 Paul Jerome in a letter to Pope Alexander III says that "there is in Barcelona commercial laws as well as building laws—and that judgments are pronounced by two magistrates called consuls—therefore the laws are called consular laws. These laws are used at this time not alone in this city (Barcelona), but in nearly every seaport disputes of sailors and merchants are determined under such laws, and as people formerly referred to the laws of Rhodes, so they now refer to those of Barcelona."

The commerce of Barcelona extended over the

whole of the Mediterranean and her seamen were regarded as the best in the world.

The officers of the vessel were: The shipmaster, the ship's writer and the mate. The shipmaster did not occupy the same position as the present day shipmaster. He was called "Senior de la Nau," which has been translated into English as "managing owner." This indicates that it is the shipowner who is the commanding officer.

According to the Consulado del Mare it is the duty of the shipmaster to take care of and defend all merchants, passengers and seamen that might be on board, and to defend all property in his care. All on board had to swear that they would assist him, and let him know of any conspiracy that might take place, that they would not cause strife, commit theft, or start fights, not to take anything on shore or to bring anything on board without the consent of the mate or the watchman. The mate in particular had to swear that he would not depart from any port or run into any port without the consent of the master or the merchants who might happen to be on board.

According to the law of King James of Aragon (year 1258), every vessel was required to employ a writer. He was appointed by the shipmaster. In the presence of the merchants and the master he had to swear that he would loyally execute his duties. He kept the ship's book (Caput Breve).

If the ship's writer entered anything in the ship's book that was not in conformity with the truth, he was to lose his hand or be stigmatized on the forehead, or lose all his property. This was a form of punishment administered only to slaves. (In the Baltic we find the same form of punishment meted out to sailors.) The writer had to enter in the ship's book the names of the sailors who had been engaged. He had the right to grant shore leave, and the wages of the crew were disbursed by him.

The mate decided all matters appertaining to the sailing and navigation, and, after consultation with the other officers, the departure from port and what ports to call into.

In this manner the command was divided in the merchant fleet of the Mediterranean before the long sea voyages in the oversea trade compelled a change.

Concerning the crew, the law of Barcelona contained provisions as to their engagement, wages, how wages were to be computed, when paid, the length of time of service, discharge, workday and disciplinary regulations. In the rules governing the engagement of seamen we find expressions that testify to great social progress in the condition of the seamen. In the Catalonian text we read: "Marinero qui sera accordat en nau." This has been translated into English as "a mariner who has engaged himself." This expression shows that the time had passed when the shipowner bought slaves to man his vessel. The seamen had reached that degree of freedom that they could make agreement for themselves for their service on board a vessel.

This expression is quite different from that employed in the "Hogeste Water Recht." There we read "before a skipper obtains (winnet) a seaman." These two expressions are employed at different places at approximately the same time.

In Consulado del Mare the relations between the seaman and the vessel are the most prominent, while in the "Hogeste Water Recht" the relations between the master and seamen. In the former the personal responsibility of the seaman toward vessel and cargo is more prominent than in the latter wherein he is bound to the shipmaster and where his responsibility is more indirect, inasmuch as it is embodied in the servant's duty to his master. These two views form the basis for the provisions in all maritime laws down to our own time, and they are of great physiological importance.

A seaman was considered lawfully engaged after he had clasped hands with the shipmaster or ship's writer and pledged himself to make the voyage, and when the ship's writer had entered his (the seaman's) name in the ship's book (cap. breve). From that moment he was bound to make the voyage and was not permitted to withdraw unless he was to get married, to make a pilgrimage, to fulfill a vow he had made before he engaged himself, or if he could be advanced from seaman to mate or from mate to master.

Engagement was concluded either for a certain voyage for a certain amount of wages, or at so much per month, or for so much per covered mile, according to the good will of the shipmaster, or for a share in the proceeds of the cargo, or for the right to carry goods on his own account. The above are six different methods of engagement. Concerning engagement at so much per mile sailed, it is not to be found in any earlier maritime codes. By this engagement the seaman was bound to remain by the vessel no matter what the trade or the duration of the voyage. The seaman could only demand his discharge when the vessel with a new cargo in the hold returned to the port whence she originally sailed and the cargo was there to be discharged. This kind of engagement was much in use by shipmasters who were so deeply in debt that they did not dare to return to their home port.

At the engagement the nature of the intended voyage had to be definitely described and the seaman was bound to fulfill his contract as agreed upon and subscribed.

If the voyage was to a dangerous port the seaman was not bound to go in the vessel and the shipmaster could not compel him to go to such place. Wages were to be paid where freight money was paid. Otherwise the vessel was liable for the seamen's wages, and it might be sold to recover such wages. Wages had a priority over all other debts. A seaman's wages might not be increased during the voyage by reason of the earnings of the vessel during such voyage.

At the place where the crew were engaged all were required to take part in the loading or ballasting of the vessel, and when that was done, they were to be paid therefor and besides have six days in which to make their preparations; but one-third of the crew had to remain on board and at work. The seamen were required to take part in the loading and discharging, to take in or discharge ballast, except in the port where they were entitled to their discharge, where they were only required to bring on shore the rudder and running gear. A seaman's service expired when the vessel arrived at the port of delivery, provided they could be there discharged.

The master had not the right to discharge a seaman before the expiry of his contract, whether the seaman was competent or not. In the case of a mate, carpenter or caulker who was refractory or incompetent, the master might suspend him and engage another in his place. He was not required to pay the offender any more wages than the mate and the ship's writer considered reasonable.

The shipmaster might not discharge a seaman to make room for a relative or acquaintance, or in order to ship a seaman below the rate of wages of the seamen on his vessel.

Special regulations as to the care of sick seamen are not to be found in the Consulado del Mare, but on the other hand, we find specific rules as to the disposition of goods and wages left by the deceased, and how wages are to be computed according to the different methods of engagement. This shows that the social conception of the value of a workingman as a human being was not much higher than that of the slave period.

Regarding provisions, the crew were to have meat on Sundays, Tuesdays and Thursdays; on other days porridge. Every evening bread and cheese, onions, sardines, or other fish; wine morning and evening. In the absence of wine, fish or dried plums.

The seaman was bound to obey all commands of the master or mate excepting to render service on another vessel than the one on which he was engaged. If seamen went on shore without permission from the master, the mate, the ship's writer or watchman, and as a result of such absence from the vessel some damage was done to vessel or some loss was sustained by the crew, the absentees were liable to pay such damage or loss. If they had not the wherewithal to pay they might be imprisoned and be kept imprisoned until they by labor had paid all. We read: "This is done because the sailors imagine that neither the master nor any other person on board is any better than they are, and that nothing they may do will cause damage. Let them beware when they go on shore lest the penalty of this statute overtake them."

A sailor had not the right to undress when he went to bed. If he did so he might be hoisted under the yard arm and be lowered overboard three times. If a sailor got into a fight with the shipmaster he was to lose half his wages, all his goods and be discharged. If the seaman drew a weapon against the master it was the duty of all on board to disarm and bind the offender in order that he might be arrested and be delivered up to the local authorities. A seaman who refused to help the master in such case was to lose his wages and goods. If the master struck a seaman the latter had the right to defend himself in case the master should pursue him forward of the windlass.

If a seaman was asleep on his watch while the vessel was under sail he was liable to lose his ration of wine for that day. If such offense was committed while the vessel was lying in an open port or roadstead or in a friendly port the offender was to lose his ration of wine, onions, cheese or sardines. If the vessel was lying in a hostile port the offender in such cases was to be lashed by the whole ship's company or be lowered three times from the yard arm overboard. If the offense was repeated three times the offender was to lose all his wages. The disciplinary measures in such cases were to be determined by the master and the majority of the crew inasmuch as both the vessel and the crew was exposed to danger by such offense. If a shipmaster in anger told a seaman that he could leave the vessel, the seaman had no right to leave unless the master denied him provisions. If the seaman was discharged from the vessel without legal cause he could demand damages and free passage home. If a seaman whose name was enrolled in the ship's book and who had taken the oath of service to the vessel failed to join and enter the service of such vessel, the master was to engage a substitute. The seaman who failed to join was to pay any additional expense if an equally efficient man was employed. If a seaman deserted in a foreign port during the progress of the voyage and he was captured at once or later, he was bound to make good the loss or damage caused to the vessel by his desertion. If he had not sufficient money to cover loss or damage he could be held in prison until all was paid.

The above are the main provisions for the government of the vessel's crew in the Consulado del Mare.

In order to gain a more complete impression we include herein a part of the laws of the city of Valencia, of the year 1243, also part of the ordinances of King Peter of Aragon, of 1340, and a part of the ordinances of the City Council of Barcelona of the year 1433.

In the laws of Valencia, lib. IX, par. XXVI, we read:

"In case sailors desert from a galley and they are recaptured, they shall be kept in custody until they have paid twice the amount of the wages agreed about, and if the vessel is bound for Spain, they shall be kept imprisoned until the vessel's return to the home port in order that the maritime commission may determine the case of the deserters."

It is said that this disposition of deserters is not to be found in the Roman law, whence the regulations of the maritime laws of Valencia have been adopted. This rule seems to have application only to crews of warships, since the following paragraph in the same code only refers to money compensation for desertion.

The ordinance of King Peter of Aragon contains the following:

"Whereas, Experience has taught us that ships and other kind of vessels used in navigation are not governed rightly, and are not provided with competent masters, whereby much merchandise and many lives are lost, therefore it is ordained, that in order that more care be shown in this behalf, every ship's man or slave who has leased himself to any ship or vessel and has received money in hand or promised the shipmaster to make the voyage, and who shall fail to report for duty, shall be arrested, shall return to the shipmaster what he has received from him, shall pay a fine of 100 reals and shall be kept imprisoned for 100 days. The shipmaster who shall engage a seaman who has formerly failed to join shall be fined 100 reals.

"The contract (agreement) made by shipmaster and seamen shall be entered in the ship's book by the writer. Every sailor who joins his vessel at the appointed time, but who deserts either while she is in port or on the coast, shall, if he is recaptured, be taken into custody, shall refund to the shipmaster what he has received, and what was due him for the time he was on board, and shall furthermore be fined 100 reals and be imprisoned for 100 days.

"Wages shall be paid when the engagement is expired, or the voyage is ended, unless the man is discharged for theft, mutiny or disobedience of orders. If strife occur on board, the other members of the crew shall take the instigator and place him in irons. He shall be kept imprisoned until the vessel's return to the king's domain, where he shall be sentenced to pay 200 soldi. If he has not offended sufficiently to cause him to be placed in irons, he shall pay a fine of 100 soldi. If any be wounded, the instigator shall suffer the penalty prescribed by law.

"If any sailor takes sick or is injured while at work, he shall receive full wages as if he were well and besides according to the contract (agreement).

"Every sailor is required to obey his superior. If he is refractory or disobedient the crew shall attach him. He shall be kept in custody until he can be delivered up to the king's judge and suffer such punishment as he deserves. As long as he is imprisoned he shall receive no wages.

"When the voyage is ended the ship's company may go on shore, but they shall return on board on the day on which the shipmaster has given order to strip the vessel, and then the whole wages shall be paid to them.

"If a sailor fails to return on board when the vessel is ready to sail he shall be fined 20 soldi, and if he leaves the vessel without permission he shall be fined 5 soldi. If he can not pay this fine he shall be kept in jail for five days, and shall receive no pay during such time. If anyone goes on shore and takes the ship's boat, he shall be fined 10 soldi. If he has promised to remain on board and then goes on shore he shall be fined 20 soldi. If any of the officers sleep on his watch he shall be fined 2 soldi, and if any of the sailors sleep on his watch he shall be fined 1 soldi."

The City Council or Barcelona adopted the following ordinance:

"Every vessel of over 500 centner shall have a ship's writer. Every sailor, slave or any whosoever who has received money in hand shall belong to the vessel. If any shall refuse to make the voyage, he shall not alone lose his advance wages, as prescribed in the king's articles, but he shall pay back doubly what he has received, and the shipmaster shall have the right to punish him as an escaped slave. If a ship's slave shall refuse to make the voyage in the vessel he shall be placed in irons. All who have received money in hand or wages are in duty bound to be on board when the vessel is ready to sail. If sailors who belong to a vessel sleep on shore in their homes, they shall report to the shipmaster or ship's writer every time a storm is expected, otherwise whenever the ship's trumpet calls them to assembly. Whoever shall fail to do this shall be imprisoned and be fined 100 soldi. Fines shall be deducted from wages."

These provisions form the basis of the present-day maritime law relative to seamen. They are

advanced from the conception that a state of slavery exists as far as the crew is concerned, and show on the one hand how seamanship has fought its way upward socially to greater freedom, but on the other how commercialism, supported by royal authority, has guided the evolution of the conditions of the seamen of the Mediterranean in the same direction as they were guided by the Hansa League in northern Europe.

III.

Maritime Law in Western Europe Prior to the Year 1500.

The other great basis for modern maritime law is the collection of customs and practices which takes its name from the island of Oleron.

The most curious feature of the law of Oleron is that, in referring to the crew, it employs a designation that is entirely unknown in the laws of the Mediterranean. Not even those that had their origin in the comparatively free conditions of Barcelona, on the southern side of the Pyrenees, showed any such conception of the status of the vessel's crew, as is to be found in the laws of Oleron, an island in the Bay of Biscay.

The crew in these laws are designated "companhons de la nef," translated into English "the companions of the ship." Attention is called to this designation. It is said that this conception of the status of the crew indicates that the time had now arrived when the slave had ceased to be the seaman proper. That the designation refers to the crew is evidenced from the fact that the merchants and shipowners in the same article are designated "senhors" or "seigneurs." If comparison is made between the basic view of the ships' crew of the law of Oleron and paragraphs 173-174 of the Older Bjarko Ret's Farmannalag (the merchant shipping law of Norway), one will reach the conclusion that the expression referred to rather indicates that the seamen of the Atlantic and the North Sea coasts never have been slaves. The expression "companhons de la nef" is, therefore, the designation of the ship's crew of the time in which the merchant himself was the seaman strictly speaking.

Any special rules concerning the engagement of seamen are not to be found in the law of Oleron.

If the shipmaster engaged his crew in the place in which the vessel belonged for a voyage to a certain place and no cargo was obtainable there, those who were engaged on share in the proceeds of the voyage should follow the vessel further, but those who were engaged for the voyage for a stipulated wage should have such wages increased, country for country, voyage for voyage.

If members of the crew go on shore without permission, and the vessel suffers damage while they are absent, then those who go on shore without permission shall make good the damage. If the vessel is at an anchor or moored with three anchors, the seamen may go on shore without permission, provided some of their shipmates remain on board and take care of the vessel, and they themselves return on board at the appointed time. If they act contrary to this, they must pay a fine of money, provided they have the wherewithal. This enactment reduces the condition of dependence of the crew to the master at the same time as it increases their responsibility and obligation to vessel and cargo.

If a fight occur on board between the master and any of the crew, the master has no right to discharge the offender until he has denied him food three times. If the seaman in the presence of his mess mates declared that he was willing to make up the difference and the shipmaster declined such conditions as the shipmates regarded as just and reasonable, the shipmaster might still engage another man. The seaman who offered conciliation, and whose offer was declined, had, however, the right to remain on board on full pay until the vessel's arrival at the port of delivery. If the man engaged by the shipmaster was less efficient than the one he had had the dispute with, and the vessel suffered damage as a result of less efficient crew, the shipmaster was bound to make good the loss of ship and goods.

When a vessel was discharged and the crew demanded their wages the shipmaster had no right to retain any part of such wages as security that those of the crew who had neither chest or bed on board would make the return voyage in the vessel.

Giving the lie, disobedience and quarrels were punished by a fine of 8 pence, if the guilt was not so great that the shipmaster thought it necessary to deny the offender access to the table.

If the shipmaster should strike a seaman, the latter must suffer the first blow, but after the first blow he might return blow for blow. If a seaman should first strike the shipmaster, he might have the choice of paying a fine of five shilings or lose his hand. If a seaman got injured while on shore the vessel was not bound to take care of him. If the seaman was injured or fell sick in the service of the vessel, it was the duty of the master to bring him on shore and provide lodging and candle, and either to send the ship's boy on shore to nurse the injured, or to engage the services of a woman to take care of him. The master was required to provide the same quality of food as the sick seaman was accustomed to receive on board. If the sick man desired better or different food, the shipmaster might provide same at the former's cost. If the seaman got well, he was entitled to wages during the time he was ill, but the cost of additional food supplied by the shipmaster might be deducted.

Sailors from Brittany are to have one cooked meal per day and wine; those of Normandy shall have two cooked meals per day, since they get only water to drink.

All ate at the same table, but later two tables were set in the same room, one for the officers and one for the sailors.

IV.

Maritime Laws of the Baltic up to the Year 1500.

The third main direction in the development of the present day maritime law is found in the maritime customs and practices that go under the name of Wisby's Maritime Laws and of the Gothlandic Judicature.

These laws can not be considered as entirely of Norse origin. They are rather to be regarded as a link in a chain of development. The lively commerce between the Baltic and the west coast of France, the Netherlands and over Novgorod with the South and Orient has of course exercised great influence in the fashioning of these customs and practices.

Gotfred von Gemen has handed down a translation of the maritime law of the Baltic, most likely the Gothlandic. It was printed in Copenhagen in the year 1505 and contains sixty-six articles. These articles commence with the words: "Hier begynt dat Hogeste Water Recht." ("So commences the highest maritime law"). Certain historians are of the opinion that only the first fourteen articles are of Northern origin, and that all the others were transplanted with the commerce.

Maritime Rules from the Wisby City Laws..

A peculiarity of these are that they contain tolerably precise provisions for a loadline. The loadline was designated for each vessel by two men appointed by the Senate. Bergen's (Norway) Farmannalag, the Jonsbook, Iceland, and the Doomsday-book also contain provisions for a loadline and most likely form the basis for the ideas of the regulation of vessels' seaworthiness that appear in the law of Wisby. The provisions regarding hydrographic charts in the law of Wisby is also different from those found in the laws of the Mediterranean.

Concerning the engagement of seamen the law of Wisby employs the same expression as is used in the engagement of servants, namely, "stede." We read in Chapter XX: "In samelinghe scipheren unde scipmannens so winne de goddes penning ghegeven in so blive ind stede."

If the master or the seaman desire to break off their agreement, then it must be done before they have broken bread together, thus, that he who desired to become released paid to the other party one-half of the wages agreed for. If the master could prove that a sailor is inefficient he might discharge him provided such is done before the sailor enters the service.

If a sailor has entered the service (eaten the shipmaster's bread) then the whole wages must be paid by either party who desires to be released. If a sailor desires to leave after he has received a part of his wages he is bound to refund what he has received and add as much more as his wages were to be.

A sailor has to stay with the vessel for the voyage or the time stipulated in the agreement, as long as the same master has command of the vessel.

The Rules of the Gothlandic Maritime Judicature.

The Gothlandic laws and Codex Livonicus (Lubeck) may be placed under one head. The seaman was in duty bound to complete the voyage as he and the master had agreed about. If he does not complete the voyage then he is required to repay what he has received and besides one-half of the wages he was to have received.

The provisions as to the engagement of seamen are the same as in the law of Wisby.

If it is proven by two men on board that one who has engaged himself to service on board is not capable, then he shall pay back what he has received and one-half of the wages he was promised.

A shipmaster may discharge a seaman who has been engaged by paying him one-half of the wages if the vessel is in port, or the whole of the wages if they are out of port, provided the master has no other complaint against the seaman. A seaman who sleeps on shore at night is liable to fine, so also is he who takes the vessel's boat without permission. No one may arrest a seaman for debt when the vessel is ready to sail.

The provisions in the law for the care of seamen who get sick or those who are injured on shore, and what is to be done in case of fights on board are the same as in the law of Oleron.

If a seaman strikes the shipmaster he is liable to pay a fine of 100 shillings or suffer the loss of his hand.

Cleirac says that the loss of a hand was a common method of punishment, and was very much in use among the Scythians and the Norsemen. Olaus Magnus relates how this punishment was inflicted. A sharp knife was struck fast in the mast. The man's hand was then lashed to the mast in such a manner that it was cut off

(Continued on Page 7.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Unions, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 85 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques v puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

Home News.

The primary election law of Wisconsin was upheld by the Supreme Court of that State on April 5.

Trapped by metal doors and barred windows, six firemen were burned to death during the partial destruction of the New Haven (Conn.) County Jail on April 13.

The first estimate of the spring gold clean-up in the neighborhood of Fairbanks, Alaska, received on April 13, is $9,000,000. The gold will be shipped to the Seattle assay office by way of Yukon steamers.

That the province of Quebec soon will prohibit the exportation of wood pulp cut on the Crown lands of the province to the United States was announced in the Legislature on April 12 by Premier Couin.

Cincinnati's City Council on April 11 repealed the ordinance passed a year ago whereby "more daylight" was to be secured by setting local clocks two hours fast from May to October of each year.

Three-cent street railway fares on the Cleveland Traction system have not only proved a paying venture, but, after a month's operation, promise to give a handsome surplus to the railway company.

Any woman wearing a hatpin projecting more than an inch beyond the hat will be subject to arrest in the district of Columbia, if a bill introduced on April 4 by Representative Coudrey of Missouri be passed.

The Social Democrats, led by Emil Seidel, candidate for Mayor, swept Milwaukee in the municipal election on April 5 by approximately 8000 votes, the largest plurality of any party in the history of the city.

Unwilling at this time to render decisions in the dissolution suits against the Standard Oil and the so-called "tobacco trust," the Supreme Court of the United States on April 11 ordered a reargument of these cases.

An immense landslide, started by a blast of dynamite, on April 15 carried a score of men down the side of a steep hill and buried the construction camp of the Haha Bay Railway at St. Alphonse, Quebec, under tons of earth and rock.

Proposal to vote a pension to an old soldier accused of desertion, which had been acted upon favorably by a majority of the House Committee on Military Affairs, was rejected on April 7 by the committee, when it voted unanimously to recall its approval.

Judge Lacombe of the United States Circuit Court at New York on April 8 adjudged the American Sugar Refining Company in contempt of court and fined the corporation $500 for failure to respond to the subpoena calling for the production of two books of account.

During March more than $5000 went astray in the mails, and through the diligence of the Dead Letter Office $4193 of it was returned to the senders. More than 1,000,000 pieces of mail matter went to the Dead Letter Office during that month because they did not bear return directions.

The Supreme Court of the United States on April 4 decided the case of the Southwestern Oil Company versus the State of Texas in favor of the State, thus upholding the constitutionality of the Texas law, which fixes a tax of 2 per cent on the gross receipts from the sale of oil, naphtha, etc.

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SAN PEDRO, CAL.

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MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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Agents Harbor Steam Laundry.

INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Named shoes are frequently made in Non-Union factories.

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no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

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Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INFORMATION WANTED.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England.

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS

San Pedro Letter List.

Abrahamson, A.	Kristiansen, E.
Anderson, Charlie	Larsen, L. P.
Anderson, John	Lano, Emil
Andersen, Martin	Lewis, J.
Anderson, Gust.	Lane, Edward
Andersen, Sigurd	Larsen, J. -1025
Anderson, Tom	Lankewitz, E.
Andersson, A. -1447	Leith, Chas.
Anderson, Gust	Louis, Michael
Andersen, Harry	Larsen, Chris. T.
Andersen, P. T.	Larsen, Christian
(package)	Larsen, Marinius
Anderssen, Frank	Larsen, K. Louis
Anderson, J. E.	Lindroth, Erik
Arplund, August	Ludlow, J. J.
Boye, Axel H.	Lange, Friedrich
Boylan, C. J.	Lehtonen, John
Bjork, Axel	Lueman, A.
Bensen, Ray	Lundquist, F.
Bedford, A.	Maroth, Richard
Brogard, R.	Mulley, James
Blusath, Max	Mygind, W. F.
Broden, Julius	Mardisan, Andrew
Bertilsen, Peder	Mookala, John
Blumquist, C.	Mueller, Hugo
Bordjelm, Alex.	Michelsson, A. -1105
Bolander, J. E.	Mannstrom, V.
Brose, R.	Moe, John M.
Bjorseth, Knut	Nelsson, Karl J.
Backman, Ernest	Nelson, John C.
Christophersen, A.	Nystrom, Ragnar
Christiansen, E.	Nordgren, Chas.
Berntsen, Julius	Nelson, C. -663
Campbell, Geo.	Nelsen, Eddie
Carlson, Markus	Nyberg, Erick
Christenson, H.	Nestor, Wilson
Celley, Edward	Nobereit, Gustav
Carlssen, C.	Nilsen, J. -780
Christiansen, Chr.	Olausen, Kristian
Castro, Manuel	Olsen, Hagbart
Christiansen, Hjal.	Olsen, Adolf
Colombay, Louis	Orten, Sigurd
Carlsson, N.	Ohm, Gunwall
Cainan, George	Ott, John
Clausen, Johannes	Olssen, L.
Conrad, Fritz	Oisen, G. A.
Dudler, Hans	Ohlsen, Ch.
Dorles, J. H.	Olson, Karl
Donaldsen, G. C.	Olson, Wm.
Dahlman, J. A.	Ohman, P. W.
Daugul, G.	Pierson, A. -1102
Edlund, Agaton	Pestoff, Savaty
Englebright, H.	Pedersen, Gert C.
Ellingsen, F.	Petersen, H. -1061
Edland, Gus	Peterson, K. E. -903
Englund, Hjalmar	Pettersen, Peder. O.
Erdman, Bob.	Peratis, John
Emanuelsen, Gust.	Peterson, Chas.
Falk, J. P.	Pihpic, C.
Foss, Louis	Pihpic, J.
Fryland, C. J.	Pedersen, A. -1341
Fisher, J. -566	Petersen, Oscar
(photo)	Quinn, Wm.
Fredricksen, H. G.	Rasmussen, F. -341
Gerner, Hans	Rokow, Stefan
Gronroos, E.	Randle, David
Gutman, E.	Reuter, Ernest
Gunther, Christian	Reuten, Axel.
Gunther, Hans	Rudland, Jake
Glausen, Harry	Rueter, Herman
Gorgesen, Emil	Remme, F.
Garner, Louie	Rodriguez, M.
Hansen, Thron	Rytko, Otto
Hedlund, Arvid	Rajala, Victor
Hansen, Markus	Sorensen, C. -1607
Heckman, Fred	Scholl, Karl
Hansen, Carl	Solie, Ingvald
Heggum, Louis	Saarinen, H.
Halvorsen, I.	Strand, Olav
Hanze, Albert	Steen, Hilmar
Hoglund, F. V.	Schultz, Albert
Hansen, Charlie	Sundquist, W. W.
Hassall, G.	Swanson, Chas.
Hansen, L. -794	Scott, E. G. -2041
Hansen, Hans	Samuelsen, V.
Husby, Lars	Schlitt, James
Hansen, Rasmus	Staelsten, Karl
Harris, Tom	Smith, John
Hansen, Theodor	Southerland, A.
Heggenmuller, H.	Silverberg, Harry
Harmening, Fr.	Steen, J. C.
Ingbrethsen, Daniel	Spearing, Gustav
Iversen, Fred	Stein, John
Isaccson, Gustav	Smith, J. S.
Jensen, J. -1801	Sander, A. J.
Johnson, Charles	Sandy, Oskar
Jacobsen, Tom	Tobiasen, Anton
Johansson, J. -1821	Thompson, W. J.
Jansson, F. -1234	Tufte, A. Paulsen
Johansen, J. -1462	Thompson, T.
Jeshke, H.	Tuominen, Alfred
Jensen, Wilhelm	Touanne, Walter
Johnsen, Charlie	Thomas, Paul
Jensen, Hans	Wiemer, Paul
Jeffersen, V.	Warkkula, John
Jobsen, Ch.	Wahrenberg, Otto
Jensen, -1311	Warren, Louis
Jorgensen, Emil	Werner, A.
Jones, Harry	Westad, Johan
Johansson, Bob E.	Zuhne, W. (registered letter)
Kalberg, Wm.	Zimmerman, Fritz
Knutsen, K. -138	

INFORMATION WANTED.

John Ernest Meyna (Meiner), supposed to be sailing on the Pacific Coast, last heard of 9 years ago, is inquired for by relatives. Address, Coast Seamen's Journal.

Pacific Coast Marine.

Arfst R. Paulsen was recorded at the San Francisco Custom-house on April 9 as master of the steamer Coaster, vice James F. Higgins.

The boiler of the small steamer Venice, recently purchased by the Sierra Pinta Mines Company of Sonora, blew up at sea in the Gulf of California on April 12. She is a total loss.

The steamer Santa Clara sprung a leak while crossing Humboldt bar on April 13 and was abandoned off Table Bluff. All hands were transferred to the tug Ranger and landed at Eureka.

The salmon packet Emily F. Whitney, which sailed from San Francisco on April 12 for the northern canneries, was compelled to put back on the 15th on account of breaking her chronometer.

R. A. Turner, who signed as second-mate on the schooner J. W. Clise at Tacoma last December, died as the vessel was nearing Callao and was buried at sea on March 1. The Clise sailed December 24 for Callao with lumber.

Steamship lines running from Tacoma to Nome, Alaska, have fixed this year's freight rate at $15 a ton, including lighterage. This rate was charged two years ago, while last year's business was demoralized by a rate war.

Secretary Dickinson's plan for solving the problem of the Panama steamship line is to call for bids for the establishment of a satisfactory service. President Taft is taking an active part in carrying out the new scheme.

Suits in admiralty aggregating $2602.82 were brought against the German steamer Augustus in the United States District Court at San Francisco on April 15 for damage to shipments of canned goods from Antwerp, due, it is alleged, to bad stowage.

The United States cable-ship Burnside, now manned by a miscellaneous crew of Orientals, is to receive a Filipino crew of fifty-two when the Army transport Dix arrives at Seattle on May 10. The policy of the Government is to give Filipinos preference when manning its vessels.

The Alaska Commercial Company will open the Cook Inlet to navigation on May 5 on the arrival of the steamship Portland at Port Graham. The steamer Tyonok will also operate on Cook Inlet and Turnagain arm, connecting with the steamer Alice for points on the Susitna and Yenta rivers.

Captain William White of the British bark Elginshire, now at Everett, resents the report from Port Townsend that the cases of beri-beri on board the Elginshire were caused by unwholesome food. He says the only complaint made by the crew was against the efficiency of the ship's cook.

Another Japanese sealing schooner put into Clayoquot, on the Vancouver Island coast, on April 14, with 200 sealskins on board. The master of the schooner confirms the report that the largest fleet ever sent out by the Japanese seal poachers will cross the Pacific this year to follow the seal herds into Behring Sea.

George H. Pinkham was recorded at the San Francisco Custom-house on April 14 as master of the steamer Zinfandel, vice W. J. Richardson. The steamer James S. Higgins, Walter F. Higgins, master, and the schooner White Wings, Grover C. Squire, master, were enrolled.

The following changes of masters were recorded at the San Francisco Custom-house on April 12: Steamer Weitchpec, E. A. Hiatt, vice W. J. H. Stofen; schooner Miami, Andrew Torgersen, vice James P. Peterson. The whaling schooner Lettitia, J. A. Macomber, master, was registered.

Latest reports from the wrecked steamer Yucatan are that she would be afloat in Icy Straits last week and later taken to Juneau. The operations to raise her are being directed by Captain W. H. Logan, representing the British Columbia Salvage Association. It is hoped to take her to Juneau under her own steam.

The following changes of masters were recorded at the San Francisco Custom-house on April 11: Isleton, William Atthowe, vice A. P. Christensen; schooner Natalie, R. H. Elneff, vice B. S. Olsen. The bark Emily F. Whitney, N. F. D. Jorgensen, master, and the sloop Fearless, Gumeruil Aanunsen, master, were enrolled.

Every one of the 838 passengers on the Pacific Mail liner Manchuria, which arrived at San Francisco on April 15 from the coast of Asia, was compelled to undergo vaccination the day after the big steamship got away from Yokohoma because of a case of smallpox which broke out in the steerage quarters.

The well-known schooners A. F. Coats, 513 tons, and Prosper, 541 tons, owned by the Coast Shipping Company of San Francisco, have just completed a stirring race up the Coast from Salina Cruz. The Coats arrived on the Sound first, and Captain T. J. Morris, who has been her master for seven years, has the right to lash the broom to the mast.

Vancouver and Bellingham capitalists have undertaken the development of the hardwood timber resources of the Fiji Islands on a large scale and the project involves the establishment of a line of sailing schooners to operate between Victoria, Vancouver and Suva, carrying British Columbia fir to the Islands and returning with cargoes of hardwood.

The Alaska mail received at San Francisco on April 4 left Herschel Island on January 11 and was carried by the Northwest Mounted Police to Dawson, where it arrived March 16. It was previously reported that the schooner Rosie H., which is owned by Stabens & Friedman, was crushed in the ice between Point Barrow and Herschel Island, but Captain Wolki writes that the vessel was not badly damaged. A broken rudder was the most serious consequence.

An attempt is being made to float the steamer Yucatan, which was wrecked in Icy Strait. The salvage steamer Santa Cruz has been at work on the vessel for several weeks. Divers were enabled to repair damages and deck over the hull so that the water could be pumped out of the vessel. A test will be made to see if she is watertight, after which she will be pumped out and floated. She will then be shifted to Gull Bay, a protected place in the vicinity, overhauled and put in shape to receive permanent repairs.

The well-known barkentine Olympic has been sold by Hackfeld & Co. to the North Alaska Salmon Company, the terms announced being $17,000. The Olympic was built in 1892 at Bath, Me., for the Island trade. She is of 1353 tons, 224 feet long, 42 feet beam and 21 feet deep. Another sale reported is that of the British bark Osborne at Belfast to B. C. Schramm & Co. of Bremen for $31,250. She will be transferred to the German flag. The Osborne is 2986 tons and was built at Liverpool in 1892.

The schooner Matthew Turner, which went ashore off Kahului recently and which it was thought would prove to be a total loss, has been saved from destruction through the efforts of the United States revenue cutter Thetis, which pulled her off the rocks on April 7. The vessel has been towed into the harbor of Kahului. She has a hole in her bottom from her pounding on the sharp coral, and there is four feet of water in her hold, but otherwise she is not greatly injured and can easily be repaired. It is probable that she will be taken to Honolulu for overhauling and repairs.

With the end of the coal strike in Australia, a large number of sailing and steam vessels are getting away from the Colonies for the Coast laden with cargoes of coal. The latest vessel to get away was the schooner Henry K. Hall, which sailed from Newcastle on April 8. The barkentines Koko Head and Lahaino are also reported as leaving the Colonies with full cargoes of coal. The schooner Annie E. Smale is fourteen days out from Newcastle. In addition to this fleet, there are twenty-two vessels listed to load coal at Newcastle for San Francisco, six of which are steamers of large tonnage.

According to a letter written by Captain Cottle of the Karluk, he caught eleven whales from August 24 to September 21 of last year, before being frozen in. This is considered an excellent haul and it is expected that the whaler will add to it before coming out. Both the Karluk and the Rosie H. will return home next fall. Captain Wolki says that he carried two scientists to Banksland, but he does not say who they are or what their object is. Explorer Leffingwell is mentioned as wintering at Flaxman's Island. The letters report that the crews of the two vessels are in good shape and that there have been no deaths, tragedies or any serious sickness.

When the British ship Elginshire arrived at Port Townsend on April 6, 140 days from Glasgow, the Quarantine officials found the health of the crew to be in a deplorable condition, and seven men were ordered ashore for treatment in the Marine Hospital. An examination showed a number of the men were suffering from aggravated beriberi, while one patient, an apprentice boy, had been seasick ever since the vessel left Scotland. It is claimed that the vessel was improperly stocked with fresh water and provisions, which was largely responsible for the condition of the crew. The men were forced to drink rain water and no fresh meat had been had for weeks. The condition of affairs on the vessel promises to result in an inquiry by the consular agents of the British Government.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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Branches:
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NEW YORK, N. Y., 51 South St.
PHILADELPHIA, Pa., 206 Moravian St.
BALTIMORE, Md., 502 East Pratt St.
NORFOLK, Va., 221 Water St.
MOBILE, Ala., 4 Conti St.
NEW ORLEANS, La., 514 Dumaine St.

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BALTIMORE, Md., 502 East Pratt St.
NORFOLK, Va., 228 Water St.
MOBILE, Ala., 4 Conti St.
NEW ORLEANS, La., 514 Dumaine St.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

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Branch:
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Headquarters:
NEW YORK, N. Y., 85 West St.

INLAND SEAMEN'S UNION.

Headquarters:
WHITEHALL, N. Y.

LAKE DISTRICT.

LAKE SEAMEN'S UNION.

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TOLEDO, Ohio, 54 Main St.
NORTH TONAWANDA, N. Y., 152 Main St.

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SUPERIOR, Wis., 213 Banks Ave.
BAY CITY, Mich., 108 Fifth Ave.
KINGSTON, Ont., Canada (Box 96), King St.
ERIE, Pa., 328 German St.
CONNEAUT HARBOR, O., 992 Day St.
SOUTH CHICAGO, Ill., 113 92nd St.
SANDUSKY, O., 510 Meigs St.

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Sub-Agency:
CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

Coast Seamen's Journal

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WALTER MACARTHUR.....Editor
PAUL SCHARRENBERG.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, APRIL 20, 1910.

SEAMEN AND THE LAW.

The present issue of the JOURNAL is devoted chiefly to a republication of the appendix to the report of the Norwegian commission on maritime law. That document is distinctly human; moreover it is alive with suggestions bearing upon the maritime law of to-day. Hence its presentation to the Norwegian Government, and its reproduction in full in these columns.

The seaman of all countries is and always has been peculiarly a creature of law. Those conditions which are usually summed up in the term "nature of the calling" have created the necessity for a special code of law governing maritime affairs, and especially regulating the conduct of the seamen and their relations to the ship and her officers. The maritime law, originating with the beginning of maritime enterprise—that is, with the beginning of civilization—has passed from nation to nation with each change in the current of commerce, until it is to-day the oldest system of law in existence. Further, it is to be remarked that the ancient maritime law formed the basis for much of the legislation which was subsequently enacted for the regulation of affairs on land. A striking example of this fact is to be found in the Fugitive Slave law of the United States, which was almost a literal reproduction of that feature of the maritime law which provided for the arrest, imprisonment and return on board of deserting (i. e., runaway) seamen. A significant fact may be noted in this connection, namely, that while the Fugitive Slave law has long since become a mere memory, its prototype of the maritime law was until quite recently in full force and effect, and is still in active operation in the case of American seamen in foreign ports.

To the casual reader the review of the origin of maritime law may have little interest other than as matter of history. To the reader familiar with the maritime law of to-day, the matter appears in an entirely different light. To the latter these excerpts from the laws of Babylon, Rhodes, Oleron, Wisby and Spain are so many precedents having a direct bearing upon the law of the present day. While, as has been stated, the maritime law is the oldest of all judicial systems, it is also the newest, in the sense that its principles and indeed many of its details survive to-day. Probably these principles will endure as long as the "nature of the calling" remains as it is. Criticism arising from a comparison of ancient and modern maritime law runs not against the principles involved, but against the survival of details the justification of which has long since ceased to exist. For instance, we find no fault with the principle that the seaman shall be bound to his ship so long as the latter's safety be involved. In ancient practice this principle held good so long as the vessel was in foreign waters, or indeed outside of her home port. We do, however, find serious fault with the modern survival of that principle as expressed in the law which binds a seaman to his ship in a foreign port, notwithstanding the safety of the vessel is absolutely assured. In general, the fault to be found with existing maritime law is that its tendency is to transfer the burden of responsibility from the ship, her owners and officers, to the seamen, relieving the former of the obligations originally imposed upon them upon the principle of mutual responsibility, while retaining and in fact increasing the obligations of the seaman. As a result of this tendency the maritime law of to-day as applied to the seaman is an anachronism, out of joint with the times and therefore an obstacle to progress. The law must be modernized. A thorough knowledge of the bases upon which that law is founded is the first requirement in any steps that may be taken to that end.

MOORE CASE DISMISSED.

According to an old saying, "it is the unexpected that always happens." According to old experience, it is the expected that always happens in the cases brought before United States Commissioner Heacock, of San Francisco, especially those cases affecting seamen. We have learned to expect that Commissioner Heacock will dismiss any case in which a seaman is the complainant. As usual, this expectation has been realized in the case against Dr. Dunlop Moore, of the Marine Hospital at San Francisco, charged with ill-treating a dying patient named Matteo Brezzini. The inquiry into the charges against Dr. Moore was concluded on the 19th inst. by the dismissal of the case. Seven witnesses testified against Dr. Moore, each of whom vouched for the charge of brutality to Brezzini. The only point in dispute was as to the severity of the blows administered by Moore. The only defense offered was an attempt to show that the treatment accorded Brezzini was necessary for his own good!

The dismissal of the charge against Dr. Moore was expected, of course. But the charge against the management of the Marine Hospital is still pending and will be pushed to a conclusion. In the meantime, those patients of the Marine Hospital who may be assaulted in their beds may console themselves with the reflection that such treatment is in accordance with the up-to-date practice of medicine, originated by Dr. Dunlop Moore and indorsed by United States Commissioner Heacock!

Demand the union label on all purchases.

FARMERS' CONVENTION.

The Farmers' Educational and Co-Operative Union of America will hold a convention in St. Louis May 2-8. The Farmers' Union has a membership of 3,500,000, with organizations in twenty-nine States. It is expected that the St. Louis gathering will be the greatest assemblage of toilers in the history of the country. The labor movement will watch the proceedings with interest and hold itself ready to join with the Farmers in any measure for the common good.

Six propositions have been submitted by the Farmers for the consideration of the lawmakers of the country. These are:

1. Abolishing gambling in farm products.
2. Securing, without delay, a parcels post.
3. Securing, without delay, postal savings banks.
4. Securing, without delay, more stringent legislation along the line of restricting foreign immigration.
5. Securing the defeat of the proposed central bank.
6. More liberality in National appropriations toward agricultural projects. The farmer supports America; he is the hope of America. Yet more attention is paid both to battleships and waterways than to the American farmer.

These propositions have been presented to the members of Congress. Of the numerous replies received a great majority favor the proposals. The attitude of the labor movement upon these matters is already known; practically all of them have been indorsed by the American Federation of Labor. The Farmers' convention in St. Louis will be an event of nation-wide importance. We sincerely hope that that gathering will be successful, not only in point of numbers, but also in respect to its action on behalf of the agricultural interests. Let the Farmers speak out for themselves! They have been too long content to be spoken for by their friends (?). An ounce of self-help is worth a ton of "friendship."

What is the matter with the life-saving service on this Coast? The last three wrecks between here and Puget Sound, including that of the Santa Clara, got no assistance from shore after their plight had been discovered by the "life savers." In the latest case "the Eureka life-saving crew," the dispatches say, "attempted to go to the aid of the steamer, but were unable to cross the bar." No storm was raging, there was a normal barometer reported at Eureka Wednesday, it was only partly cloudy and the indications are that, while the sea was high, the wave conditions were nothing worse than the "life savers" are paid to meet. It would be of public interest to know whether the reason for so much ineffective work of the "life savers" is due to lack of courage or modern apparatus.—San Francisco Chronicle.

Our distinguished contemporary—distinguished for the profundity of its views on maritime affairs—is at 'em again. The Chronicle is a veritable Nemesis to all and sundry connected with seafaring. Of course, "it would be of public interest to know," etc. But how to find out—ah, there's the rub. The JOURNAL is disposed to be modest in seafaring matters, especially where the Chronicle is involved. However, we are vain enough to offer a suggestion to that distinguished publication, which is, that it send a crew composed of its own maritime authorities to the Eureka Life-Saving Station, with instructions to "reach the wreck" or perish in the attempt. We further suggest that the suggestions contained in this suggestion will meet with the enthusiastic approval of all maritime readers of our distinguished contemporary.

ORIGIN OF MARITIME LAW.

(Continued from page 3.)

when the man was compelled to pull his arm toward him.

V.

Provisions in the Hanseatic Laws as to Sailors.

1. Some Hanseatic recesses and ordinances prior to 1500. Hamburg, year 1276.—If any shipman does not do his duty toward the shipmaster and the other shipmen agree that the shipmaster was in the right then the shipman has forfeited his wages and no shipmaster who is in the League must carry such man to sea.

Bremen, year 1303.—If a seaman deserts from his master's bread, the master shall cause his arrest and sue him for food and wages paid and demand judgment without delay, and thereafter no honest man must take such sailor in his service.

Hanseatic Regulation of year 1400.—If a seaman deserts from his master with money given him by the latter, and the master can prove it by two of his men, then such seaman has deserved the gallows.

2. Old Hanseatic regulations of the year 1591.—No master may be appointed unless he first shall produce proof from one of the Friends (guild brothers), in whose service he has previously been, that he has left such service with "knowledge and consent" and with a clear account.

No shipmaster must from this day engage seamen unless they have passports from the shipmaster they formerly sailed with. Whoever has on board a person who has no passport shall be fined 2 thalers, one-half to the shipmasters' guild, the other half to the poor. Inasmuch as all shipmasters can not write the aldermen of the shipmaster's guild are instructed to issue such passports to the "children of the ship" (crew) without charge. If a boatswain in a foreign port is without a passport he may be engaged. No shipmaster may deny a seaman a passport unless he has shown bad behavior. The case may then be appealed to the shipmasters' guild.

(These passports are the first indications of the present day discharge books.)

If the "ship's children" (crew) importune a shipmaster who has treated them well and honestly, for an increase of wages, they shall suffer the loss of one-half of their wages and be punished further according to decision of the High Council. If any of the "ship's children" (crew) leave the vessel without the consent of the master or the high boatswain, he shall be fined one-half thaler. If the shipmaster goes on shore in the ship's boat, the boat's crew are required to wait for him by the boat. If the master orders them to pull back to the vessel, and they do not return before nightfall, they shall have forfeited their right to carry goods for their own account, and be further punished by imprisonment. If the master has engaged a crew for a voyage to a certain place, and he there receives orders to go to another place, the crew are bound to stay by the vessel, but the master must increase their wages. If anyone fall asleep on his watch, the offender shall be fined 4 shillings and whoever shall fail to report such offense shall be fined 2 shillings.

If anyone take the ship's boat, he shall be punished by imprisonment. If anyone engage himself as boatswain, mate or other officer for which he is not capable he shall forfeit his wages and, according to circumstances, suffer other punishment.

"Forasmuch as the 'ship's children' (crew), after they have received wages, often become unwilling, the wages shall, after this day, be paid in three installments, one at the departure, one when the vessel is being discharged, and the last when the voyage is ended."

If one or more of the "ship's children" (crew) are recalcitrant to the master or are unfaithful, and this is proven by the testimony of two other of the "ship's children," the shipmaster may at once discharge him or them, provided the place is inhabited. The others must assist the shipmaster to finish the voyage or suffer loss of wages or greater punishment. If fights occur on board that be the cause of death, the originator shall be placed in irons and be delivered up to justice.

Under pain of loss of one-half of the wages no one must make a banquet on board without the knowledge of the shipmaster.

Whoever keeps his wife on board at night shall be fined one-half thaler. Seamen who go on shore at night must themselves suffer the consequences. If damage is done to the vessel in consequence of any being absent, and such party is absent without leave, he must make good the damage; if he be unable to pay he shall be imprisoned for one year on a diet of bread and water. If human life is lost in consequence of his absence his life pay forfeit.

If a shipmaster gets an inefficient man in his service he may at once discharge him. If discharge is made without legal cause the shipmaster shall from his own purse pay one-third of the wages. If any of the "ship's children," or any officer, desert the vessel after he has received one-half of the wages (that is to say, during the progress of the voyage), he shall, when he is recaptured, as a horrible example to others, be stigmatized on the cheek with a red-hot boat hook.

The shipmaster who by promise of higher wages entices another shipmaster's men shall be fined 10 thalers.

3. Provisions Governing Seamen According to the Revised Hanseatic Navigation Law of 1614.

It is required that the shipmaster must know the compass and navigation, understand how to manage the vessel, to load and discharge her and how to direct men. In this is not only requirement for greater skill and knowledge but it marks the link in the chain of development in the position of the master. The shipmaster has evolved from shipbuilder and shipowner who sails his own vessel to the administrative officer of a piece of property and as the chief nautical man to supervise the navigation and operation of the vessel as master.

The master shall, when the vessel has been chartered, engage efficient men. No master shall be permitted to sleep on shore away from the vessel except in cases of necessity. If he does he may be discharged. The passport shall be uniform for all seamen. At engagement all seamen must promise to be faithful, attentive to their duties and be obedient.

This law also increases and sharpens all fines and forfeitures and to a greater extent introduces prison penalties.

The revised Hanseatic Navigation Laws close as follows:

"They (the merchants and shipowners) have pledged themselves without respect to person to execute the law in all its rigor and to punish stringently every case of violation."

This is the reign of commercialism in the social and living conditions of the sailors of the North. The fundamental principle which was utilized in the interest of commerce was the conception of the status of the seamen governing in the Baltic—that is, the relations of master and servant. The conditions of the seamen of the North were hereafter developed within the narrow confines of this conception. The master and servant relationship is by the Hanseatic recesses fixed as the fundamental idea of the seaman's position on board ship and his social status otherwise.

Many of the navigation laws to be found in the Baltic show plainly how conditions on shore exercised their influence on the conditions at sea.

In the Swedish Bjarko Ret, of 1254, Chapter XII, par. 1, we read: "As much peace (discipline) shall be had on board ship, whether the ship is big or little, as in one's house."

In Code Maritime de Charles XI (Swedish) of year 1667, we read:

"Of all the peace and rights (of domestic discipline) that a man is entitled to exercise in his farm (manor) he shall enjoy as much and as well on board his ship. After this (principle) all disputes, cases of mayhem, manslaughter and other crimes shall there (on board) be adjudged in accordance with the deed and the letter of the law."

In Water Recht, that was commonly used in Denmark about the year 1508, we find the following:

"The same peace (domestic discipline) that is had in the house or on the farm (manor) shall be had on board ship, no matter what the cause is to be adjudged or determined; be the case murder, beating, wounding, then according to law and justice."

The adaptation of this view of the condition of the seaman to commercialism resulted in the adoption of the Hanseatic recesses (treaties), which later were implanted into and became characteristic of all the provisions of the laws of the North relative to seamen.

To Norway that possessed an independent view of the status of the seamen this importation causes a violent social and national loss.

Two copies of the Hanseatic Navigation Laws were to be found on board each Hanseatic vessel. One was to be subscribed by the master and owner and be kept by the mate; the other should be subscribed by the crew and be kept by the master.

Sailors who were not willing to subscribe same were not to be tolerated within any Hanseatic city.

In a separate section was provided that those who fell sick or who were injured in the service of a vessel should be entitled to free medical attention. In the same manner everyone who was wounded or injured in the defense of a vessel against pirates should receive a bounty and support for life.

4. Hanseatic Regulations as to Deserting Seamen.

Year 1380.—If a shipman, after having received one-third of his wages from the master, shall fail to join his vessel when the master desires to sail, and he thus impedes the voyage of the vessel, or a shipman who shall desert, shall, if he be recaptured, suffer death. [The death penalty was later, according to Article 13 of the recesses of year 1418, and Article 4 of recess of year 1434 changed to imprisonment.]

Article 4, of a recess of year 1378, only required repayment of wages and banishment (blacklisting) from Hanseatic vessels.

(Continued on page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Apr. 18, 1910.

Regular weekly meeting was called to order at 7:30 p. m., Frank Johnson presiding. Secretary reported shipping fair. A committee was appointed to investigate the claim of Shipwreck Benefit of members wrecked in the steamer Santa Clara.

E. ELLISON, Secretary pro tem.

44-46 East St. Pacific Phone Kearny 2228. Home Phone J 2228.

Vancouver, B. C., Apr. 11, 1910.

Situation fair.

JOHN PEARSON, Agent.

122 Alexander St. P. O. Box 1365.

Tacoma Agency, Apr. 11, 1910.

No meeting; no quorum. Shipping and prospects fair.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Apr. 11, 1910.

Shipping fair.

P. B. GILL, Agent.

1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Apr. 11, 1910.

No meeting; no quorum. Shipping and prospects poor.

WALTER MOLLER, Agent.

229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Apr. 11, 1910.

Shipping fair; prospects uncertain.

H. G. LUNDBERG, Agent pro tem.

P. O. Box 6. Tel. 225.

Portland, Or., Agency, Apr. 11, 1910.

Shipping fair.

D. W. PAUL, Agent.

51 Union Ave. Tel. East 4912.

Eureka Agency, Apr. 11, 1910.

No meeting; no quorum. Situation unchanged.

JOHN W. ERICKSEN, Agent.

227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Apr. 11, 1910.

Shipping fair; prospects medium.

HARRY OHLSEN, Agent.

P. O. Box 67. Tel. Main 662.

Honolulu Agency, Apr. 5, 1910.

No meeting; no quorum. Shipping good; prospects uncertain.

CHAS. SORENSEN, Agent.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Apr. 14, 1910.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping fair.

EUGENE STEIDLE, Secretary.

Phone Kearny 5955.

Seattle Agency, Apr. 7, 1910.

No meeting. Shipping slack.

LEONARD NORKGAUER, Agent.

P. O. Box 1335. Phone Sun Main 2233.

San Pedro Agency, Apr. 12, 1910.

Shipping medium; prospects fair; few men ashore.

ED. BARRY, Agent.

P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Apr. 11, 1910.

Navigation opening early this year. Strike situation improving each day.

ALEX. McKECHNIE, Sec'y pro tem.

674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Apr. 12, 1910.

Shipping fair.

PERCY J. PRYOR, Sec'y pro tem.

1½A Lewis Street.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

OPENING OF THE SEASON.

The Lake marine insurance rates will be advanced from five per cent. to six per cent. and probably higher this season. The cause, unprecedented loss of property from collisions, stranding, etc., during the season of 1909; caused, as everyone knows, by poor seamanship by the farmers, college students and non-English speaking people who manned the vessels of the Lake Carriers' Association during that year. Strike-breakers are always costly; they are more often than not completely ignorant of the work they are set to do; they are always careless. Employers have to pay them more money than they would have to pay a Union man, and, being ignorant of the work, and careless as to results, naturally there are accidents and consequent calls upon the underwriters to pay the bills. Equally, of course, the insurance companies refuse to be the "goat," and thus comes the raise in insurance rates.

Nothing that has transpired during the past winter, and I can assure you I have heard plenty of good news, has so heartened me as this little item, notifying us of the raise of insurance rates; here is absolute proof that the situation in the Lake Carriers' nest is not satisfactory, proof that they have been unable to convince the underwriters, sound business men, if you please, that the vessels of their fleet are competently manned.

We hear frequently of disputes and dissensions among the officials of the Lake Carriers even this early in the season. We read that an early start is certain, and a big season is in sight, that this or that line was chartered for so many million tons. Next week we see that only those vessels which are loaded with coal or grain, and, of course, the Steel Trust vessels, will start. One owner says he will not start until there is a chance for a down cargo. Meantime money is flowing out of their treasury like water; the country is being raked for scabs; every captain, engineer, and often the mates and assistant engineers, constitute themselves scab shipping-masters. And they rake their own home towns for scabs. The result of all this work is the report, "We won't start till we see a chance to get down cargoes."

Of course, the Steel Trust will get the pick of the scabs. Its vessels will run, and the little fellow will continue to pay the bills and leave his vessels at the dock, until some morning he will wake up with a flash of intelligence in his brain and realize that he is being left to hold the sack.

In the meantime, six to eight thousand skilled seamen—sailors, firemen and cooks—await the awakening, and display no uneasiness as to the final victory, which must sooner or later perch upon the banner of the Lake District of the International Seamen's Union of America. The comrades as a whole are just as eager for the battle now as they were a year ago and will be just as eager, if necessary, in another year. Victory must come, and we will show no surprise when it does come, but will take up our duties just as though we had never been on strike.

We have earned the right to that victory. We have gained the respect and admiration of organized labor all over the world. We have shown ourselves worthy to be called Union men, and to associate with other Union men on terms of equality. And—another and a greater victory—we are gradually compelling legislation which will put us on an equal footing with laboring men in other walks of life. So let us join hands and with cheerful hearts and unswerving determination go forth again to the battle and with the firm resolve to win, and to win this year, or never again go forth upon the waters of the Great Lakes.

Fraternally,

W. H. JENKINS.

Conneaut, O.

MORE LIGHTS PROVIDED.

The Branch Hydrographic office in the Torrey building has received from the Lighthouse Board notices of several lights and buoys to be placed this spring in addition to those already in service. The lighthouse tender Marigold, which is now being fitted out, will probably start the work of putting out the buoys and supplying the lighthouses for the opening about the first week in April, so they will be in place by the time navigation is opened. The following additional buoys will be placed:

York Island shoal gas buoy, showing a white light during periods of ten seconds, separated by eclipses of seconds duration. It will be in about thirty feet of water off the northwesterly edge of York Island shoal, at the northwesterly entrance to the Apostle Islands, Lake Superior.

A second-class buoy will be placed at the westerly end of Isle Royale to mark the westerly edge of the 12-foot shoal spot about 5,500 feet (one mile) 197 degrees, thirty minutes true from Rock of Ages lighthouse.

In Grand Island (Munising) harbor, there will be one gas buoy established on a spar buoy to be moved.

William Landing spar buoy No. 2, is to be moved eight hundred feet westerly from its present station, and moored in about twenty feet of water to mark the extreme southerly end of Grand Island. The color of the buoy will be changed to black, and its number will be changed to "1."

LAKE SEAMEN'S OFFICERS.

The following are the officers of the Lake Seamen's Union for 1910: General Treasurer, Thos. A. Hanson, Chicago; General Secretary, Victor A. Olander, Chicago; Assistant Secretary, Alex. McKechnie, Chicago; Milwaukee Agent, Frederick Huehns; Buffalo Agent, Geo. Hansen; Ashtabula Agent, Thos. J. McCoy; Cleveland Agent, Wm. Curry; Toledo Agent, Gus Pedersen; Tonawanda Agent, W. L. Smith; Superior Agent, Thos. L. Edwards; Detroit Agent, Gerald Pierce; Bay City Agent, Wm. Shaw.

Sealed proposals for the removal of the wreck of the steamer Oscar T. Flint from Thunder Bay, Lake Huron, will be received by Colonel C. McD. Townsend, United States district engineer, Detroit, until 10 a. m., April 21, and then publicly opened. The bid considered most advantageous will be accepted.

WHITE STAR OFFICERS.

White Star line appointments for the 1910 season have been given out at Detroit by Vice-President and General Manager B. W. Parker. There are no changes in the chief officers from the line-up of last year. The appointments follow:

Steamer Greyhound — Captain, B. S. Baker; purser, A. H. Cramer; chief engineer, W. Dubois; chief's assistant, John McCarton; steward, Charles Champness.

Steamer Greyhound — Captain, Thomas Meikleham; chief engineer, David Maxwell; purser, James Henderson.

Steamer City of Toledo—Captain, J. J. Stover; purser, Charles Percy; chief engineers, Ralph Wiegandt.

Steamer Owana—Captain, K. Finlayson; purser (not appointed); chief engineer, Charles McCarton.

Steamer Wauketa — Captain, W. G. Adams; purser, F. F. McElroy; chief engineer, John Robertson.

NEW APPOINTMENTS.

Captain W. C. Richardson, the Cleveland vesselowner, has announced his appointments of masters and engineers for the coming season. They are as follows: Steamer Leonard B. Miller, Captain Thomas Wilford; engineer, James Falconer; steamer Howard M. Hanna, Jr., Captain John H. Babbitt, engineer, C. L. Mayberry; steamer David Z. Norton, Captain William Hagan, engineer, Anthony Ward; steamer J. H. Wade, Captain C. W. Willett; engineer, Edward J. Dawson; steamer Roumania, Captain B. R. Walker; engineer, Thomas Shannon; steamer Samuel Mitchell, Captain E. J. Burke; engineer, C. J. Dawson; steamer William Edwards, Captain Charles Ahlstrom; engineer, Moses Blondin; schooner Crete, Captain George Mackie; schooner Chickamauga, Captain H. W. Phillips; schooner Golden Age, Captain Walter Stalker.

Harry S. Fisher, general manager of the Lake Erie Excursion Company, has announced the masters and engineers for the two steamers in his fleet for the coming season. Captain George L. Riley will remain in the Americana and William Skeen will be chief of the engine room. Captain George B. McGee will bring out the new Canadiana and F. H. Padock will be chief engineer. At the Buffalo Drydock Company's plant, where the Canadiana is being built, it is said that the work is fast nearing completion and that she will be ready for the opening of the Crystal Beach season. Her boilers are yet to come from Detroit.

VALUED AT $60,000.

The carferry steamer Ann Arbor No. 1, which was burned to the water's edge at Manitowoc, was valued at $60,000. She was insured, but not by the marine companies. Twenty cars loaded with freight which were aboard the steamer were completely destroyed. The wreck is in sixteen feet of water.

BIG STEEL ORE DOCK.

Work on the first steel ore dock to be built at Superior, and the third to be constructed on the Great Lakes, will be commenced at once, and rushed to completion as rapidly as possible.

The foundation, cribs, filling, piling and concrete work will be put in by the Barnett & Record Company, which secured the contract at a figure approximating $350,000. This part of the big job, which, when finished, will cost a total of about $1,000,000, it is expected by the contractors will be finished some time during the latter part of the summer, after which the work on the erection of the steel framework on the structure will commence. The American Bridge Company has the contract for finishing and putting up the steel work.

By the opening of navigation for the season of 1911 it is expected that the dock, which will be known as Great Northern No. 4, will be entirely completed and ready to handle ore for the season.

The new dock is to have 340 ore pockets, and will be close to 1,400 feet in length, exclusive of the approach. The other two steel structures of this nature at present on the Great Lakes are located at Marquette and Two Harbors.

WON'T HAVE TO PAY TAX.

Vesselowners are expressing satisfaction over the receipt of an order from the Commissioner of Navigation exempting vessels entering Detroit from ports in Ontario from the tax of 2 cents a ton, not to exceed in the aggregate 10 cents per ton in any one year.

This has borne heavily on owners of vessels that have occasion to stop at docks on the Canadian side of the Detroit River, for the duty was collected when they returned to the Detroit side.

Several thousand dollars were thus paid last year, and owners have been waiting to see this money returned. Owners of dredges that usually work in Canadian waters or that have been in the habit of lying at Amherstburg, also were caught by the law when they brought their craft to Detroit to be repaired.

THE LEMIEUX ACT.

W. L. Mackenzie King is the Minister of Labor for Canada and is credited with being the real author of the Lemieux Industrial Act which was adopted in Canada and is proving a great success over the border. This Act provides in brief that it shall be illegal for employes of a public utility or a mine to strike or their employers to order a lockout until the issue between them shall have been investigated by a board on which each of the disputant bodies shall have a representative, and which shall be headed by an impartial third. It is the duty of the board to ascertain the facts and to seek an amicable settlement of the controversy. Failing to find a solution of the matter the men may strike if they wish. It is estimated that the Act has saved over $3,500,000 in wages alone.

Ice in Duluth harbor on February 28 was twenty-nine and thirty-one inches thick, the heaviest in ten years with the exception of 1904, when it averaged thirty-six inches.

STRIKE

ON THE GREAT LAKES

COMRADES:

The strike of Sailors, Firemen and Cooks on the Great Lakes is still on. We appeal to all seafaring men to assist us in persuading seamen to stay away from the Lakes during this strike.

Any reports that the strike has been settled are false.

The Seamen of the Great Lakes are sticking together solidly, and will keep up the battle for freedom and decent conditions until the fight is won. "God Almighty hates a quitter." (So do we.)

Lend a hand, comrades, by inducing seamen to stay away from the Lakes while the strike is on.

Yours fraternally,

LAKE DISTRICT,

International Seamen's Union of America.

STRIKE ON THE GREAT LAKES

KEEP AWAY!

BOAT CONTRACT CLOSED.

The Kelley Island Lime & Transport Company has closed a contract with the American Shipbuilding Company for a powerful tug to be used at Cleveland. The new boat will be 80 feet long, 19 feet beam and 11 feet deep.

She will have a fore and aft compound engine with cylinders sixteen and thirty-two inches, with twenty-four-inch stroke. She will have a Scotch boiler twelve feet in diameter and ten and one-half feet long, to be allowed 140 pounds of steam.

The tug will be built at the local yard and will be completed by August 1. The new boat will tow the stone barges operated by the company from the breakwater to the furnaces in the upper part of the river. The tug W. B. Sanders will tow the barges between Cleveland and the islands. Captain John Wysoon will be in the Sanders again this season.

SANDUSKY AND ISLANDS.

The freight and passenger steamer Arrow of the Sandusky & Islands line inaugurated its summer schedule between Sandusky and the various outlying Lake Erie island ports on March 28.

The Arrow will make daily trips to Sandusky from Put-in Bay, leaving Put-in Bay at 6:30 a. m., and arriving at Sandusky at 10:30 a. m. Returning she will leave Sandusky at 2:30 p. m., arriving at Put-in Bay at 6:30 p. m. She will make stops at Marblehead, Lakeside, Kelleys Island, Middle Bass and Gibraltar going and coming.

Mrs. Martha Lyons got a verdict of $15,000 against the Hand & Johnson tug line in the Supreme Court at Buffalo on March 2. The jury reported a verdict of no cause of action against the other defendant, the Pioneer Steamship Company.

The underwriters are offering the passenger steamer Argo for sale. The Argo was ashore in the fall of 1905 and she has not been in commission since. She is at Manitowoc.

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Wm. A. Nicholson, No. 13,156, Lake Seamen's Union, is inquired for by his sister, Miss Alice Nicholson, 356 Lake street, Oak Park, Ill.

John Diskin, No. 10763 Lake Seamen's Union, commonly known as "Yorkie," is inquired for by his mother, 411 W. 40th St., New York City.

Comrade William Burke, of the Marine Firemen, Oilers and Water Tenders of the Great Lakes, is inquired for by his sister, Miss Ella Burke, Little Falls, New York.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

Marie Panoitz, 1195 W. 11th street N. W., Cleveland, O., inquires for her brother. John Ernest Meyna, last heard from nine years ago. Anyone knowing his whereabouts please notify above address at once.

Fred G. Loftus, of Dorchester, Mass., is inquired for by his mother, No. 2 W. Vernon st., Dorchester. Please address above or W. H. Jenkins, 1244 Main ave., 21 W., Cleveland, O.

The steamer building for Boland & Cornelius by the Great Lakes Engineering Works, will be named Harry Yates.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)
674 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.
CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.
TOLEDO, O.....54 Main Street
Phone Bell 1890.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.
SUPERIOR, Wis.....213 Banks Avenue
Telephone, New Phone, Broad 155 L.
BAY CITY, Mich.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
KINGSTON, Ont., Canada.....(Box 96) King Street
ERIE, Pa.....328 German Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.
SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.
SANDUSKY, O.....510 Meigs Street

HOSPITAL AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Mich.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

ORIGIN OF MARITIME LAW.

(Continued from page 7.)

According to recess of 1530, the death penalty was re-introduced as punishment for desertion or for failure to join the vessel at the appointed time. A recess of 1591 provided for the branding of the offender on the cheek. This penalty was repeated in recess of 1614, Article 2.

In Holland a seaman who deserted was punished by death. In the year 1591 stigmatizing on the cheek was first introduced as punishment for desertion. Sartorius also states that it was a custom to cut off part of the ear of a seaman who had deserted. He adds that the custom was abolished because the sailors, instead of getting better, were getting worse.

There has been no lack of other penalties against seamen who failed to join or who deserted. It seems as though it was not the violation of the contract as such that was punished but that the penalties were imposed for cheating the shipmaster out of wages and food.

First we find provisions that a seaman may abrogate the contract by refunding wages and food received. These provisions vary in severity according to whether the seaman has actually entered the service or not.

Later we find provisons that the shipmaster has the right to sue a deserting sailor for wages and food furnished.

Still later we find that desertion is regarded as a crime against commercial society, and, lastly, after written contracts were made compulsory, the basis is shifted so that desertion has become a crime punishable as violation of contract.

The underlying idea is the servant's relations to his master and the basis has moved from that of a personal relation to a purely material one, in which the interest of maritime commerce alone governs. The Hanseatic recesses (treaties) show plainly the influence of commercialism upon the conditions of the seamen.

VI.

Ancient Norwegian Laws Relative to Seamen.

The customs and practices the ancient Norwegian seamen were subject to at sea had every condition for the development of a purely Norwegian navigation law.

Unfortunately, between years 1400 and 1600, times were such that considerations of a foreign country were more important than considerations of their own country. In that period the established customs and usages were banished to the far-off corners of the country.

From about the year 1600 commences a succession of regulations that were the gift of Denmark to Norway. Together with these the Hanseatic spirit and the Baltic viewpoint were transplanted to Norway.

It is natural that Norway by reason of her location must have had established rules for the conduct of her seamen and commerce. These are to be found in the Older Bjarko Ret, in fragments of Nidaros (Drondtheim) Bjarko Ret, and the newer City Law, in Bergen's Bjarko Ret, and in the Icelandic Farmanna Logh (merchant shipping law) in the Jonsbook. Judging from their respective contents the Nidaros Farmanna Logh (merchant shipping law) seems to be the most ancient. It is a peculiarity of all Norwegian navigation laws that they lie close to the people, and compared with the customs and usages governing in other parts they occupy an altogether independent position. The styrimadr (master) was at the same time shipowner and master. The ship's crew were at he same time seamen and merchants. Engagement and chartering is as one. At the same time as a merchant obtained room for his cargo he became bound to the vessel as part of her crew (hasetar). The hard natural conditions and the meagre earnings kept merchants and seamen longer in the north than in the south. This encouraged greater freedom and a higher sense of independence in the crews of Norwegian vessels. It is a peculiarity of Norway that her most ancient merchant shipping act contained very explicit provisions that the crews of Norwegian vessels during the voyage had the right at once to determine such causes as arose during the voyage. Court might be set at the mast, while at sea, and when in port, at the wharf. This custom seems to have its origin in the practice under which the guests at a banquet might constitute themselves into a court to determine cases.

The rules of the Nidaros Farmanna Logh (merchant shipping law) read as follows (from the Older Bjarko Ret):

"Paragraph 172.—There are four reidemen (shipmen) that I will mention to you. There is one who holds forth forward on the starboard side. Another in the main hold, forward, on the port side. The third has his place aft near the master. The fourth has his place near the windlass on the port side. It is their duty to take up every case on board the vessel in the manner of the 'gjalkyre' (elective magistrate) of the city; since the master has no right to search any man unless he has become so refractory and mutinous that all are compelled to attack him; in that case the master shall go ahead and the others shall support him.

"Paragraph 173.—Fines from cases that are determined on board shall be paid one-half to the master and one-half to the sailors, unless they (the fines) are to compound the taking of human life. These (fines) belong to the king, and are to be paid when the cargo is opened undamaged, and he is a Christian king; because reidemen (sailors) have to sue in all cases at the wharf (where the vessel is hauled on shore). And the vessel shall carry red shields when she is in port. If the vessel is at sea the court shall be held at the mast in the same manner as at the wharf. All the cases that they have determined between themselves are valid and the decision binding. Every case that remains undecided when the vessel arrives within the legal jurisdiction of the city belongs to the chief (king). The legal jurisdiction of the city embraces all cases covered by the city's laws."

Regarding seaworthiness: Paragraph 170: "The ship which has to be baled three times in two days is reckoned to be unseaworthy unless the crew like to take the risk."

Whatever may be said about the foregoing it is evident to all that the Norwegian basic conception of the status of the crew was not determined from the view of master and servant relations, nor from that of slave conditions. In no other maritime law of Europe do we find the same conception of the status of the crew as that found in the law of Nidaros. In the laws of Western Europe we find much that seems to indicate and point back to the same conditions and the same rights and privileges as are to be found in the law of Nidaros. These laws evidently date back to a time far beyond the laws of Wisby and Gothland. They might more likely be placed contemporary with the laws of the Vandals and the Bircas.

The maritime laws of Bergen and Iceland show that they have been strongly influenced from the outside. In Nidaros the customs of the fishing village and the fair have not yet been smothered by consideration of the city and the city's rights and powers.

We find herein a distinctly Norwegian direction of thought in the conception of the status of the crew that has its own value as compared with that found in the Mediterranean and the Baltic.

It might be objected that the provisions of the above law are in consequence of the merchants themselves being seamen, but the same is the case in other parts. The laws based upon this condition bear an entirely different stamp in the Mediterranean, the Baltic and the North Sea. Of course, we find displacements of the Norse ideas and outside influence prevailing in proportion to the volume of commerce, and the lesser power of national resistance. Norway got into such a state that she lost all power of resistance, and with its loss went her body of maritime statutes.

The Icelandic and Bergen shipping laws contain the following provisions:

In Chapter II, when a vessel is to be regarded as seaworthy, and that the master shall pay the damage if he attempts to hide the real condition of the vessel. The chapter also contains rules against overloading, and what steps to take in such case.

Chapter IV provides that the crew must join the vessel on the day fixed by the master.

Chapter VIII. If a shipman leaves the vessel without permission from the master and it is proven against him. If it happen in a domestic port he shall pay a fine of 1 mark for every "last" of goods he carries in the vessel. In Denmark, Gothland and Sweden he shall be fined 2 marks, in Gulland, Saxland, Smaaland, 6 marks. In Engand, the Orkney Islands, Dublin, Faroe Islands or Hetland, 8 marks. In Gardarike (Russia) 13 marks silver, one-half to the king (chief) and one-half to the shipmaster.

A shipman is considered as having deserted in case he does not return at the same time as the other shipmen, or at the time fixed by the shipmaster. Everybody is responsible for the safety of the vessel until she has been hauled on shore.

A remnant of the law of Nidaros is to be found in Chapter XIV: "If quarrel and fighting occur during the voyage, and the same are settled by the shipmaster and the crew, no one shall break the settlement. The fines imposed be paid to the chief (king)."

From the year 1400 everything collapses. The Norwegian law disappears and the Norwegian seamen become subject to Danish law. This law introduces the Hanseatic and Baltic views and conceptions.

The laws the Norwegian seamen thenceforth became subject to were, first the Gothlandic law, and from year 1561 the law of Frederick II. In the year 1561 King Christian IV attempted to give Norway her own code. In the said code are only to be found three small and very brief paragraphs relative to shipping and seamen. Only one, and that one very unimportant, is taken from the Norwegian laws of King Magnus Lagaboter (the law giver), Chapter VIII. The other two are taken from the laws of Frederick II. These three paragraphs are all that Norway had of maritime law in the year 1604. During the union with Denmark the Norwegian seamen therefore lost the legal status upon which their own Farmanna Logh (merchant shipping law) was predicated, and instead they got regulations that at bottom were Hanseatic, and gave expression to the conceptions prevailng in the Baltic and in the level countries.

It is the domestic (household) system and the

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 44-46 East St.
Branches:
VANCOUVER, B. C., 122 Alexander St., P. O. Box 1365.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 1312 Western Ave., P. O. Box 65.
PORT TOWNSEND, Wash., 114 Quincy St., P. O. Box 48.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Or., 51 Union Ave.
EUREKA, Cal., 227 First St., P. O. Box 327.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 91 Steuart St.
Branch:
SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branches:
SEATTLE, Wash., 209-210 Powell Building, P. O. Box 1335.
SAN PEDRO, Cal., P. O. Box 54.

UNITED FISHERMEN OF THE PACIFIC.

Headquarters:
ASTORIA, Ore., P. O. Box 138.
Branches:
LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.
GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

ALASKA FISHERMEN'S UNION.

Headquarters:
SAN FRANCISCO, Cal., 93 Steuart St.
Agencies:
SEATTLE, Wash., 1312 Western Ave. P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

master and servant relations transplanted to the sea and the fruit of which is the well known designation of the crew to be found in the Hanseatic legislation, namely the "ship's children."

This idea returns in our own time in the expression that "seamen must be carried in arms like children, and be treated like children."

Not until the year 1687 did Norway obtain the maritime code that has been in force down to our own time. This is the code of King Christian V, applied to use in Norway from Denmark.

The main source of Chapter IV of this code is the maritime law of Frederick II, of 1561, which in turn is drawn from the laws of Wisby, the ordinances of Lubeck, of 1542, and the sources of the latter in the recess of 1530, and the Dutch ordinances of July 19, 1551.

While the above are given as the sources of the law of Frederick II, it is not to be understood that they were introduced all at once. More likely they have, through a number of years, gradually been adopted by the Danish commerce, and the Danish law gradually modeled upon them. By the code of Frederick II that laws of the North German ports of the Baltic were made part of the statutes of Denmark and also of Norway. The main features of the law of Frederick II are cited, thus:

A shipmaster before he engaged his crew must ascertain carefully with whom the men concerned had sailed before and demand proof that they had parted with "consent and in amity." When the master had engaged his men (given them money in hand), the latter were bound to go on board and commence to work. Wages were agreed upon later. If no agreement could be reached regarding wages, the seaman was paid daily wages and might leave the vessel. If anyone was found to be careless or neglected his duty after wages had commenced, he was required to refund wages advanced and besides pay as much as he had been promised in wages. One-half was to be paid to the king, the other half to the shipmaster. If the offender could not pay he was to be punished by imprisonment for fourteen days on a diet of bread and water.

If vessel was bound for Spain or France one-half of the wages were to be paid in the port where the vessel was fitted out, the other on her return when vessel was discharged.

If a seaman had engaged himself in a capacity, the duties of which he was unable to fulfill, and this was proven by two or three men on board, he forfeited his wages and besides had to pay a fine amounting to the whole trip's wages. If he was unable to pay such fine, he was to be keelhauled three times.

In case of mate or pilot, they were required to make good any damage they might have caused. If they were unable to do so the master might take their life after having established their guilt by the testimony of three members of the crew.

If a seaman through drunkenness or disobedience was the cause of preventing the shipmaster from sailing when the wind blew fair, then another man might be hired and the guilty party was to pay back what he had received, the additional cost of the substitute, and besides pay a fine of ten marks to the king and ten marks to the city. If he were unable to pay he might be imprisoned.

If a seaman showed disobedience at sea the master might put him on shore in the first port of call.

When the vessel was in port no one had the right to sleep on shore at night. One-half of the crew might go on shore while the other remained on board. Those who were given liberty were required to return on board on time. Violation carried with it fines, of 3 marks to the king and three marks to the city. If any neglected his work while loading or discharging he was to pay his shipmates for each day's absence one-half mark.

If any one deserted after having received wages he was to be punished as a thief, provided desertion was proven.

The law of Wisby demands the testimony of two men and provides death penalty. The laws of the Baltic German ports also demand proof and fix the same punishment as for theft. So also the laws of the Netherland.

If a man through his own fault was disabled while on shore, and the voyage thereby was delayed, the master might at once discharge such man and engage a new man in his place. The master or owner had to pay the cost of the substitute. The laws of the Baltic require that this shall be paid by the seaman himself.

If anyone was injured in the service of the vessel the vessel was to take care of him. With regard to the care of sick the rules prevailing on the Atlantic coast were observed.

From the time the vessel had hauled into the stream every seaman was obliged to remain by her until the voyage was ended and the vessel rigged down as required by the master. Violation was punished by loss of wages—one-half to the king and the other half to the city.

If a shipmaster broach his cargo before arrival at the port the crew are engaged to go to, he shall, if the whole cargo is discharged in such port, increase the seamen's wages, but if he has left on board sufficient cargo that he may continue to the port of destination, the crew are bound to go with the vessel without any increase of wages. Disobedience hereof was punished by loss of wages and additional fines of 10 marks to the king and ten marks to the city.

If a shipmaster by reason of war, etc., was compelled to go into port and he was unable to leave it, the crew were to receive half pay. If the port was one of loading, the crew might be discharged upon payment of one-quarter of their wages.

To protect human life, the vessel and merchandise, it was ordained that passports be issued. Many mates and other seamen were found to have engaged themselves, and had taken food and wages, who were unable to perform their duties, and thereby caused great loss and damage. To prevent this the master was to give a certificate of character to every person on board. The master might not refuse to issue such certificate. The mayor, the city council or the magistrate, together with the master, were to see to it that no one was permitted to engage himself without such certificate of character. Whoever did not have such certificate in his possession was regarded as unworthy of employment on board ship.

When the vessel was ready for sea, no seaman could be arrested for debt. The goods and merchandise he carried with him might be attached, but his working-clothes and bed-clothing were exempt from attachment.

A mate or sailor who could prove that he could obtain employment as master of a vessel was entitled to his discharge upon procuring a substitute and refunding what wages he had received.

If the master engaged a mate or other seaman who was already engaged by another then the man was to serve the master who had first paid him money in hand, subject to proper proof. If the shipmaster engaged another shipmaster's men, knowing them to be such, he was to be fined 20 marks to the king and 20 marks to the city.

In the above statutes are expressed what for some time past has been the custom and practice in the vessels of the Baltic.

Most of the provisions of this law were transplanted into the law of King Christian V, but one change of any importance being made, with regard to engagement, inasmuch as the latter law provided that wages must be agreed upon before the service was to commence.

LARGEST LATIN-AMERICAN CITY.

According to the census taken on October 22, 1909, the population of the city of Buenos Ayres was 1,189,662, an increase since the census taken on September 18, 1904, of 238,771, or 5½ per cent. per annum.

Buenos Ayres continues to be the largest Latin-American city, the largest city south of the equator, and the fourth city in the two Americas, being only exceeded by New York, Chicago and Philadelphia.

If the city of Buenos Ayres maintains the rate of increase of the period of 1904-1909 for the next few years, it will contain 1,300,000 people on January 1, 1911, and 2,400,000 in 1924. As the increase, however, is constantly growing greater, even larger figures may be expected, though a slowly increasing factor may slightly counterbalance this—the development of the city of Bahia Blanca. Hitherto Buenos Ayres has been the only port of arrival for all the immigrants coming from Europe, who are just beginning to land at Bahia Blanca. This has been one of the main reasons why Buenos Ayres is so much larger than other Argentine cities, Rosario, the next largest, having 174,000 people, or slightly less than one-seventh of the population of the capital, and also why it is also the main distributing and manufacturing center. Every other country of settlement has at least two separate ports for the reception and distribution of immigrants, while Argentina has only had Buenos Ayres. Though the development of Bahia Blanca must of necessity be gradual for several years to come, its natural harbor and other advantages may, in twenty or thirty years, make it a most formidable rival to the capital, from which it has already wrested the right to be called the greatest wheat shipping port of South America.

Water obtained from Russian naphtha wells is to be exploited for the iodin, bromin and salt which it contains.

REGULARITY OF FISH MIGRATIONS

The regularity with which fish migrations occur is very nearly miraculous. One such migration is the occasion of an annual holiday and feast at Samoa.

On a certain day in October there appear off the island tremendous shoals of small but very delicious fish resembling whitebait. The still waters of the lagoon are alive with the tiny creatures. The shoals take about forty-eight hours to pass; then they are gone and are seen no more until the same day in the following year.

The Mediterranean tunny is almost equally regular in its movements. The Spanish fishermen know to a day when to post the lookout on the high cliffs above the Mediterranean, and the sentries are rarely on duty for more than forty-eight hours before the blue waters foam under the rush of the great silvery monsters.

Then, for two or three days, it is one tremendous killing, and by the end of that time the men have made their living for at least six months to come.

The oily pilchard, that forms the yearly prize of our Cornish fishermen, is not quite so regular in its migrations, but, like the herring, it appears about the same date, year after year. Like the herring, no one knows where it comes from.

The most valuable prize of the Danube fishing boats is the Danube herring, a fine, fat, oily fish. Twice a year a great shoal appears in the mouth of the river. The first comes in May, the other in October. They run up as far as Giurgevo, a distance of 190 miles, never farther.

Why they should enter the muddy Danube no one knows. It is not for spawning purposes. Nor can any one tell what becomes of the shoals at other times. They are believed to come right up from the Mediterranean. One thing is certain—they do not live in the Black Sea, for, except in the shallows along the coast, the Black Sea is almost devoid of fish life.

In the same way, it is not known what becomes of salmon when they take their annual holiday in salt water. They simply vanish into the ocean, and it is very seldom indeed that one is ever caught in a sea fisherman's net.

Whales travel enormous distances. In eight weeks they have been known to cover over 8,000 miles.

Eels are the most extraordinary fish. Every eel once in its life migrates to the deep ocean, and there, safe below the reach of nets or lines or any other enemies, spawns. There are two annual "runs" of eels—one in April, one in October. Eels always move at night, and, unlike other fish, always swim with the current. Men who net eels on the muddy east coast rivers know exactly when the fish will run, and say that it is always on a moonless night. —London Week Ending.

In England a general migration of rats inland from the coast occurs every October, coincident with the closing of the herring season, which provides them with food while it lasts.

As the chemical manufacture of dyes has made the indigo business unprofitable, the plant now is raised in only twelve districts of Burma and there chiefly for native use.

Domestic and Naval.

The derelict schooner Mary J. Russell, with decks awash and partially dismantled, was passed on March 13 by the British steamship Limon in latitude 28:37 north, longtitude 73:05 west.

United States Senator Perkins on April 7 introduced a bill authorizing the Secretary of the Navy to create a naval reserve by enrolling citizens who are not more than 40 years of age.

The steamboat City of Philadelphia of the Wilson line made her maiden trip from Wilmington to Philadelphia on March 30, and brought about 300 passengers and a large cargo.

Maintaining a speed of thirty-six miles an hour for four hours, the torpedo-boat destroyer Reid, Lieutenant Doddridge, established a new world's record for speed by a naval vessel off the coast of Florida on April 7.

Authority for increasing the size of drydocks at New York, Pearl Harbor and at Puget Sound to 700 feet in length was placed in the Naval Appropriation bill, while under consideration in the House of Representatives on April 8.

A bronze tablet presented by the Naples section of the Italian Naval League to the officers and enlisted men of the United States warships which tendered aid in Calabria and Sicily after the earthquake of December 28, 1908, has arrived at the Navy Department.

Secretary of the Navy Meyer, in an address at Philadelphia on April 8, declared that eight more battleships, representing an outlay of $50,000,000 would have prevented the Spanish-American War, which, he said, cost the country $507,000,000 in immediate outlay.

The four-masted schooner Mary T. Quinby has been sold by Washburn Brothers of Thomaston, Me., to Crowell & Thurlow of Boston. The vessel is 184 feet 4 inches long, 40 feet 3 inches beam and 18 feet 8 inches deep and registers 1172 tons gross and 1047 tons net.

Captain Small, formerly of the schooner Nantasket, is now on his way to Bermuda to take command of the schooner Lewis H. Goward, from Philadelphia for Guanica, Porto Rico, which put into Bermuda in distress, after Captain Harry Haines had been swept overboard and lost.

The German tank steamship August Korff, which has traded for years from Philadelphia and which was recently purchased by the German-American Oil Company, has had her name changed to Sirius. The name August Korff has been given to the British tank steamship Lackawanna.

The Bureau of Navigation reports that 113 sail and steam vessels, of 78,257 gross tons, were built in the United States during March, 1910. The largest steel steam vessel included in these figures is the J. P. Morgan, Jr., of 7521 gross tons, built at Lorain, Ohio, for the Pittsburg Steamship Company.

A general order issued from the Navy Department awards medals of honor and a gratuity of $100 to R. E. Bonney, chief water tender, and E. A. Clary, water tender, for extraordinary valor on the occasion of the boiler accident to the torpedo-boat destroyer Hopkins off the California coast on February 14.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Anderson, J. G.
Baardson, E. M.
Bakke, Ed.
Back, Marius
Berentsen, Alex.
Berglund, O.
Bird, Chr. (package)
Brokke, H. (pkg.)
Carlson, Carl
Christensen, Vizo
Christiansen, N.
Christensen, O.
Clauson, Carl
Clausen, Jorg.
Clausen, Henry
Curran, Nick
Dean, James
Dickson, Thos.
Egers, John
Ellison, Charles
Engstrom, R.
Erikson, J. E.
Franzell, A.
Erikson, Alex.
Fredriksen, Frithjof
Fredriksen, Birger O.
Geisler, Otto
Gehler, F.
Gordon, John
Goumas, C. (Reg.)
Gustav, John
Halberg, Oscar
Hakonsen, Ingar
Hansen, Hans Chr. (package)
Hauzen, Arthur
Haakonsen, H.
Hansen, Ernst
Hansen, Hans -1746
Hansen, P. B.
Heltwood
Hederstrom, T.
Heikola, M.
Henriksen, H. -1773
Hjort, J.
Hoglund, Hans
Ingebretsen, Alfred
Jamison, James
Jacklin, Chas.
Jhonsen, Jacob
Jensen, S. G.
Johanson, J. H. -2023
Johanson, Fritz
Johnson, Chas. H.
Johanson, Herman
Jordfald, Th.
Johanson, Aug. L.
Kahlstrom, Chas.
Kalnow, A.
Kelly, W. E.
Knutsen, And.
Knudsen, Chas.
Krurts, Karl
Krogstad, H. E.
Kristoffersen, Emil
Kylander, Fred
Larson, Carl
Laatz, L.
Larson, Lars
Lambert, Ed.
Lindegaard, J.
Lundgren, Chas. J. -599
Maibohm, Hans
Mansen, S.
Manonen, Eric
Mikeleit, E.
Morris, M.
Moore, J. M.
Morrisay, Jas.
Muller, Adrian
Nelson, Fred
Nielson, Vilhelm
Nielson, Jorgen
Nillsen, Martin
Nillsen, P. L.
Nichols, W.
Nielsen, Karl Johan
Noshis, P.
Olsen, Gabriel, -1087
Olsen, Johan, -1046
Olsen, Hans P.
Olssen, Just.
Olsson, B., -597
Olsen, Sven
Olson, Gust. T.
Olsson, Julius
Olsson, E. W.
Olson, Sam
Olsen, Ragvald
Omholt, L. T.
Orth, H.
Osterberg, Gust.
Osterholm, J. W.
Owens, J. H.
Paulson, P. -1293
Pettersen, Petter
Pedersen, P. -985
Person, Johan -875
Petersen, C. -1370
Petersen, C. -776
Peterson, O. T.
Petterson, Meyer
Pendville, N.
Pedersen, Olaf
Rau, C.
Rasmussen, Vizo
Rasmussen, Akbon
Reynolds, Thos.
Robertson, M.
Ruckle, E.
Ryberg, O.
Salvinen, F.
Schutte, R.
Scanlan, H.
Seberg, C.
Skubber, H.
Smith, Johan
Spierling, G.
Sprague, Geo.
Starford, H.
Svensson, G. A.
Syvertsen, Ole
Syuertsen, F. T.
Taddiken, Anton
Tellefsen, Peder
Ticksman, C.
Tompson, Andrew
Tohnasen, Anton
Udley, Harold
Vaald, Johan
Wanz, Hakon
Watson, Kennith
Wilson, P. S.
Zima, W.
Zagan, T.
Yerna, Amil

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INFORMATION WANTED.

Arthur Taplett, age 18, last heard from at Wilmington, N. C., in April, 1908, is inquired for by relatives. Please forward any information concerning him to Mrs. Eleanor M. Herman, R. F. D. No. 4, Box 310, Tacoma, Wash.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

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INFORMATION WANTED.

Peter Nielsen, from Aarhus, Denmark, is inquired for by Christ Hansen, 230 W. Thirty-second street, Los Angeles, Cal.

Erwin Bausback, born at Weilheim, Germany, is inquired for by the German Consul, San Francisco. Royal Insurance Building, 201 Sansome street.

Fritz V. Jacobson is inquired for by his brother, Job Jacobson. He was last heard of in Seattle. Address Lake Seamen's Union, 70 Isabella street, Ogdensburg, New York.

William Beckman, a native of Bochum, Westfalia, Germany, is inquired for by his mother, who is at present in Los Angeles, Cal., at 317 Crocker street.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

John Johnson, a native of Norway, born September 15, 1858, at Blegeleidet Bamle; last heard from in 1904 living at 230 Third street, San Francisco. Any one able to give any information kindly communicate with his nephew, M. Olsen, 165 Third street, San Francisco, Cal.

The five sailors who left the schooner A. J. West at Honolulu, on March 30, 1908, are requested to communicate with the Secretary of the Sailors' Union of the Pacific. The libel against the A. J. West has been adversely decided by the Federal Court at Honolulu.

World's Workers.

It is understood at Newcastle, Australia, that the coal barons, with the object of trying to burst up the unions, are anxious to have the right to re-engage the miners individually, but Mr. Charlton, the miners' representative, and Judge Scholes are opposed to it.

Sir Christopher Furness' plan of operating the shipyard of Furness, Whithy & Co. at West Hartlepool, England, on co-operative lines has collapsed with a trial of one year. Employes who accepted copartnership provisionally voted against its continuance on April 3.

There are now forty-two wages boards in Queensland, with a promise of more. The Clothing Trade Board, which was one of the first boards constituted, has been sitting regularly for the past eighteen months or so, and there is no sign of its members issuing an award just yet awhile.

A strike of naval reserves at Marseilles because of the employment on French liners of Arabs and others who are not French subjects, is causing serious inconvenience and financial loss. A score of ships bound for Mediterranean ports, Africa and the East are unable to sail.

It has been officially announced that Japanese laborers are to be brought to Tahiti to supply the demand for field hands. An arrangement for the importation of from 200 to 300 Japanese has been perfected, and, should the experiment prove successful, it is likely that many more will follow.

The Government of West Australia has appointed Dr. Cumpston, of the Central Board of Health, as a Royal Commissioner to report on the facts as to the degree of prevalence among miners of pulmonary diseases, the nature of the diseases, and the extent to which they are consequent on mining work.

The officers of the German Government are doing what they can to avert the threatened strike in the building trades. Herr Delbrueck, Secretary of the Interior, on April 6 invited the leaders of the workingmen to meet in conference with the officials of the Master Builders' Union and try to compromise their differences.

The United Laborers' Union of South Australia has warned men and lads against taking work at Renmark, as there is trouble among the fruit-pickers there. The secretary of the union states that a number of men have gone on strike with a demand for the payment of 7s. per day for eight hours' work, the rate which is now generally paid to pickers.

The Wages Board in Melbourne, Australia, to which the dispute in the timber stacking trade was referred, has fixed the following award: Casual hands landing timber at a ship's side, laying timber on wharves, and picking up or loading on vehicles, 1s. 3d. per hour; stacking in storage yards, 1s. 1d.; time and a half for overtime, double time on Saturday night, and for certain holidays.

At the great Labor Conference recently held at Newport (England), a report was presented by the Executive Committee in which it was stated that if the Osborne judgment, which declared the use of trade-union funds for political purposes to be illegal, remained good in law, trade-unionists would suffer a greater setback than that given by the Taff-Vale judgment.

Labor News.

The Baltimore and Ohio Southwestern Railroad, it was announced on April 9, has granted its switchmen an advance of three cents an hour. The men have accepted.

Rear-Admiral Hugo Osterhaus, the new Commandant of the Mare Island (Cal.) Navy Yard, has decided to discharge a number of shipkeepers as a means of reducing expenses.

The Delaware, Lackawanna and Western Railroad Company on April 13 announced a six per cent increase of wages to all employes on the system, numbering about 6500.

A tentative agreement granting the "Closed Shop" was reached at Chicago on April 14 between the coal miners and operators of Illinois present at the sessions of the joint scale committee.

The Philadelphia street-car strike was settled on April 14 on a compromise basis. Since the beginning of the strike twenty-eight persons have been killed by trolley cars, caused by inexperienced motormen.

The Hawaiian Government has washed its hands of the 800 Russian immigrants brought from Manchuria by the Territorial Board of Immigration and has turned them loose to hustle for themselves.

It is said that substantial increases in wages by the Steel Trust will soon be announced, to become effective May 1. The proposed increase will apply to a large majority of the corporation's 225,000 employes, and will increase the payrolls by about $9,000,000 annually.

Notices have been posted by the New York, New Haven and Hartford Railroad in the repair shops at New Haven, Conn., reducing the number of hours of work per week from forty-eight to forty, all work in the shops on Saturdays being discontinued.

The Harbor Boatmen's Union, comprising firemen, cooks, oilers, deckhands and floatmen of the marine departments of four railroads entering New York City, went on strike on April 2 for an increase of wages from $70 to $75 a month and a day off each week.

The Great Northern and Northern Pacific Railways have announced an increase of 3 cents an hour in the wages of switchmen, in accordance with the findings of the arbitration committee in Chicago. The increase is half of what the switchmen struck for last December.

Steps to reopen the coal mines in the Northern Colorado fields were taken on April 8, when armed men were sent to protect properties at Louisville and Lafayette, and at the same time the operators spread 5000 circulars appealing to their former employes to return.

The conductors and brakemen employed by the Pacific Lumber Company at Eureka, Cal., are on strike. Heretofore the trainmen have been paid by the hour, but are compelled to be at the company's call all day and at any time of the night. They demand to be paid by the day.

The Philadelphia Rapid Transit Company on April 7 asked permission of the city to float a new loan of $2,000,000. President Kruger of the Transit Company said: "The extraordinary expenses recently incurred have reduced the reserve capital on which the company was counting to make improvements."

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Andersen, Fred
Andersen, Karl E.
Anderson, -1630
Adamsen, W. O.
Aguilar, Santos
Ahern, D.
Allen, G.
Amunsen, Daniel
Andersen, Sam.
Andersen, Martin
Andersen, -1305
Baardsen, T.
Backtrom, Wm.
Back, M.
Bastion, W.
Bausback, -1511
Bauwens, H.
Behnke, Heinrich
Bendixen, Nik.
Bensen, Sigurd
Berge, Johan S.
Bergman, Johan
Berk, A. J. L.
Blackstad, Chas. E.
Blank, Geo.
Blesath, Max
Carlson, Martin
Carlsson, Harry
Carlsson, Alfred
Carlson, Chas.
Carlson, -876
Carlstrom, A.
Casson, J.
Ceelan, John
Dahlstrom, Herman
Danielsen, John
Danielsen, Sigurd
Danielsson, -464
Davidsen, Jacob
De Santis, E.
De Young, A. R.
Edwards, J. H.
Egenes, Nels
Eggers, Johan
Ekendahl, H.
Ekland, John
Ellingsen, -594
Fagen, John
Farnen, Wm.
Faulkner, John E.
Ferwedow, R.
Fischer, Torsten
Fjellman, Jonas
Gad, S. V.
Gallovich, Geo.
Garnier, G.
German, R. B.
Gottberg, Hendrik
Gram, Eric
Gregg, E. J.
Haak, C. H. R.
Hagberg, Gust.
Hahlweg, Fritz
Hallbeck, J. O.
Halvorsen, Anton
Halvorsen, Hartvik
Hansen, Mike
Hansen, O. R.
Halvorsen, Wm.
Hansen, Hans E.
Hansen, -968
Hansen, Karl
Hansen, -1826
Hansen, Julius O.
Hansen, Hans M.
Haug, Hans H.
Helmros, Gust.
Illig, Gustav
Ingemand, Chris.
Isaacson, Isaac
Jouanne, -2019
Jakobsen, Jakob
Jakobsen, Joakim
Jansson, E. N.
Jarosch, A.
Jensen, -2014
Jensen, Jens
Jensen, Jens K.
Jensen, -1791
Jensen, -1987
Jensen, Oscar
Jensen, Hans
Jensen, Peter
Kaasik, August
Kane, G.
Kaold, John
Irwin, Robert
Kerleau, A.
Kavall, John
Kelly, W. E.
Kielman, Joe
Laason, -1370
Lafmonee, Phillip De Angelo von
Lahr, Otto
Langben, Carl
Larsen, J. O.
Landal, Chas.
Larsen, Peder G.
Larsen, Kristen
Larson, Alek
Larsen, Alfred
Larsen, 1008
Larsen, -1290
Larson, -1508
Lawberg, Albert
Lee, Ole
Macrae, Alex.
Madsen, -952
Madsen, G. F.
Magnussen, Carl G.
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Bregler, Fred
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Brelin, Adolf
Brox, Henrik
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San Francisco, Cal.

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Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

Alfonso, J. G.
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INFORMATION WANTED.

Wilhelm Pemoeller, a ship's carpenter, who was discharged from the German sailing vessel Nordsee on February 14, 1908, and Johs. Herm. Ditz, a machinist, who left the German steamship Arabia in September of last year, are inquired for by the German Consulate at Portland, Oregon.

Any one knowing whereabouts of Harry Fields and Martin Smith, kindly report to F. Ascher, 1817 Chapin street, Alameda, Cal.

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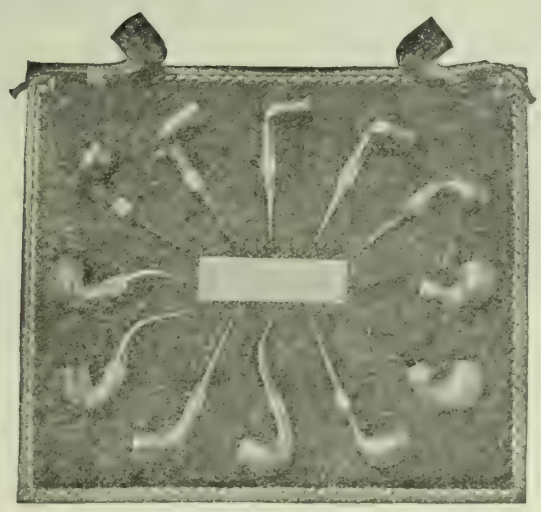
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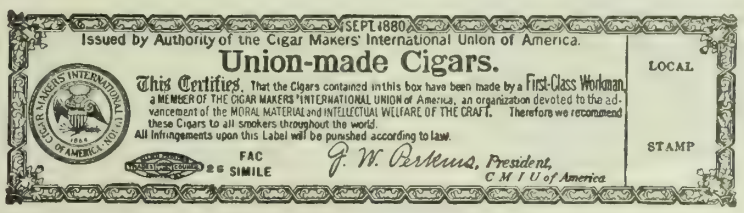
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INFORMATION WANTED.
John A. Jacobsen, member of the Pacific Coast Union, is inquired for by his brother, Nels Jacobsen, 133 Clinton street, Milwaukee, Wis.

Any member of the crew of the barkentine Arago when John McLaughlin, donkey man, was injured while loading at Caspar, Cal., last October, please report to Attorney F. R. Wall, Merchants' Exchange Building, San Francisco. By doing so they will very much assist McLaughlin in obtaining his rights.

News from Abroad.

The Austrian battleship Zrinyi, of 14,500 tons, was launched at Trieste on April 12.

King Alfonso of Spain on April 14 signed a decree dissolving Parliament. The new Parliament will be elected in May and will assemble June 15.

At least 120,000 Socialists and Radicals took part on April 10 in the most impressive demonstration ever held in Berlin in favor of suffrage reform in Prussia.

Concessions have been granted by Turkey for an American railway from Sivas to Diarbekir, Bitlis and Van, a distance of 1500 miles. The line will open up an important region.

The turbine battleship Verginaud was launched at Bordeaux on April 12. The Verginaud is the last of the series of six 18,000-ton battleships which were laid down in 1907.

The British House of Commons on April 14 passed the second reading of Premier Asquith's House of Lords' veto resolution by a vote of 351 to 246.

The French pilot boat Hirondelle was wrecked off Cape Frehel, in the English Channel, on April 12. Ten persons were drowned. After striking the vessel turned turtle.

It is announced that the Pope has struck from the list of candidates for the Cardinalate all Americans, including the Archbishops of New York, St. Paul, Chicago and New Orleans.

Luis Escande, Mexican Consul at Toulouse, France, is in Mexico to secure a tract suitable for a French colony of 1200 families. He will visit several States, going first to Jalisco.

The transandean railway tunnel was formally opened on April 5 with the passage of a train bearing the Chilean and Argentine commissioners and other representatives of both countries.

Unprecedented numbers of Britons are departing for Canada. The sailings for the first three months of 1910 are likely to exceed the combined sailings of the corresponding periods in the previous two years.

The four-masted British ship Kate Thomas, while in tow off Land's End on April 4, was run down and sunk by an unknown steamer. The master and mates, with their wives and fifteen of the crew, were drowned.

Fourteen battalions of Turkish troops have been ordered to North Albania, where a revolt has broken out. The trouble is attributed to resentment against the new taxes imposed, and is causing the Government much anxiety.

The March statement of the British Board of Trade shows increases of $30,534,500 in imports and $12,434,000 in exports. The principal increases in imports were in foodstuffs and raw materials and in exports in manufactured goods.

That 12,000 persons are starving in Armenia and will die unless outside help reaches them before the next harvest season, two months hence, is the statement made in a cablegram received at New York by the American Relief Association.

Sir Charles Rivers Wilson, former president of the Grand Trunk Railway, announced on April 14 that in less than two years a train ferry would be running between Dover and Calais and that similar service would be established between Folkestone and Boulogne, as well as other ports on the main lines of travel between England and the Continent.

With the Wits.

Brothers in Bad Luck.—Tramp—Say, mister, I haven't had a bite all day.

Dejected Angler — Same here. Where did you fish?—Exchange.

The clubmen foxy are, you know,
To dodge complaint
They have a ladies' day to show
How bad they ain't.
—Atlanta Constitution.

Does Not Get Older.—She—Do you think women, as a rule, are fickle-minded?

He—Not necessarily. I have noticed that when a woman reaches a certain age she sticks to it.—Philadelphia Inquirer.

Allowances for Youth.—"Of course, I admit your son is extravagant. But you must make allowances; he's young."

"That's all right! But the more allowances I make the quicker he blows 'em."—Judge.

Oh, Bliss!—Patience — Peggy is very happy.

Patrice—She's engaged, isn't she?

Patience—Yes, and the man she's engaged to is cross-eyed, and he's looking at her all the time, and no one can tell it but herself.—Yonkers Statesman.

Great Expectations. — Father— So you want to marry my daughter? What are your expectations?

Suitor—We expect to elope if you refuse your consent to our marriage, and we expect forgiveness when we get back. Then we expect you to make an allowance.—Exchange.

Making Hay While the Sun Shines. —Lover (anxious for a chance to propose)—Look here, little man, if you'll see that no one comes into this room for half an hour I'll give you a dollar.

Little Brother—Gee! Three dollars! Easy money!

Lover—How's that?

Little Brother—Why, one from you, one from sister, and one from mother. —Judge.

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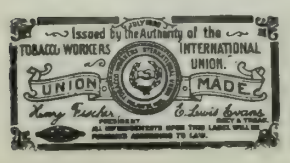
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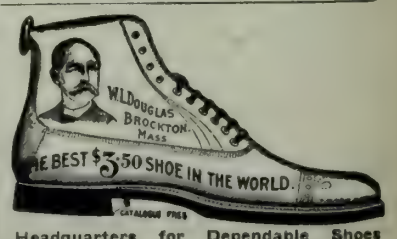
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VOL. XXIII, No. 32. SAN FRANCISCO, WEDNESDAY, APRIL 27, 1910. Whole No. 2066.

HEARINGS ON SEAMEN'S BILL.

THE SEAMEN'S BILL, introduced in the present Congress by Representative Spight and Senator La Follette, was considered by the House Committee on Merchant Marine and Fisheries on February 24. From the printed report of the hearings we reproduce the following statement by Andrew Furuseth:

Mr. Spight: Will you please state your name and your residence and in what capacity you appear here?

The Chairman: And please make your remarks to the bill.

Mr. Furuseth: My name is Andrew Furuseth; I am president of the International Seamen's Union of America. My residence is San Francisco, Cal.

Mr. Chairman, the purpose of this bill in the main is to so change the conditions that the American boy will be likely to seek the sea to a larger degree than he does now, and the American man to remain there with some hope ultimately of being able to live a life somewhat similar to what workmen on shore do. In short, the bill provides substantially for three things; the abolition of imprisonment for violating a contract to labor, now being imposed upon the seaman while in a foreign port in the foreign trade, and imposed upon the foreign seamen here in the ports of the United States under treaties with foreign nations.

The Chairman: Do you provide in this bill for modification of that part?

Mr. Furuseth: So much of the treaties as provides for the arrest, imprisonment, and delivering back to his master of such seaman as shall have deserted from his vessel.

The Chairman: Excuse me if I ask you another question. What do you propose?

Mr. Furuseth: The same that is now applied in the home trade or in the coastwise trade and with near-by foreign countries here in the United States—that is, loss of such clothing as the man leaves on board and such wages or emoluments as shall then be due him.

Mr. Alexander: That is the law in the coastwise trade?

Mr. Furuseth: Yes; that is the law in the coastwise trade and in the trade with near-by foreign countries, and has been the law since the 1st of December, 1898. When it was enacted 4½ per cent of the men signed either did not turn up or else deserted after they had joined the vessel. At the present time less than one and one-half of 1 per cent fail to turn up.

The second proposition in this bill is to regulate the hours of labor at sea and in harbor, in so far as that can be done. In that we are following the footsteps of the maritime nations of Europe.

The third main feature of it is to provide a standard of individual efficiency in the men employed and a specific number of men, based upon the tonnage of the vessel.

The reasons for these two particular features are needed from the fact that there has been a total change of the shipowner's relation to the vessel. In olden times he had great risks. He might lose his whole fortune through the loss of the vessel. He was responsible to the shipper and he was responsible to some extent to the crew. To-day the insurance wipes away his risk that used to be called "acts of God." His risk arising from disturbances in ports where the vessel happens to be is paid for to-day by such nations or communities, and the perfect policing of the seas has wiped away the danger from pirates, so that the main point to the shipowner to-day is in real fact to obtain the cheapest possible crew that he can.

The nations of Europe have realized that, and have placed in their laws provisions which seek to compel the shipowner to continue customs which grew up at the time when he had the responsibility and which have been recognized as being salutary. They have further recognized that the shipowner's risk or hazard is not sufficient to bring him to look out for efficiency of the crew, or sufficient rest for the crew, by adopting laws on that subject. Here in the United States it has been recognized by the adoption of inspection laws and the appointment of inspectors to see that the shipowner keeps his vessel in good shape; and then the law went further and provided that inspectors should have specific standards to go by in their judgment—a minimum below which they could not come—except in dealing with the crew, where an absolute discretion was given to the inspectors; a very unfortunate provision of law, since it was not coupled with a definite standard of individual efficiency or a specific number of men to be employed. There is one man who will appear before you this morning who will lay before you specific instances of the reduction of crews since the adoption of the amendment by the last Congress to section 4463 of the Revised Statutes. A gentleman is here from the Lakes who will lay before you instances to show you a system of manning vessels as a matter of fact under which the shipowners themselves admit, in speaking between themselves and not for publication, that they are hiring men utterly inefficient, in fact men who have never been to sea before, and placing them in positions sufficiently important to have the life of every man on board the vessel in their keeping.

Now, that old law provided for a mutual responsibility, or a common hazard. To show that, I shall quote just a few words from the law of Wisby, the old maritime code of Europe, which is seven hundred years old. It says that "if the merchant obliges the master to insure the ship, the merchant shall be obliged to insure the master's life against the hazard of the sea," showing that they recognized absolutely the common risk, the common hazard. All the laws were based upon it, and justly based upon it as long as it remained a common hazard. It has ceased to be a hazard so far as the shipowner is concerned, and it is a hazard now only as to the man who works upon the sea. In order to accomplish these purposes we have submitted to the committee this bill, 11193. It seeks to amend section 4416 of the Revised Statutes by inserting therein a provision that the crew shall be divided into two watches, which shall be kept on deck alternately for the ordinary working and management of the vessel, and then goes on to say that this shall not limit in any way the obedience of the men to orders when there shall be any necessity for it. Gentlemen, this is the law of France adopted April 17, 1907. It is the German law enacted in 1902. It is the Norwegian law, coming into operation in 1905. This amendment to this section further provides that there shall be no unnecessary labor on a Sunday or a legal holiday. That is the law of these nations, also. It regulates the hours in port; also the law of those nations, and taken out of the same statutes.

We seek to amend section 4429. The law now provides that a man shall receive one-third of the money due him upon his discharge from the vessel. The purpose of that is that he shall not be sent ashore penniless; and it provides that the men shall be paid in the coastwise trade within forty-eight hours and in the foreign trade within four days. Then it provides a penalty, that if this is not done the wages shall continue, which shall be one day's pay for every day that the man waits. We find now, gentlemen, that one day's pay of a seaman will not buy board and lodging for a day in the ordinary seaport, and therefore we ask that it be amended so as to make it two days instead of one day.

We seek to amend section 4530 by striking out the proviso, which says, "unless the contrary is expressly stipulated in the shipping articles."

We ask that the proviso be stricken out and that there be inserted in its place the following: "And all stipulations to the contrary shall be held as void."

The reason that we urge this upon you is that it is used to drive men out of the vessels. If a man has been working on board of a vessel for three or four or five months, or for two months, as the case might be, he comes to a seaport and he wants to go ashore and he asks the master to give him some money. He has worked for it and it is his—ought to be, anyway. The master says, "No, you can not have any. You can go to a tailor, or you can not have it in any shape." The usual result of that denial is that the man deserts, and that is just exactly what the master wants. He wants to keep what money the man has due him, and he wants to save what money the man would earn while the vessel is lying in harbor. We therefore ask that this section be so amended that the seaman shall not be compelled to sign away that right under the law.

Then we ask to have amended the regulations as to forecastle. The forecastle of American vessels built prior to 1894, steam or sail, is under no regulations at all. Steamers built after 1894 must provide the seamen with a space 6 by 6 by 2, high enough to stand up in by an ordinary man, long enough to lie down in by an ordinary man, and broad enough—if his shoulders are not too wide.

Mr. Hardy: Right there, what is the space given in English and Norwegian vessels?

Mr. Furuseth: Germany provides 120 cubic feet. Our provision is 72 cubic feet. France provides 120 cubic feet. England provides 120 cubic feet. Norway provides 120 cubic feet. In addition to that space, France, Germany and Norway provide extra space in a larger vessel for men who are sick, and aside from that they provide for wash rooms in the larger vessel, bathrooms, too, usually. As a matter of fact, yesterday when I informed a gentleman over on the other side of the Capitol about what the German law said and I showed it to him, he said: "My God, it is almost human."

Mr. Hardy: I thought the claim was that we had so much more extensive provisions. How about that? Well, I do not want to interrupt you.

The Chairman: Did you say "Almost ruined us?"

Mr. Furuseth: No; he said "It is almost hu-

man." Now, what we ask in this bill is 100 cubic feet per man, 16 feet on the floor, 16 square feet on the floor.

The Chairman: That is, for a newly constructed vessel?

Mr. Furuseth: No; we ask it for all vessels.

The Chairman: You ask it for all vessels?

Mr. Furuseth: We believe that the United States Government would save considerable money even if the United States Government was to undertake the reconstruction of so many vessels as were necessarily to be reconstructed, because the United States Government has undertaken to look after the sick; and the amount of sickness added on account of the kind of forecastles we have is awful; and the Surgeon-General has recommended that forecastles be enlarged. By the way, in the United States Navy the smallest space in any of the vessels is in the Monterey, 90 cubic feet per man, and the doctors on board say that they can not keep the people healthy because of it.

Mr. Alexander: That is on one ship?

Mr. Furuseth: That is on one ship. That is the least. The usual thing is 148 or 160 feet.

Mr. Alexander: That is on battleships and cruisers?

Mr. Furuseth: That is on cruisers and battleships. This 72 cubic feet, gentlemen, by the way, is taken from the old line of battleship. I believe that the hammock hooks used to be hung 14 inches apart, and that will make 6 by 6 by 2. On page 6 of this bill we have section 4596. That is the section which now provides for the imprisonment of the seaman who leaves the vessel in a foreign port in the foreign trade. It authorizes, at the discretion of the court, the man to be put in jail for thirty days. There were 60 men put in jail in Sydney about three years ago from the Sonoma. When the vessel is lying in the harbor she is perfectly safe, as safe as she possibly can be. More times than not she has got no crew, anyway; and there is no excuse for continuing those old slave laws at the present time. It may be of interest to some gentleman to find that the law which provides for the imprisonment of a seaman and for the right to arrest him and take him back on board of the vessel against his will dates from 1790, and that the fugitive-slave law was modeled upon the fugitive-sailor law, and was enacted by Congress in 1793. The fugitive-slave law was repealed by the thirteenth amendment to the Constitution, but those in charge of the recasting of the statutes forgot to repeal the law so far as the seaman was concerned.

On page 8 of the bill, section 7, it is proposed to amend section 4600 of the Revised Statutes, which provides that a consul shall reclaim deserters. The only alteration in that section is that we seek to strike out the words "reclaim deserters."

Mr. Hardy: Where is that in your bill?

Mr. Furuseth: It should be in line 2. We strike out two words of the law. The reading of the statute now is that it shall be the duty of all consular officers to reclaim deserters. We leave out the words "reclaim deserters," and that is the only alteration we make.

We come now to section 4611, on page 9, of the bill. It prohibits corporeal punishment, and provides that if corporeal punishment is used the master of the vessel—that is the statute now—shall turn the officer who has been guilty of that over to the proper authorities when he goes ashore, and if he fails to turn him over to the authorities he, the master, shall be liable in damages to the man that he illegally punishes.

Mr. Hardy: What change do you propose?

Mr. Furuseth: We propose to make the vessel liable as well as the master, because as vessels grow larger the masters grow poorer, and they have not the money to pay any damages.

Mr. Hardy: Does section 4611 contain that provision, that the master be liable?

Mr. Furuseth: Yes.

Mr. Hardy: The master of the vessel?

Mr. Furuseth: Yes. Now, the next provision is to amend the law of 1898 so as to prohibit absolutely the giving of any advance or any allotment or the issuing of any allotment or advance note for wages.

The Chairman: Where is that?

Mr. Furuseth: It is section 24, page 10, subsection 10; that is section 24 of this bill, to amend section 10 of the Act of 1898, to have it amended so as to read:

"That it shall be, and is hereby, made unlawful in any case to pay any seaman wages in advance of the time when he has actually earned the same, or to pay such advance wages, or to issue any note for the payment of the same, to any other person"—and so forth.

It is proposed to make that all applicable to foreign vessels as well as to American vessels. The representative of the seamen from the Atlantic coast, Mr. Frazier, will show to you of what importance this matter is; that since it was abolished in the coastwise trade, and so forth, it has tended to the improvement of the condition of everybody, and so forth. I will not take the time to go further into it.

On page 13 of the bill we amend section 4536—seek to have it amended—so that the provisions in that section shall apply to fishermen in deep-sea vessels—that is, deep-sea fishermen—as well as to seamen. The section prohibits the seaman's wages from being garnisheed or attached, and it ought to apply to the fisherman just as well as it does to the seaman.

Mr. Alexander: You say it applies to whom?

Mr. Furuseth: It applies to the seaman, now. It ought to apply to the fisherman in deep-sea vessels as well. With reference to the allotment, however, I would like permission to submit an affidavit and also a letter from J. Havelock Wilson.

The Chairman: What is the form of that affidavit? What is the idea of the affidavit?

Mr. Furuseth: The idea of the affidavit is to state how allotment now, particularly in foreign vessels, is being used to rob the men.

The Chairman: In foreign vessels? Do you mean foreign vessels coming to our ports?

Mr. Furuseth: In foreign vessels coming to the United States and also in American vessels going in the foreign trade from the United States.

The Chairman: I thought I understood you that the laws of these other countries were more favorable to the seaman than ours?

Mr. Furuseth: Well, but the laws of other countries do not apply in the port of New York.

The Chairman: But when they leave the foreign port?

Mr. Furuseth: In foreign countries they are permitted to give advances. I never said that they were not. They are permitted to give a month's advance under English law. Under the law of 1898 we prevented them from giving more than one month's allotment here in American ports. Now, the allotment to the original creditor is being misused; it is turned into an advance, and that is shown conclusively by this affidavit and also by these negatives taken of an allotment note, and showing the time when it was paid, and I would like permission to have it inserted in the record.

The Chairman: Do I understand that is simply an individual case, or is it a common practice?

Mr. Furuseth: It is a common practice. I have a letter here which is sent to me by J. Havelock Wilson, who, up to the late election, was a member of Parliament and had been for eighteen years a member of the British Board of Trade, and he has been down in New York for some time investigating this situation for himself, and he did not want to leave his work in New York to go back to run for Parliament. Here is a letter from him showing that a sailor who owed Shanghai Brown for two days' board and lodging had to give to Shanghai Brown a note for £4 5s., and when he tried to get his money he was clubbed, and a policeman assisted in clubbing him; and whether they succeeded in getting the policeman off of the force I do not know. I am simply giving that to you as an illustration of the way that the law permitting an allotment to the original creditor is abused. It should be abolished. It has no excuse for its existence, none at all, so far as we are able to find out. Incidentally, dealing with the shipping out of New York, I have got a statement here from the man who ships most of the men out of New York, that is the Reverend Doctor Mansfield, saying that the wages of New York are the London standard, that is in the foreign-going vessel.

Mr. Alexander: The London standard?

Mr. Furuseth: The London standard. If I wanted to take up the time I could quote his exact words. I have that statement here.

Mr. Alexander: It could go in the record.

Mr. Furuseth: Now, when you come to the question of manning, the number of men to be employed, the British Government in 1894 appointed a commission on the manning of vessels. The commission sat for nearly two years. It heard 60 witnesses nominated by the shipowners and it heard 83 witnesses nominated by the shipmasters, the engineers, the seamen and firemen, and 37 witnesses nominated by the Board of Trade, making a total of 176 witnesses, and its report is here in this document. If the committee desires that document for any purposes of its own I am willing that it should be filed here with the committee. In it they recommend that there shall be a standard of efficiency; there shall be by law a standard of individual efficiency of the individual seaman, and then they go on and specify the number of men that shall be used as a minimum on board a vessel.

Mr. Alexander: Was that enacted into law?

Mr. Furuseth: With reference to the standard of efficiency in the individual men, it was. With reference to the number, the power was given to the Board of Trade. The Board of Trade has exercised that function in steamers, but so far not in sailing vessels. But they have the power and are likely to do it at any time. For instance, the power was given to the Board of Trade to prevent vessels that were undermanned from going to sea.

Mr. Goulden: What is the condition of the men on the sailing vessels as compared with the condition of the men on steam vessels, under this law?

Mr. Furuseth: About the same class of men employed.

Mr. Goulden: And the treatment of the men is about the same?

Mr. Furuseth: About the same; it makes very little difference.

The Chairman: If such a law was put into effect here, are there American seamen enough to comply with the law?

Mr. Furuseth: American seamen?

The Chairman: Yes.

Mr. Furuseth: It depends on what you mean by "American seamen." If you mean citizen seamen——

The Chairman: Yes.

Mr. Furuseth (continuing): Native-born men who have become seamen—I say without hesitation you could not possibly find enough of them, because the American ceased going to sea forty years ago. He tried the best he knew how to get some improvement. In 1872 he got an additional load put upon his back. He tried it in 1884 and failed. Now the American has quit the sea, and the number of foreigners who come here and are naturalized is comparatively small, and to put any qualification into the law that there should be a nationality at once would be a very bad proposition. It would be equivalent to an embargo. But to provide for a specific standard of efficiency and, in addition to that, a knowledge of the language spoken aboard the vessel is practicable; that could and should be inserted in the law, because you would still have the world to draw from, as you have now, and while you are drawing from the world to fill existing calls this bill provides that the vessel shall be compelled to carry one or more American boys, according to the tonnage of the vessel. At the present time they will not carry a boy if he wants to go to sea.

Mr. McKinlay: Does any other of the maritime nations require the sailor to speak the language of the vessel?

Mr. Furuseth: Surely. England does.

Mr. McKinlay. What is the specific provision of the English law, if you remember?

Mr. Furuseth: That no one shall be signed in a vessel out of the United Kingdom or in the home trade—which includes all the ports of Great Britain and also the ports of the Continent between Elbe and Brest—no one shall be signed on board a vessel as an able seaman unless he has been three years at sea on deck, and one of those years must have been in a sailing vessel; and in addition to that he must understand sufficient English to obey all the orders given on board of a vessel, unless he be a subject of the Empire. That last was put in in order to permit them to carry a lascar crew.

Mr. McKinlay: Is that for the home trade?

Mr. Furuseth: No; the entire trade of England; under the British flag, altogether.

Mr. McKinlay: How about the other nations; take Norway and Sweden, for instance?

Mr. Furuseth: The other nations of Europe do not use foreigners to any extent.

Mr. McKinlay: Great Britain is the only nation that has this clause that you would like to have inserted?

Mr. Furuseth: England is the only nation that has got it. The other nations usually provide that a certain proportion of the men on board the vessel shall be subjects of the particular country.

Mr. McKinlay: Have you any idea what proportion of Chinese and Japanese are used on the British vessels in the Orient?

Mr. Furuseth: Altogether, on British vessels, there are used to-day about 70,000 Orientals. It has increased in the last twenty years from 7,000 to 70,000.

Mr. McKinlay: On British vessels?

Mr. Furuseth: On British vessels; and it is one of the great worries, one of the great troubles, of men who think seriously upon that matter in England. For instance, the Navy League have issued statements and publications——

Mr. McKinlay: Is it claimed that these Orientals, employed in the British ships in the Oriental trade, understand English?

Mr. Furuseth: No, they do not; some of them do not. I said, unless they are subjects of the Empire. Now, mind, that was inserted by the people who were having a particular thought of India. It was inserted in addition to that by those who had a particular thought of getting as cheap men as they possibly could—the shipowners. But it keeps out everybody else who is not a subject of the Empire, and we are getting the result of that, because we are getting a large number of Spaniards over here who have been refused employment in Great Britain.

Mr. McKinlay: Supposing we should adopt that provision, as suggested, in this law; what effect would that have on our South American trade, where a great many South American Spanish people are employed?

Mr. Furuseth: None, except beneficial.

Mr. McKinlay: Many of them speak the Spanish language, do they not?

Mr. Furuseth: Quite a number of them are employed. That you will be told of later by Mr. Frazier, as to the number, and so forth, of Spaniards. Some of them can speak English and some of them can not. Now, if they can not speak English, Congressman, what use are these men on board a vessel; they can not obey orders. The Court of Appeals in California, in the Ninth Judicial District, decided in the Rio de Janeiro case that a vessel was undermanned if the crew could not speak the language and were not capable of obeying the orders of the officers.

Mr. McKinlay: I know that decision very well. Here is what I wanted to get at: What effect would that have on the Pacific Mail service, which employs Chinese and Japanese altogether?

Mr. Furuseth: They would have to quit employing them altogether. They ought to have been compelled to do that long ago.

Mr. McKinlay: So that this would compel the Pacific Mail people to discharge their Chinese crews and take on Caucasian crews?

Mr. Furuseth: Yes.

Mr. McKinlay: What proportion of Chinese, if any, have been and are being used in that line

(Continued on Page 7.)

FUTURE OF PACIFIC COAST CITIES.

The oft-heard remark that San Francisco is losing its relative place among Pacific Coast cities and that Seattle will soon surpass it in business and population is a fanciful theory which is not based on any of the underlying causes of Pacific Coast development.

At the present moment, indeed, Seattle is falling behind Portland in growth of bank clearings. While the bank deposits in Portland increased more than $2,000,000 in the last two and one-half months, the deposits in the Seattle banks decreased more than $3,000,000, as shown by the official statements of the institutions in the two cities of conditions at the close of business January 31.

Comparing Portland's total deposits with those shown by the banks at the last previous call, November 16, 1909, the increase is $2,030,863.29. The deposits of twenty-three banks in Portland on the last named date aggregated $60,350,152.92, and on January 31 the deposits of the then total of twenty-four banks aggregated $62,381,016.21.

In Seattle there are twenty-seven banks and these banks on November 1 reported deposits totaling $76,758,175.18, while on January 31 the deposits aggregated $72,865,990.35, showing a falling off of $3,892,184.83. Whereas Seattle led Portland in deposits by about $17,000,000 two and one-half months ago the lead is now reduced to about $10,000,000.

The growth of Seattle has been, indeed, very wonderful, and must still go on; but other Pacific Coast cities, like San Francisco, Los Angeles and Vancouver, are also growing apace. The country is almost incredibly rich in resources and possibilities and the increase of Asiatic trade, stimulated by the Panama Canal, will send it forward with fresh impetus. That splendid region will support several great cities, but the progress of one does not mean the decline of another, any more than the growth of New York City has blighted the prosperity of Boston, Philadelphia or Baltimore.—Indianapolis Star.

HOUSE OF COMMONS.

The outstanding feature of the new House of Commons is the large preponderance of members representing the squirearchy and the territorial interest. In the general election of 1906 the squires went down like ninepins before the inrush of democratic ideas. Many old feudal strongholds in the home counties elected in that year Liberal members for the first time in their history. In the great struggle of last month feudalism, exercising those arts of pressure, persuasion and coercion of which it has had an age-long experience, made a desperate effort to recover its supremacy. How successful that effort has been is shown by an analysis of the composition of the new House of Commons. No fewer than 128 members are classified as landowners, peers' sons or county gentlemen. To the same class belong the bulk of the forty-four army officers who have been elected members of the new Parliament, for most of the army officers are younger sons of territorial magnates. We have thus 172 members who are closely connected with the landed interest, or more than one-fourth of the total membership of the House of Commons.

Next to the landed interest comes the great legal interest. There are 107 barristers in the House, most of them actively following their profession, and there are thirty-four solicitors, some retired, but many of them still in practice. Employers of labor and manufacturers number ninety-six; merchants, fifty; bank, insurance, railway and company directors, thirty-three. The employers include eight colliery proprietors, seven shipowners and a number of cotton spinners, iron and steel masters, with manufacturers of lace, worsted, paint, paper, cocoa, soap, chemicals, boots and shoes. A classification of the newly-elected members of Parliament according to profession is appended:

Landowners, peers' sons and county gentlemen	128
Barristers	107
Employers and manufacturers	96
Shipowners and shipbuilders	7
Merchants	50
Solicitors	34
Bankers, railway and insurance directors	33
University professors and lecturers	4
Army officers	44
Navy officers	3
Medical men	7
Labor members	40
Brewers and distillers	12
Surveyors, architects and auctioneers	10
Newspaper proprietors	11
Printers and publishers	4
Authors	5
Journalists	23
Schoolmasters and teachers	5
Accountants	3
Ex-diplomats and civil servants	8
Farmers	11
Butchers and cattle dealers	3
Nonconformist ministers	2
Commercial travelers	2
Pilot	1
Tea planter	1
Wine grower	1
Independent gentlemen	15

Irish Nationalists are strongly represented in the group of farmers and in that of journalists. The forty labor members include miners, engineers, cotton operatives, carpenters, molders, railway servants and printers. So much for the classification of M. P.'s according to trades.—London Chronicle.

WRECK DISCOVERER.

Ernest H. W. Crossley, of Melbourne, has invented a device concerning navigation, which he describes:

It is claimed that the invention will indicate the location of a wrecked vessel, the date when it met with disaster, the depth at which the wreck lies, and also the course that the vessel was taking and the port that it was making for when it met with disaster. The apparatus, which is in the form of a buoy, is released automatically from the bridge deck when the vessel meets with disaster, and a wire attachment holds it over the spot where the vessel disappears. The apparatus would prove useful, the inventor claims, should a vessel become helpless in midocean through an accident to her machinery, as specially floating "messengers" could be set adrift in prevailing currents. Plans and specifications of the invention have been filed in the Government Patent Office and a patent applied for.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Unions, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 85 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter. Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques v puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

World's Workers.

Bricklayers and masons at Port Pirie on the Broken Hill, Australia, Proprietary works have come out in sympathy with the action of the executive of their unions in Adelaide.

The Newcastle (Australia) Wharf Laborers and Coal Trimmers' Union has under consideration the question of co-operative stevedoring, and the proposition is endorsed by several shipping companies.

A lockout in the building trades of Germany began on April 15. Between 150,000 and 200,000 workers already are affected. The lockout is due to the rejection of the employers' wage scale.

A strike of carpenters took place at the Junction mine, Broken Hill, Australia, recently, but the combined unions decided that the men were in the wrong and they have since returned to work.

The annual report of the New South Wales Amalgamated Railway and Tramway Association records that during the year the wages of the employes were increased by £100,000 through wages boards' awards.

State Labor member Barber recently declared that in their struggle for the emancipation of the worker the unions had created the Labor party, and for over twenty years they had been the backbone of the party.

The members of the tramway and store clerks' unions at Marseilles, France, struck on April 12 in sympathy with the Naval Reservists. No tramways are being operated, and the employes of many business houses and factories are out.

At the Sydney (Australia) Industrial Court recently, the manager of Cormack's coopery at Darling Harbor was fined £4, with costs, for refusing permission to the Wages Board to enter his premises. This is the first case of its kind in the State.

Owing to short time in British cotton spinning mills, the Operatives' Association is debating the possibility of discontinuing unemployed payments to members owing to the depletion of the trade-union funds on account of the prevailing poverty.

About two hundred "free" laborers, who were engaged working coal on various wharves in Sydney, Australia, during, and for some tme since, the strike of the Coal Lumpers' Union, were paid off recently in consequence of the union men resuming work.

The question of the legality of the £100 fines imposed on members of the Northern Miners' Delegate Board has been raised, and the New South Wales Full Court granted a rule nisi calling upon the Crown to show cause why a writ of habeas corpus should not be issued for the release from jail of Robert Young.

The Seamen's Compensation Act, which came into operation in March, provides for compensation for seamen engaged on Australian registered vessels wherever trading, and in certain cases British and foreign ships engaged in the coasting trade, who are killed or injured at their occupation. There is no obligation upon the seaman to prove negligence as a condition precedent to success. He loses his right to compensation by nothing but his own "serious and wilful misconduct." He will not lose it even if the injury received results in death or serious and permanent disablement.

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INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

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John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INFORMATION WANTED.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England.

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Abrahamson, A.	Kristiansen, E.
Anderson, Charlie	Larsen, L. P.
Anderson, John	Lano, Emil
Andersen, Martin	Lewis, J.
Anderson, Gust.	Lane, Edward
Andersen, Sigurd	Larsen, J. -1025
Anderson, Tom	Lankewitz, E.
Andersson, A. -1447	Leith, Chas.
Anderson, Gust	Louis, Michael
Andersen, Harry	Larsen, Chris. T.
Andersen, P. T.	Larsen, Christian
(package)	Larsen, Marinius
Anderssen, Frank	Larsen, K. Louis
Anderson, J. E.	Lindroth, Erik
Arplund, August	Ludlow, J. J.
Boye, Axel H.	Lange, Friedrich
Boylan, C. J.	Lehtonen, John
Bjork, Axel	Lueman, A.
Bensen, Ray	Lundquist, F.
Bedford, A.	Maroth, Richard
Brogard, R.	Mulley, James
Blusath, Max	Mygind, W. F.
Broden, Julius	Mardisan, Andrew
Bertilsen, Peder	Mookala, John
Blumquist, C.	Mueller, Hugo
Bordjelm, Alex.	Michelsson, A. -1105
Bolander, J. E.	Mannstrom, V.
Brose, R.	Moe, John M.
Bjorseth, Knut	Neisson, Karl J.
Backman, Ernest	Nelson, John C.
Christophersen, A.	Nystrom, Ragnar
Christiansen, E.	Nordgren, Chas.
Berntsen, Julius	Nelson, C. -663
Campbell, Geo.	Nelsen, Eddie
Carlson, Markus	Nyberg, Erick
Christenson, H.	Nestor, Wilson
Celley, Edward	Noberelt, Gustav
Carlssen, C.	Nilsen, J. -780
Christiansen, Chr.	Olausen, Kristian
Castro, Manuel	Olsen, Hagbart
Christiansen, Hjal.	Olsen, Adolf
Colombay, Louis	Orten, Sigurd
Carlsson, N.	Ohm, Gunwall
Cainan, George	Ott, John
Clausen, Johannes	Olssen, L.
Conrad, Fritz	Olsen, G. A.
Dudler, Hans	Ohlsen, Ch.
Dorles, J. H.	Olson, Karl
Donaldsen, G. C.	Olson, Wm.
Dahlman, J. A.	Ohman, P. W.
Daugul, G.	Pierson, A. -1102
Edlund, Agaton	Pestoff, Savaty
Englebright, H.	Pedersen, Gert C.
Ellingsen, F.	Petersen, H. -1061
Edland, Gus	Peterson, K. E. -903
Englund, Hjalmar	Pettersen, Peder. O.
Erdman, Bob.	Peratis, John
Emanuelsen, Gust.	Peterson, Chas.
Falk, J. P.	Pihpic, C.
Foss, Louis	Pihpic, J.
Fryland, C. J.	Pedersen, A. -1341
Fisher, J. -566	Petersen, Oscar
(photo)	Quinn, Wm.
Fredricksen, H. G.	Rasmussen, F. -341
Gerner, Hans	Rokow, Stefan
Gronroos, E.	Randle, David
Gutman, E.	Reuter, Ernest
Gunther, Christian	Reuten, Axel.
Gunther, Hans	Rudland, Jake
Glausen, Harry	Rueter, Herman
Gorgesen, Emil	Remme, F.
Garner, Louie	Rodriguez, M.
Hansen, Thron	Rytko, Otto
Hedlund, Arvid	Rajala, Victor
Hansen, Markus	Sorensen, C. -1607
Heckman, Fred	Scholl, Karl
Hansen, Carl	Solie, Ingvald
Heggum, Louis	Saarinen, H.
Halvorsen, I.	Strand, Olav
Hanze, Albert	Steen, Hilmar
Hoglund, F. V.	Schultz, Albert
Hansen, Charlie	Sundquist, W. W.
Hassall, G.	Swanson, Chas.
Hansen, L. -794	Scott, E. G. -2041
Hansen, Hans	Samuelsen, V.
Husby, Lars	Schlitt, James
Hansen, Rasmus	Staelsten, Karl
Harris, Tom	Smith, John
Hansen, Theodor	Southerland, A.
Heggenmuller, H.	Silverberg, Harry
Harmening, Fr.	Steen, J. C.
Ingbrethsen, Daniel	Spearing, Gustav
Iversen, Fred	Stein, John
Isaccson, Gustav	Smith, J. S.
Jensen, J. -1801	Sander, A. J.
Johnson, Charles	Sandy, Oskar
Jacobsen, Tom	Tobiasen, Anton
Johansson, J. -1821	Thompson, W. J.
Jansson, F. -1234	Tufte, A. Paulsen
Johansen, J. -1462	Thompson, T.
Jeshke, H.	Tuominen, Alfred
Jensen, Wilhelm	Touanne, Walter
Johnsen, Charlie	Thomas, Paul
Jensen, Hans	Wiemer, Paul
Jeffersen, V.	Warkkula, John
Jobsen, Ch.	Wahrenberg, Otto
Jensen, -1311	Warren, Louis
Jorgensen, Emil	Werner, A.
Jones, Harry	Westad, Johan
Johansson, Bob E.	Zuhne, W. (registered letter)
Kalberg, Wm.	Zimmerman, Fritz
Knutsen, K. -138	

INFORMATION WANTED.

John Ernest Meyna (Meiner), supposed to be sailing on the Pacific Coast, last heard of 9 years ago, is inquired for by relatives. Address, Coast Seamen's Journal.

Pacific Coast Marine.

The Portuguese cruiser S. Gabriel arrived at San Francisco on April 21. She is the first vessel of the Portguese navy to visit that port.

T. A. Johnsens was recorded at the San Francisco Custom-house on April 21 as master of the schooner Sarah, vice T. B. Bo. The steamer Arctic, J. Swanson master, was enrolled.

A wireless dispatch from the steamship Princess May states that the steamship Bertha of the Alaska Coast Company's fleet was disabled in Knox Bay, Johnson Strait, on April 22, her steering gear having broken.

The steamer F. A. Kilburn left Eureka for San Francisco on April 21. She struck a sunken log in the Bay on the previous day and it was thought best not to send her to sea until her wheel was examined.

A majority of 11,700 out of 13,000 votes was cast at Los Angeles on April 19 in favor of bonding the city for $6,500,000 to improve the harbor and develop 120,000 horse-power along the Owens River aqueduct.

Having steamed several hundred miles steered by jury rig, the Metson liner Lurline, was towed into San Francisco from the lightship on April 20. Except being behind time, the steamer was in no way inconvenienced by the mishap.

The following changes of masters were recorded at the San Francisco Custom-house on April 20: Schooner Gaslight, C. A. M. Linder, vice A. G. Olsen; steamer W. D. Nutz, William H. Walker, vice Earl Schumakoff. The bark Olympic, T. H. Evans master, was enrolled.

The following changes of masters were recorded at the San Francisco Custom-house on April 18: Schooner Verbena, T. B. Bo vice Eugene Lynch; steamer Emma, Clarence Wales vice William Metcalf; steamer Noyo, C. A. B. Johansson vice Charles Linden.

The fur-sealing season in the Indian Ocean, where six schooners, mostly owned at Victoria, B. C., were sent this year, was a failure. The six schooners took but 3411 skins. The Alice Gertrude reports from Halifax with but 398, just enough to pay expenses. She visited the Marion and Crozet groups.

The halibut fleet of Tacoma and Seattle, comprising about forty schooners, will begin arriving this week from the halibut fisheries of Southern Alaska, where they have been since November making their headquarters at Petersburg. Their aggregate catch amounting to hundreds of tons will approximate $500,000 in value.

The following changes of masters were recorded at the San Francisco Custom-house on April 22: Schooner Florence Caduc, Christian Larsen vice A. M. Hill; steamer Aurora, W. J. Atthowe vice C. F. Christensen. The steamer Monterey, Charles Andersen master, was registered.

The Lighthouse bill agreed to by the House Interstate Commerce Committee carries appropriations for the Pacific Coast as follows: Light stations, Anacapa Island, California, $100,000, and Anay Point, California, $10,000; lights for inside passage, Alaska, $30,000; improvements on coal shed, Humboldt Bay, California, $5000.

Charles W. Sanders was recorded at the San Francisco Custom-house on April 16 as master of the steamer Hyades, vice James W. Russell. Herbert Law's yacht Aquilo was enrolled, with H. H. Williams master, and the ship McLaurin with Ed Nelson as master. The steamer Queen with H. C. Thomas as master was registered.

Japanese sealers reaching Vancouver on April 19 report that motorboats are being used for seal hunting this year by some of the forty vessels sent from Japan to Behring Sea. International sealing regulations provide that only sail craft may be used for pelagic sealing, but Japan is not a party to the treaty and maintains that the regulations do not apply.

The new steamer Protesilaus of the Blue Funnel line, on her return to Victoria from Tacoma on April 18 was fined $10,000 for bringing more Chinese than permitted under the Customs laws, which permit one new arrival only for every fifty tons of registered tonnage. The Protesilaus brought 190 Chinese, over fifty more than the Customs laws permit.

A suit in admiralty was filed in the United States District Court at San Francisco on April 21 by Alexander D. Shaw & Co. against the German steamer Augustus to recover $980, the amount of damage alleged to have been done through poor stowage to a consignment of goods. The Augustus arrived at San Francisco on April 4 from Antwerp.

The Alaska Steamship Company, at Tacoma on April 20, won a damage suit brought against it by M. R. Partridge for $2000 for alleged carelessness in leaving unguarded a dark hatchway on the steamship Olympia, into which Partridge fell last January. Partridge dropped twenty feet and sprained his ankle. The Superior Court directed the jury to bring in a verdict for the company.

The following changes of masters were recorded at the San Francisco Custom-house on April 13: Steamer Santa Rita, Thomas Boyd, vice A. B. Conner; steamer Crolona, S. B. Randall, vice R. W. R. J. Dabel; schooner Young America, George Richter, vice Hans Hansen; steamer F. S. Loop, E. G. Ahlstrom, vice H. O. Levinson.

Suit was brought in the United States District Court at San Francisco on April 13 by the Standard Oil Company against the Norwegian steamship Hornelen to recover $7750 because the Hornelen backed into and sank one of the plaintiff's loaded oil barges in San Pedro harbor April 9. It is claimed that the barge was sunk in twenty-three feet of water "and is still there."

As a climax to trouble which has been brewing for some time among the Japanese cannery hands being shipped to the northern stations by the Alaska Packers' Association, Tsuneckichi Nakawo was shot and killed by So Hirota on board the ship Star of Iceland at San Francisco on April 14. The murdered man was accused of stealing the advance money of the Japs.

Captain John Birmingham, Supervising Inspector of Steam Vessels, has received the decision of Local Inspectors Edwards and Fuller of Portland, suspending the license of Captain Fred Miller of the steamer George W. Fenwick for thirty days for ramming the steamer Coaster December 31. It is alleged that Miller failed to blow passing whistles when he overtook the Coaster.

The output of Puget Sound salmon fisheries for the year ending March 31, 1910, was valued at $13,534,010.10, according to the annual report of State Fish Commissioner Riseland, issued at Bellingham on April 12. Capital employed aggregated $4,800,000, and 13,000 persons were employed in the industry and earned $4,000,000. The State fish hatcheries turned out 72,000,000 salmon fry.

The following changes of masters were recorded at the San Francisco Custom-house on April 15: Steamer Olympic, James P. Hansen, vice Jorgensen Hansen; schooner Emily Lundt, Daniel Archer, vice A. C. Schash; steamer City of Panama, C. E. Stewart, vice E. P. Vitt. The schooner Dauntless, O. A. Jansen, master, and the schooner Sequoia, P. Hartman, master, were enrolled.

The Napa Valley owned by the Monticello Steamship Company is easily the fastest steamer on San Francisco Bay, having a speed of over twenty miles an hour. She is 240 feet long, 40 feet beam and 16 feet depth of hold, with a capacity for carrying 1800 passengers. The steamer cost her owners $310,000, no expense being spared in making her thoroughly reliable and comfortable.

Abrogation of the coastwise navigation laws between San Francisco and Hawaii is not probable at this session of Congress, although the bill was reported favorably in the House. The opponents of the measure say the only effect of it would be to give the Islands one additional steamer a month, that of the Japanese line. The American lines have been wiring protests and the bill will, in all probability, be allowed to die.

The following changes of masters were recorded at the San Francisco Custom-house on April 19: Steamer Riverside, L. J. Schage vice John Dahlgren; schooner Cecilia Maria, William Dowen vice George M. Hedges; steamer George W. Fenwick, Martin Swanson vice Victor Johnson; steamer Coaster, J. F. Higgins vice A. R. Paulsen; steamer Temple E. Dorr, Arthur Ravens vice Valdemar Iverson; steamer Brunswick, Charles Linder vice George Hammar. The schooner Defiance, John A. Scletzke master, was enrolled.

The schooner Dora Bluhm returned to San Francisco on April 12 from a salvage expedition to the wreck of the Pacific Mail steamer Indiana at Port Tosca, which the promoters admitted was not as successful as they had expected. Those interested in the expedition were Captain Pillsbury, Captain Johnson and the master of the schooner. The Dora Bluhm left San Francisco on January 15 and was six weeks in the vicinity of the wreck. The salvors found the steamer badly buckled, and it was necessary to use considerable dynamite to get into the hold. Two divers were sent down and with their assistance about 200 tons of miscellaneous stuff was redeemed from the battered holds. The schooner was 25 days sailing home, having encountered a long series of calms.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

Affiliated with
AMERICAN FEDERATION OF LABOR.

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(Continued on Page 10.)

Coast Seamen's Journal

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PAUL SCHARRENBERG.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, APRIL 27, 1910.

PROGRESS ON SEAMEN'S BILL.

Latest reports from Washington, D. C., indicate a fair probability of action on the Seamen's bill by the present Congress. Hearings have been given on the bill by the House Committee on Merchant Marine and Fisheries, at which Comrades Furuseth, Olander, Frazier and Flynn presented the arguments in favor of the measure. The statement of Comrade Furuseth is published in the present issue of the Journal.

The bill is now in the hands of a sub-committee, with instructions to report to the full committee within a certain date. In all likelihood the bill will be favorably reported in the House of Representatives within a week or two. As reported by the Committee, the bill may not contain all the features embodied in the original measure, but the more pressing features, such as individual efficiency, language test, abolition of allotment to "original creditor" in the foreign trade, and abolition of imprisonment for desertion in a foreign port, will probably survive the process of compromise and be recommended for passage. Given favorable action by the House of Representatives, the course of the Seamen's bill in the Senate will be comparatively clear. Altogether, it now seems reasonable to hope that we may be able to record another step forward with the end of the present Congress on March 4, 1911.

Certainly the time is ripe for action. Since the passage of the White Act, in 1898, the organized seamen have constantly sought the further improvement of the maritime law. The Maguire and White Acts, of 1895 and 1898, respectively, although of the highest importance, were in the nature of repeal measures; they abolished conditions which had kept the seamen in a state of enforced servitude to the ship and the crimp. During the succeeding twelve years the seamen have been engaged in the effort to secure constructive legislation which shall advance the seafaring craft to a position of equality with those classes of land workers upon which devolve responsibility for life and property. Meanwhile the happenings and circumstances in the maritime world have continued to justify, and indeed demand the passage of legislation to insure not only the rights of the seamen but also the safety of ships and the lives of travelers. During these twelve years the danger signals have been flying in full view. Danger has frequently culminated in disaster, and yet nothing has been done. When we consider the time, money and labor involved in securing the passage of legislation which on its very face is absolutely indispensable to the safety of human life, it would seem that our lawmakers are bound in a trance similar to that of the person who, while fully conscious of the preparations for his burial, is powerless to give any sign of life.

It is gratifying to note the indications that Congress is still alive and able to move in the direction of its duty to the seamen and the country at large. It is to be hoped there will be no relapse.

PRESS ON DR. MOORE.

The dismissal of the case against Dr. Dunlop Moore, of the Marine Hospital at San Francisco, charged with brutality to a dying patient, has aroused the indignation of the public as a serious miscarriage of justice. The following expressions of two contemporaries show the trend of public thought:

Marine Hospital Inquiry.

Expert testimony is so constantly full of surprises that a plain people has at length ceased to be overcome with wonder at its vagrant fancies. So we learn, or at least are informed by the medical testimony in the case of Dr. Dunlop Moore, of the United States Marine Hospital, that slapping a dying man on the face is an acceptable form of pathological treatment. Doubtless the Commissioner was justified by such testimony in dismissing the charge of battery against the defendant. It was not his province to set up his judgment against the array of learned testimony—chiefly given by proxy—that supported this strange and apparently inhuman method. As the patient subsequently died, it can not be said that the treatment had valuable results, but as an operation it was manifestly successful.

It may be some reward if the case and its revelations shall result in more humane methods of treatment for friendless sailors who have the misfortune to require the services of the Marine Hospital.—San Francisco Call.

"Slaps" or "Pats"?

United States Commissioner Heacock has refused to hold Dr. Dunlop Moore, passed assistant surgeon of the United States Marine Hospital Service stationed in this city, to answer on a charge of battery for having struck Mateo Brezzini, a sailor, a short time before Brezzini's death. Moore testified that he did not "slap" the sailor, only "patted" him. But some of the witnesses who saw the "pats" administered, were confused on this point. The "pats" had much the appearance to some, at least, of "slaps." But "slaps" or "pats," the unhappy Brezzini failed to recover under the treatment. He is dead.

Perhaps it would be well for the gentlemen in charge of the Marine Hospital in future, to dispense with even "pats" as "stern medical necessities." They have been tried and proved failures. In Brezzini's case they failed to cure.—The Star, San Francisco.

It is probable that the result of the investigation in Moore's case, unsatisfactory though it be, will operate as a deterrent upon the officials of the Hospital should they be tempted hereafter to apply the method of "patting" or "slapping" a troublesome patient. At any rate, we hope so. However this may be, the case against the Hospital management in general is by no means closed. Nothing short of a complete reform in the conduct of that institution will suffice for the needs of the situation. And this will be had if there be power anywhere to compel respect for equity and humanity in the treatment of the sick and unfortunate.

SOCIALISM IN PRACTICE.

The Socialist may be a roaring lion upon occasion, but he is also a sucking dove when the circumstances warrant a change of policy—or rather of demeanor—as, for instance, when he is elected to office and thus vested with responsibility. Witness the following planks from the programme of the Social Democrats now in control of the city of Milwaukee:

Home rule for the city.
Initiative and Referendum.
Municipal ownership.
Three-cent carfare.
Eight-hour day.
Cheaper gas, ice, coal and wood.
Corporations to pay their full share of taxes.
Widows to have free water for washing.
Cheap bread.

Nothing very alarming about these proposals. Evidently no citizen of Milwaukee need fear that he will be forced to "divide up" with his neighbors—not yet awhile. Many of these proposals are already in force in other cities; most of them have been accepted as part of the general programme of reform; none of them need cause the slightest alarm in any quarter. In fact the Social Democrats of Milwaukee are conservative and modest, not to say retiring, in pronounced degree. Probably they owe their election to their conservatism rather than to their Socialism. However that may be, the wellwishers of municipal government throughout the country will hope for the success of the Milwaukee administration. Mayor Seidel and his colleagues are not the first to discover that even the best-intentioned reformer must recognize certain limitations when confronted with the responsibility of "making good." If the Social Democratic government of Milwaukee shall make an honest and intelligent effort to do that which is right and practical it will earn and receive the applause of all reasonable men, though it will probably receive the condemnation of all Socialists who still enjoy the untrammeled freedom of the stump.

In accord with the opinion held by trade-unionists and legions of others—always, of course, excepting the Employers' Federation—Mr. P. J. O'Regan, the well-known Wellington solicitor, sums the position up as well as most people. He says: "The truth is that the attempt to regulate wages by law is a crass failure, and that the State is powerless to enforce the legislation by which this attempt has been made. People may be slow to admit this fact, but the fact is there for anyone to see who will see it. The cancellation of their registration by the unions will in effect repeal the Arbitration Act as effectively as if it were repealed by Parliament itself."—Weekly Herald, Wellington, N. Z.

The foregoing is another "straw in the wind," indicating the trend of opinion in the "country without strikes." As Mr. O'Regan says, people may be slow to admit the fact that the attempt to regulate wages by law is a "crass failure," but the slower the surer. The people of New Zealand are now trying to decipher a puzzle picture. They are slow about it, naturally; but when they do perceive the outlines of the design they will never be able to take their eyes off it.

The demand for the union label is as much a duty of unionism as any other obligation of that institution. Do your duty!

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Demand the blue label of the Cigarmakers when purchasing cigars.

HEARINGS ON SEAMEN'S BILL.

(Continued from Page 2.)

of Hill's? There is only one vessel there now.

Mr. Furuseth: Everybody.

Mr. McKinlay: They are all Chinese on that Hill line, are they?

Mr. Furuseth: Yes, sir; everybody.

Mr. McKinlay: So that this would strike at the Hill line and the Pacific Mail particularly?

Mr. Furuseth: Yes.

Mr. McKinlay: Those two trans-Pacific lines?

Mr. Furuseth: Yes.

Mr. Hardy: What flag does that Hill line fly?

Mr. Furuseth: The American flag.

Mr. Hardy: There is no requirement of that kind under the American laws?

Mr. Furuseth: No; the American shipowner, if he is not under the Subsidy Act of 1891, can take men from any race or any country, with or without previous experience, with or without knowledge of the language of the officers. There are no regulations on that subject at all.

Mr. Hardy: Are they as free to do that as the English merchant marine?

Mr. Furuseth: They are freer to do it than the English merchant marine, by a long ways.

Mr. Hardy: As to the wages that they pay on those vessels, are they governed by the ports abroad; when they get their crews abroad, do they have to pay American wages?

Mr. Furuseth: There is no such thing as American wages. There is wages of the port: San Francisco wages, Portland wages, Boston wages, Puget Sound wages, and so on.

Mr. Hardy: What I want to get at is, do the American and the foreign vessel have to pay the same wages wherever they get their crews, in this, that, and the other port?

Mr. Furuseth: Yes; the same rule holds good, that the wages depend on the port and the trade in which the vessel is engaged, and not at all upon the flag.

Mr. Hardy: And a foreign flag has no advantage over ours in that matter of wages?

Mr. Furuseth: Absolutely none.

Mr. Hardy: Then what does all this cry mean about we having to pay so much wages? I want to undertsand that.

Mr. Furuseth: Well, I think it is lack of information.

Mr. Spight: There is a difference in the wages of officers.

Mr. Duff: What about the wages on the American line steamers?

Mr. Furuseth: The American line steamers?

Mr. Duff: Yes; you lead the committee to the suggestion that the American flag does not carry any higher wages.

Mr. Furuseth: I said where the Subsidy law of 1891 does not apply.

Mr. McKinlay: You see, there.

Mr. Furuseth: One moment; in order that that answer may be more complete I will say the wages paid the sailors on the American lines are $25 a month and the wages paid on the Cunard line are $22.50 a month.

Mr. Duff: How about a German ship?

Mr. Furuseth: The German ship is as much below the English ship as the English ship is below ours; but if the American vessel sails to Germany she pays German wages; if she sails to Belgium she pays Belgian wages; if she sails to Hongkong she pays Hongkong wages under the law as it now stands.

Mr. Hardy: What I wanted to get at is that unless these vessels are under this subsidy there is nothing compelling the American ships to pay any higher wages?

Mr. Furuseth: Absolutely nothing. They are freer to pick up their men than any other ships, and they are less hampered than the ships of any of the other great nations.

Mr. Hardy: Except that they are hampered to the extent of providing 72 feet of space where the others give 120 feet?

Mr. Alexander: That is a different proposition.

Mr. Furuseth: That enters into the proposition because it takes away cargo space in the United States. If we could make the provision 120 cubic feet, it would take away so much of the deck space. The deck space is used as cargo space, and so it would take away so much of the capacity for carrving deck cargo.

Mr. Hardy: Then as to cheapness, the American shipowner has the advantage over the foreign shipowner?

Mr. Furuseth: Absolutely.

Mr. McKinlay: I would like to suggest that there are no American ships outside of those receiving subsidy.

Mr. Hardy: Oh, under the law——

Mr. Furuseth: There are quite a number.

Mr. Hardy: That is, under the American flag there are not?

Mr. Furuseth: Yes.

Mr. McKinlay: Where are they?

Mr. Furuseth: Sailing from Boston, New York, and Philadelphia down to South America, the American Hawaiian line, etc.

Mr. McKinlay: Under the American flag?

Mr. Furuseth: Under the American flag; sailing from the Pacific coast to China, Australia, and South America under the American flag. The United States, by the way, in the matter of tonnage has got the fourth merchant marine in the world.

Mr. McKinlay: Could you give us a list of those vessels?

Mr. Furuseth: The Commissioner of Navigation has a list of all vessels under the American flag, ready to give to anybody.

Mr. Duff: Outside of the Red D line and the New York and Cuba Steamship line, what lines are there going to South America?

Mr. Furuseth: There are all the sailing vessels.

Mr. Duff: Oh, that is rather misleading.

Mr. Furuseth: Well, are they not American vessels?

Mr. Duff: We were, I thought, dealing with steam vessels.

Mr. Goulden: You spoke of 70,000 Chinese and Japanese who serve in the merchant marine of Great Britain.

Mr. Furuseth: That is my information, mostly East Indians or lascars.

Mr. Goulden: Are they shipped as able-bodied seamen or are they shipped simply in the capacity of coal passers, and for all grades of work?

Mr. Furuseth: For all grades of work.

Mr. Goulden: They are not shipped as able-bodied seamen?

Mr. Furuseth: Some of them are shipped as able-bodied seamen.

Mr. Goulden: Would the English law permit them to be so shipped?

Mr. Furuseth: Yes; if they had three years at sea, on deck, one year of which in a sailing vessel.

Mr. Hardy: Do not our laws here make a man who has been three years at sea entitled to American citizenship and to all the benefits of American citizenship?

Mr. Furuseth: Yes; so far as sailing is concerned.

Mr. Simmons: You said on our vessels the rate of wages paid to the men was regulated by the country where the vessel entered?

Mr. Furuseth: Yes.

Mr. Simmons: Does that mean——

Mr. Furuseth: Regulated by the port.

Mr. Simmons (continuing): That our vessels employ the men of that other nation?

Mr. Furuseth: Why, certainly.

Mr. Simmons: And not our own people?

Mr. Furuseth: No.

Mr. Simmons: They employ the men of that nation?

Mr. Furuseth: They employ the ones they can get the cheapest, Congressman.

Mr. Simmons: That is, if going to Germany they would pay German wages, and if going to England they would pay English wages?

Mr. Furuseth: Yes; I will read the statute under which they do it.

Mr. McKinlay: They have German and English crews?

Mr. Furuseth: Anybody that they can find in the seaport.

Mr. McKinlay: They ship their crews on the other side?

Mr. Furuseth: They ship their crews on the other side.

Mr. McKinlay: I will not interrupt you any more; but you take these Japanese lines that are running now from Japan and China and Australia and running into the ports on the Pacific coast and picking up that trade there; about what is the rate of wages paid to the Japanese sailors on these lines?

Mr. Furuseth: About $18 Mexican.

Mr. McKinlay: That is about $7 or $8?

Mr. Furuseth: That is about $9 in American money.

Mr. McKinlay: No; it is less than $9.

Mr. Furuseth: I do not know what a Mexican dollar is worth.

Mr. Hayes: About 50 cents now.

Mr. Furuseth: The only thing I have to add to that, Congressman, is this, that the Japanese pay more money to the sailors and firemen that they employ than the Pacific Mail pays, because the wages of Japan are higher than the wages out of Hongkong.

Mr. McKinlay: How much difference would there be there?

Mr. Furuseth: About two Mexican dollars a month.

Mr. McKinlay: About $1 in American money.

Mr. Furuseth: Yes. This law reads as follows:

"83. Shipment in foreign ports before consuls.—Every master of a vessel in the foreign trade may engage any seaman at any port out of the United States, in the manner provided by law, to serve for one or more round trips from and to the port of departure, or for a definite time, whatever the destination; and the master of a vessel clearing from a port of the United States with one or more seamen engaged in a foreign port as herein provided shall not be required to reship in a port of the United States the seamen so engaged." (R. S., 4518, June 26, 1884, sec. 20; Mar. 3, 1897, sec. 3.)

Mr. Hardy: What I want to get perfectly clear is that unless he is enjoying a subsidy the owner of a ship flying the American flag has the same liberty to employ all nationalities that the owner of a British ship has.

Mr. Furuseth: He has that, and more.

Mr. Hardy: That is what I wanted to get at.

Mr. McKinlay: How more?

Mr. Furuseth: In this, that there is no qualification as to the men to be employed, no qualification as to the skill or the knowledge of the language.

Mr. Hardy: There is no standard of individual efficiency?

Mr. Furuseth: No, sir. The latest regulation

(Continued on page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Apr. 25, 1910.

Regular weekly meeting was called to order at 7:30 p. m., Ed. Andersen presiding. Secretary reported shipping fair. Shipwreck Benefit amounting to $600 was paid to 12 members wrecked in the steamer Santa Clara.

E. ELLISON, Secretary pro tem.

44-46 East St. Pacific Phone Kearny 2228. Home Phone J 2228.

Vancouver, B. C., Apr. 18, 1910.

Shipping and prospects fair.

JOHN PEARSON, Agent.

122 Alexander St. P. O. Box 1365.

Tacoma Agency, Apr. 18, 1910.

No meeting; no quorum. Shipping fair; men scarce.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Apr. 18, 1910.

Shipping and prospects good.

P. B. GILL, Agent.

1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Apr. 18, 1910.

No meeting; no quorum. Shipping slack; prospects uncertain.

WALTER MOLLER, Agent.

229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Apr. 18, 1910.

Shipping medium; prospects uncertain.

H. G. LUNDBERG, Agent pro tem.

P. O. Box 6. Tel. 225.

Portland, Or., Agency, Apr. 19, 1910.

No meeting; no quorum. Shipping good.

D. W. PAUL, Agent.

51 Union Ave. Tel. East 4912.

Eureka Agency, Apr. 19, 1910.

No meeting; no quorum. Shipping fair; prospects uncertain.

JOHN W. ERICKSEN, Agent.

227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Apr. 18, 1910.

Shipping and prospects fair.

HARRY OHLSEN, Agent.

P. O. Box 67. Tel. Main 662.

Honolulu Agency, Apr. 12, 1910.

No meeting; no quorum. Shipping good; prospects uncertain.

CHAS. SORENSEN, Agent.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Apr. 21, 1910.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping fair. The Shipwreck Benefit was ordered paid to four members wrecked in the steamer Santa Clara.

EUGENE STEIDLE, Secretary.

Phone Kearny 5955.

Seattle Agency, April 13, 1910.

No meeting. Shipping fair.

LEONARD NORKGAUER, Agent.

P. O. Box 1335. Phone Sun Main 2233.

San Pedro Agency, April 18, 1910.

Shipping good; prospects good.

ED. BARRY, Agent.

P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Apr. 18, 1910.

Navigation now open. Lake Carriers are using every means to secure competent men, but of no avail.

ALEX. McKECHNIE, Sec'y pro tem.

674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Apr. 20, 1910.

Shipping and prospects good.

PERCY J. PRYOR, Sec'y pro tem.

1½A Lewis Street.

DIED.

Richard Alfred Turner, No. 663, a native of Massachusetts, aged 34, died on the schooner J. W. Clise, at sea, January, 1910.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

VICTORY IN SIGHT.

Well, well, well! The Lake Carriers' Association no longer insist upon the "Farewell" book. A man may now ship and refuse to be a member of the all-devouring "Hellfare" scheme. We have the word of their hired agents for this, and let me tell you, comrades, it means a lot. It means victory. Nothing less. Now jump up and cheer, and say, "I told you so."

There is really and truly victory in sight. All we have to do now is close, hard, aggressive picket duty. Get every man away from those boats that can possibly be got away. Times are good, work is plenty, and although I know very well that there are men who would quit a decent job to go scabbing, there are not enough of them to break this strike. We will win this strike this summer, and the conservative opinion is ninety days from date, or July 15. I am betting on August or September. Think of it, comrades, the seamen of the Lakes have put up one of the cleanest strikes known in the history of the labor movement. No violence; no unlawful acts; simply a straight, courageous fight. And it has been won! I know it is not settled yet, but I am so sure of victory that I use the words, "it has been won." Maybe we all have learned a lesson. Maybe we all will be better, truer men for our trial. May we take it all to heart, and each and all of us resolve that through no act of ours shall our unions ever be brought into ill repute, nor our members into disrespect again.

Let us each do our duty, on shore and aboard ship, and to try to order our lives so that the respect now gained by the seamen will increase in the minds of those in other walks in life, so that in time we will hear no more of the sneering at seamen, that has been going on so long.

Let's prove that the man who wrote and writes so much about the "drunken sailor" is simply a fool and has no regard for the truth. Let us prove our appreciation of the loyalty and generosity of our comrades on the Coasts, and each and every one of us do our full duty to our Union and to ourselves. Let us not shirk our duty on the picket line, from now until the finish. Let us work, and work, and work. And always with the knowledge in our hearts that we are doing our duty to our comrades and to ourselves, and each doing his bit toward shortening the time until the victory is ours.

W. H. JENKINS.

Conneaut, O.

It is reported from the Mesaba range that the Steel Corporation has made an important discovery of ore close to the former site of the village of Sparta, where it is developing the Genoa mine as an open pit producer. Drills operating on the Murphy-Dorr-Flynn lands, on the north shores of Cedar Island lake, are said to have shown up a large deposit. The discovery is particularly interesting in that it is held to demonstrate that the Biwabic formation, comprising the ore bearing rocks of the Mesaba, makes a more southerly swing near Cedar Island lake than is indicated on the maps.

OFFICERS APPOINTED.

The following appointments of captains and engineers to boats owned in the Tonawandas for the season have been announced:

Niagara Transit Company, of Tonawanda—William A. Rogers: Master, J. L. McIntosh, of Detroit; engineer, William J. Cunning, of North Tonawanda.

Weston Transit Company, of North Tonawanda—William M. Mills: Moster, John R. Hesson, of North Tonawanda; engineer, E. H. Cottrell, of Sheboygan. L. S. De Graff: Master, C. C. Hanley, of North Tonawanda; engineer, Frank Trinkewalder, of North Tonawanda. William B. Kerr: Master, George H. Lane, of Blenheim, Ont.; engineer, Fred Thurman, of North Tonawanda.

Tonawanda Transit Company, of North Tonawanda—Charles Weston: Master, J. A. Fleck, of Port Huron, Mich.; engineer, R. Shinskey, of North Tonawanda.

Frontier Steamship Company—J. G. Munro: Master, C. E. Sayre, of Mason, Mich.; engineer, George Miller, of Port Huron, Mich. James Corrigan: Master, Alexander Johnston, of Bay City, Mich.; engineer, E. H. Parry, of Port Huron, Mich. D. B. Meecham: Master, B. J. Gallagher, of Escanaba, Mich.; engineer, James Ross, of Milwaukee.

Tonawanda Iron and Steel Company—Propeller, J. F. Eddy: Master, Martin Johnston, of Port Huron, Mich.; engineer, R. A. Campbell, of Port Huron. Fleetwood: Master, J. T. Kenny, of Buffalo; engineer, J. A. Johnston, of Port Huron. Clyde: Master, Philip Heppner, of Tonawanda; engineer, H. J. Cerow, of Brewerton. Oceanica: Master, C. H. Daniels, of Buffalo; engineer, N. W. Penny, of Watertown. H. E. Packer: Master, B. C. McLaren, of Buffalo; engineer, J. E. Westrick, of St. Clair. Veronica: Master, A. O. Henderson, of Chicago; engineer, J. M. McLaren, of Buffalo. C. F. Curtis: Master, Frank Conlin, of Toronto, Ont.; engineer, John Lawrence, of North Tonawanda. Schooner B. L. Pennington: Master, J. H. Christie, of Detroit; engineer. Moravia: Master, W. Robinson, of North Tonawanda. Barge No. 118: Master, E. F. Mooney, of North Tonawanda. Barge No. 130: Master, Alexander Mills, of North Tonawanda. Barge No. 131: Master, D. McFayden, of Bay City. Barge No. 123: Master, Peter Keischgens, of North Tonawanda.

The freight and passenger steamer Arrow, it was announced on March 23, commenced making daily trips to and from the Lake Erie Islands on the 28th, leaving Put-in Bay for Sandusky at 6:30 a. m., and leaving Sandusky on the return trip, 2:30 p. m.

Stops will be made at Kelley's Island, Middle Bass, Lakeside and Marblehead going and coming. The Arrow, this year as last, will be in command of Captain Harry Tyrie of Toledo. The first of a series of Sunday excursions to Toledo will be run on May 1.

The Erie sub-agency is holding some nice meetings these days.

THE WORKERS' VICTORY.

Comparatively few trade-unionists realize the significance of the recent election in Milwaukee. As is now universally known, the Socialist party swept that city with the greatest plurality ever given a party in that place, after one of the hottest and most vicious campaigns in municipal annals. It was the reward which finally had to come after twelve years of a heroic and continuous campaign of education among the unions and the workers at large; and likewise a just retribution to a lot of low-down grafters completely bought by the trusts. It was, of course, organized labor that had to be relied on for the sinews of war, and the chief efforts, therefore, were directed for the lining up of the unions. A few planks from the Socialist platform are as follows:

Home rule for the city; demand for the Initiative and the Referendum and the Recall; municipal ownership of street-cars, so as to improve the service; cheaper lighting by municipal lighting-plant; cheaper meat and more of it, by the erection of a public slaughter-house; cheaper coal and wood, by a municipal coal and wood yard (this to be furnished to the people at cost); cheaper rent for the poor by the city tearing down all the old hovels and antiquated houses and building new and modern dwellings, to be rented out at cost or on easy installments; demand for a municipal lodging-house to relieve the tramp evil; city work for the unemployed at union wages and eight-hour day; the abolition of the contract system; free text-books in the schools and free lunches for poor children; free concerts in the auditorium for the workers at least once a week; that all rich property-owners shall pay their just proportion of their taxes, etc.

It is needless to say, this is the beginning of the social transition which is to come in the immediate future—the abolition of the private ownership of the means of life; the ushering in of a new period in the society of man; the end of poverty in the midst of plenty; the age of reason and social justice; the advent of an epoch resplendent and glorious, when the worker—the producer of all wealth—shall be the ruler and the arbiter of the earth, and he, then, can walk erect, and for the first time enjoy his manhood and the fruition of this earth, under Freedom's ample sky.

JAKOB JOHANSEN,
Ashtabula, Ohio.

Erie, Pa., April 15, 1910.

The cargo in the steamer Wissahickon and the lighter Reliance will be unloaded at the Michigan Central dock at Detroit, and the steamer will then be docked for examination. Western Manager D. C. Evans of the Anchor line is at Detroit from Buffalo, as well as underwriters from Philadelphia, who are interested in the cargo.

The mining companies operating in the Lake Superior iron region have announced increases in wages effective April 1. The increases run from 6 to 10 per cent., and in all cases are voluntary. The wages now are the highest in many years. Some ore already has been forwarded to Lake ports.

HANNA COMPANY'S OFFICERS.

John S. Ashley, manager of the boats operated by M. A. Hanna & Co., has announced the appointments of captains and engineers for 1910. Officers for the new steamer Charles S. Price, which will not come out until July have not been named.

Captain V. L. Hosner, who was on the steamer R. S. Warner last season, will bring out the steamer Joseph Wood, which is building at Lorain. Captain Jesse Brines was promoted from the barge Alex Maitland to the steamer Warner. The line-up follows:

E. Y. Townsend, Edward Sullivan, master; Roy Huston, engineer. D. J. Morrell, P. L. Millen, master; James Balfour, engineer. L. C. Hanna, M. Anderson, master; John Summerville, engineer. Powell Stackhouse, Wm. Megarvey, master; John Groundwater, engineer. La Belle, B. W. Landfair, master; Fairfield H. Robinson, engineer. Isaac M. Scott, A. McArthur, master; Newell A. Perry, engineer. Joseph Wood, V. L. Hosner, master; William Miller, engineer. Geo. A. Flagg, Geo. B. Brock, master; Burnside Anderson, engineer. R. S. Warner, Jesse Brines, master; Walter P. Woodruff, engineer. Republic, A. J. Green, master; LaForest F. Benson, engineer. Wm. F. Fitch, Wm. Langell, master; Geo. Lumby, engineer. Alex Maitland, W. A. Black, master; August Carlson, engineer. A. W. Thompson, F. C. Hart, master; Albert Perew, engineer. S. D. Warriner, John Autterson, master; August Oleson, engineer.

TONAWANDA'S OFFICERS.

The following masters and engineers have been appointed for the boats of the Tonawanda Iron & Steel Company: Steamer J. F. Eddy, Martin Johnston, master; R. A. Campbell, engineer. Fleetwood, J. T. Kenny, master; J. A. Johnston, engineer. Clyde, Philip Heppner, master; H. J. Cerow, engineer. Oceanica, C. H. Daniels, master; N. W. Penny, engineer. H. E. Packer, B. C. McLaren, master; J. E. Westrick, engineer. Veronica, A. O. Henderson, master; J. M. McLaren, engineer. C. F. Curtis, Frank Conlin, master; John Lawrence, engineer. Schooner B. L. Pennington, J. H. Christie, master. Moravia, W. Robinson, master. Barge 118, E. F. Monner, master. Barge 130, Alexander Mills, master. Barge 131, D. McFayden, master, and Barge 133, Peter Keischgens.

SEASON'S FIRST ACCIDENT.

The first marine mishap of the season occurred at Sturgeon, Wis., on April 3, when the schooner Augustus, on her first trip, ran into a sunken crib in the bay and sank in about ten feet of water. She was loaded with 700 barrels of salt for local merchants and came from Manistee. All the salt was lost except 170 barrels. Boat and cargo were owned by Captain Arthur Dow, of Manitowoc. The loss on the cargo is $500. The vessel can be raised.

A new corporation organized to operate in the Lake Superior region is the Independence Iron Company, composed of Detroit and Cleveland capitalists. The company has secured options on various mineral lands, principally on the Menominee range. Operations are already in progress on the Spencer property at Iron Mountain, adjoining the Traders mine. Considerable ore has already been found.

STRIKE
ON THE GREAT LAKES

COMRADES:

The strike of Sailors, Firemen and Cooks on the Great Lakes is still on. We appeal to all seafaring men to assist us in persuading seamen to stay away from the Lakes during this strike.

Any reports that the strike has been settled are false.

The Seamen of the Great Lakes are sticking together solidly, and will keep up the battle for freedom and decent conditions until the fight is won. "God Almighty hates a quitter." (So do we.)

Lend a hand, comrades, by inducing seamen to stay away from the Lakes while the strike is on.

Yours fraternally,

LAKE DISTRICT,

International Seamen's Union of America.

STRIKE ON THE GREAT LAKES

KEEP AWAY!

NEW DOCKS BUILDING.

Several new docks will be placed in operation this year and before the close of the season there will be quite an increase in the dock capacity at both ends of the route.

Construction work was begun on the new dock, which is to be built on Rice's Point by the Pittsburg Coal Company. It will be completed before the close of navigation this year and when finished will probably represent a cost of about $1,400,000. The contracts already let call for an expenditure of $1,000,000.

The Barnett & Record Company has a contract for doing all the piling and making concrete piers and cribs. The Brown Hoisting Machinery Company of Cleveland will furnish the bridge work and the machinery for the dock, and the Great Lakes Dredge & Dock Company will do the filling.

When complete the dock will be one of the best equipped and largest at the head of the Lakes. It will be 2,200 feet long and 800 feet wide.

With modern machinery which is contemplated two of the largest boats on the Lakes can be unloaded at one time.

The dock is located between the present Pittsburg Dock No. 1 and Elevator H. Dock No. 1 will be used until the new one is completed, when it will be taken away.

MONEY FOR OHIO PORTS.

Senator Burton expects to get a survey for Cleveland harbor into the Rivers and Harbors bill. This is to be on closing up or extending the east breakwater. The proposal is in the Senate committee and Senator Burton seems to have been getting pretty much what he wants there. The House legislated on what is called economical lines. In the Senate the Rivers and Harbors bill has been bulged to include appropriations the House refused.

Senator Burton expects now to increase the appropriation for Lorain harbor by $10,000 or $20,000. This, with the amount allowed by the House, will take care of the east as well as the west breakwater there.

Demand the union label on all purchases.

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Wm. A. Nicholson, No. 13,156, Lake Seamen's Union, is inquired for by his sister, Miss Alice Nicholson, 356 Lake street, Oak Park, Ill.

John Diskin, No. 10763 Lake Seamen's Union, commonly known as "Yorkie," is inquired for by his mother, 411 W. 40th St., New York City.

Joseph Ward, No. 21241, Lake Seamen's Union, is inquired for by his mother, Mrs. Julia Ward, 223 Devoe street, Brooklyn, N. Y.

Comrade William Burke, of the Marine Firemen, Oilers and Water Tenders of the Great Lakes, is inquired for by his sister, Miss Ella Burke, Little Falls, New York.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

Marie Panoitz, 1195 W. 11th street N. W., Cleveland, O., inquires for her brother, John Ernest Meyna, last heard from nine years ago. Anyone knowing his whereabouts please notify above address at once.

Fred G. Loftus, of Dorchester, Mass., is inquired for by his mother, No. 2 W. Vernon st., Dorchester. Please address above or W. H. Jenkins, 1244 Main ave., 21 W., Cleveland, O.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

674 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.

TOLEDO, O.....54 Main Street
Phone Bell 1890.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.

SUPERIOR, Wis.....213 Banks Avenue
Telephone, New Phone, Broad 155 L.

BAY CITY, Mich.....108 Fifth Avenue

OGDENSBURG, N. Y.....70 Isabella Street

KINGSTON, Ont., Canada.....(Box 96) King Street

ERIE, Pa.....328 German Street
Telephone Bell 599 F.

CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.

SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.

SANDUSKY, O.....510 Meigs Street

HOSPITAL AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

HEARINGS ON SEAMEN'S BILL.

(Continued from page 7.)

as to forecastles by the German Government is in this statement here, which I will leave if the committee should want it. By the way, I want to say that Senator La Follette introduced yesterday in the Senate a memorial on behalf of the seamen. It was ordered printed as a Senate document and referred to the Committee on Commerce, and it will be available. In that are to be found all of these things that I have tried to call your attention to, and in addition to that is a short statement taken out of this document of the House of Lords, issued in England and ordered printed February 17, 1908, which gives the condition of the seamen in the different countries of the world, except the United States and England, obtained through diplomatic channels, and issued by the instruction of the House of Lords. If the committee desires to have a copy of this I will leave it with the committee.

Mr. Wilson: Would it not be a good idea to have that put in the hearings?

Mr. Furuseth: It is quite a lengthy document. It is up to the committee if they want it. I am perfectly willing that it should be put anywhere, so that it will be available to the public.

Mr. Wilson: In such an important comparison, it seems to me it would be advisable to have it made a part of the hearings, so that it may be referred to hereafter. One copy of it would be lost.

Mr. Alexander: It seems this is a very important bill and we ought to have all the data before us.

Mr. Hobson: Put it in in the form of an appendix.

Mr. Wilson: I would move that that copy be made a part of these hearings.

Mr. Furuseth: Would you include both of these parliamentary documents?

Mr. Wilson. Yes.

(The question was taken and the motion was agreed to.)

Mr. Furuseth: Mr. Chairman, there is one more point in this bill that I want to call your attention to. It provides that there shall be employed on board of a vessel up to 1,500 tons one boy, and over 1,500 tons two boys or more, as conditions may arise, and that so much of the treaties with foreign nations as provides for the arrest, imprisonment, and delivering up to the vessel from which he has deserted of any merchant seaman that shall have deserted in any port of the United States be repealed. Here are parts of these treaties; just samples of them.

Mr. Hardy: That is, treaties involving what?

Mr. Furuseth: These provisions are either inserted in the consular convention or inserted in the treaty of extradition.

The Chairman: That is section 21 of the bill you refer to, is it?

Mr. Furuseth: Yes, sir. I would like to submit those extracts for the purpose of going in the record.

Mr. Hardy: Those are treaties compelling us to deliver up their deserted seamen?

Mr. Furuseth: Yes, sir.

Mr. Spight: What organizations, if any, approve the general features of this bill?

Mr. Furuseth: The masters and pilots in their last convention by unanimous vote approved this bill, after going over it section by section, and sent a letter to me to that effect, which letter is inserted in the memorial submitted to the Senate yesterday.

Mr. Goulden: Any other organizations?

Mr. Furuseth: No. I want to say this, that there are vesselowners on the Pacific who have no objection at all to this bill.

The Chairman: That is what I wanted to know.

Mr. Furuseth: One vessel owner particularly, in Seattle, said definitely that the only thing he had any doubt at all about was the advisability of providing in the bill for one year in a sailing vessel, having in mind the prospective passing of sailing vessels. We do not think that amounts to anything, because they will be sailing a long time after we are dead.

The Chairman: You do not know of any vessel owners anywhere else, except those you referred to on the Pacific coast, who favor it?

Mr. Furuseth: No; I do not. I have not had any occasion to discuss the matter with them.

Now, Mr. Olander, from the Lakes would like to show you what is the condition of employment, the normal condition of employment, on the Lakes, and so much of the lake situation otherwise as you shall want to listen to.

The Chairman: Is this relative to this bill?

Mr. Furuseth: Relative to this bill purely. We have got to show the condition as it exists or as it normally exists in order to show the necessity for this legislation.

Mr. Hobson: Have the shipowners been notified that these bills are pending, and have they been notified of this hearing?

The Chairman: I presume they know they are pending. They understood that we were to grant a hearing to the parties in favor of this bill today, and therefore they are presenting their case.

Mr. Furuseth: They have been told. They were here last week.

The Chairman: We have allowed this time for the petitioners. If we divided the time between the two, there would not be time to put in any facts on either side.

Mr. Furuseth: We understood that we would be given about two hours on a side.

The Chairman: Very well. There is no limit as to time.

Mr. Furuseth: So much the better.

The Chairman: If the committee has patience.

Mr. Furuseth: I feel sure that the committee will be enough interested, as soon as you get to deal with the question more concretely than I have dealt with it, because I have dealt simply with the comparison of laws of the other countries and of this country in these matters—tried to, anyway—and I feel sure that the committee will be very much interested in what kind of crews are sailing in our vessels.

The Chairman: Of course we have other business to attend to, and we could not devote the whole session to this bill.

AMERICAN LABOR PRODUCTIVITY.

"The grain output in the United States in 1904 was 2628 pounds per person, and only 954 pounds in Russia. In the industries the yearly product of one laborer in America in 1900 amounted to $2377, and in Russia to $633. The difference between these figures is so great that it sufficiently accounts for the National wealth of America and the indigence of our own people. The great productivity of American labor not only makes possible the rapid growth of American industry, and the enrichment of all the individuals and institutions that are in any way related to industry, but it also enables the workingman to maintain a comparatively high rate of wages, corresponding much more to his needs than is the case with the wages of the Russian workingman. The average earnings of the American laborer in 1900 was $425, while the Russian workingman during the same year received the munificent sum of $100 on an average. Of course a workingman with a family, having to live as a rule in a populous district, can on such a wage maintain only a beggar's existence."

The greater capacity for work which the American workman displays is due in the opinion of this writer, to his higher general and professional intelligence, to the superior machinery employed, to the high development of the spirit of self-help in America, and the free conditions which prevail here, all of which, we are told, give American industry a clss of workingmen who are stronger, less exhausted and more developed physically, mentally and morally than the working class in Russia. As if any further proof of the poverty of the Russian were needed, Mr. Press gives the following illuminating figures. Taking the entire population of Russia, the yearly output per person mounts to $19. In Germany the per capita production a year is $92, in France $116.50, in England $136.50, in the United States $176, and in Australia $187. This writer sees the chief cause of Russia's economically low level in the unfavorable political conditions, which do not permit the free play of individual enterprise:

"The economic status of a country depends chiefly on three factors, the natural resources, the native gifts of the people and the amount for political liberty they enjoy. There can be no dobut that as regards the first two factors Russia ought to occupy not the last but one of the first places among the civilized nations. Therefore if Russia has remined lagging so far behind, as we have seen above, then the only reason is her lack of political freedom, which is as indispensable for the economic development of a country as air is for the development of the human organism."—A. Press in St. Petersburg Zaprocy Zhizny. Translated for Literary Digest.

Demand the union label on all purchases.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 44-46 East St.
Branches:
VANCOUVER, B. C., 122 Alexander St., P. O. Box 1365.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 1312 Western Ave., P. O. Box 65.
PORT TOWNSEND, Wash., 114 Quincy St., P. O. Box 48.
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PORTLAND, Or., 51 Union Ave.
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SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

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MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

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Branches:
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UNITED FISHERMEN OF THE PACIFIC.

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ASTORIA, Ore., P. O. Box 138.
Branches:
LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.
GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

ALASKA FISHERMEN'S UNION.

Headquarters:
SAN FRANCISCO, Cal., 93 Steuart St.
Agencies:
SEATTLE, Wash., 1312 Western Ave. P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

PANAMA CANAL OPERATIONS.

I shall never forget my own first real look at the Canal. It was at the end of a day, about 5 o'clock in the afternoon, and I had set out to walk from Empire to Culebra along the brink of the great Culebra cut. This section is perhaps the most dramatic in the whole world. When ships sail through here, the passengers on the decks will look up almost 500 precipitous feet along the sliced, red side of Gold Hill, to the crest of the Continental Divide.

The workmen were all out of the ditch now, and it was time to fire the big blasts. I waited in some trepidation, for the notion of an amount of dynamite that can be stated in tons, being shot off at one time and in one place, was rather appalling. And what happened was appalling, though not in just the way I expected. My eardrums have been more seriously assaulted on the Fourth of July by a four-inch cannon cracker. The quality of the noise made by that blast is rather indescribable. It was immensely vast, a sort of Titanic grunt; the great rocky ridges which formed the bottom of the trench heaved up bodily, under a sudden cloud of brownish smoke. When it had blown away, those defiant rocky ridges were gone, and in their place was chaos.

Figures don't mean much—millions of cubic yards, and so on. But the great trench I was looking at did not look man-made at all. The men who were straggling back into it looked like ants. The steam shovels, arrayed en echelon, seemed hardly bigger than big black beetles. And a belated dirt train crawling up the incline out of the cut might have been a caterpillar. It seemed impossible that their puny nibblings could have made that gap in the backbone of a continent. It looked, rather, like the doing of nature in one of her paroxysms. No, not quite like that! It looked like a crease from the fingernail of Almighty God.—Henry Kitchell Webster in Everybody's.

PRISON STRIPES ABOLISHED.

The actions of the convicts in the Missouri State penitentiary the other day in the matter of donning their new blue uniforms and discarding their hated stripes afford another evidence—not needed, but still cumulatively convincing—of the fact that the surest way to reform a fallen man is by kindness, and that even the most hopelessly degraded prisoner usually will respond to an appeal to his self-respect. The event had been in course of preparation for several weeks, during which the 2000 or more suits of the new clothing were being made by the prison tailors, and, of course, every convict was aware of the coming change. Nevertheless, when it occurred, each and every one of them bore himself with a new-born sense of pride, and that day all previous records in the history of the penal institution were broken in one important respect, namely, not a single infraction of the rules was reported. Even the negro convicts who were steeped in the densest ignorance as to matters of moral uplift, and who had for years maintained an attitude of surly indifference to all appeals to their better nature, evinced an almost childish delight at the change, and walked with higher heads and changed mien after it was made. As for the others, a fresh access of dignity was plainly visible in their manner, and the new and remarkable record of perfect observance of the rules plainly evidenced their appreciation of the new order of things. The prison management scored a convincing testimonial as to its executive ability and fitness to handle the problems that confront it daily in new and trying forms by issuing an order putting all the men on the same footing as regards the new rule, wiping out old scores and giving every convict an equal chance to earn his new uniform as a permanent article of attire. That was probably the secret of the perfect score in behavior. Every prisoner felt that in one respect at least he was as good as the best, and that it was in his power to maintain himself on that level of equality. The effect is bound to make itself felt as a strong and abiding force for good in the prison, greatly reducing the troubles of the management and adding immensely to the general morale of the institution. What tall oaks from littls acorns grow! —Kansas City Journal.

ENGLAND'S MUNICIPAL EMPLOYES

Consul Frank W. Mahin, of Nottingham, reports as follows on the movement for the improvement of the conditions of the municipal employes in that English city:

For a year or more propositions have been before the Nottingham City Council to give all municipal employes one day's rest in seven, as many of them, including all the policemen, worked without intermission, excepting a summer holiday of two or three weeks, and to make the minimum wage of male able-bodied employes six pence (12 cents) per hour. The Council has now voted to give the employes the weekly rest day, but has deferred the increase of pay. Policemen have been given twenty-one days' annual holiday, which is now reduced to seven days.

The discussion of these propositions has disclosed interesting facts about wages and shows that but modest compensation is received by city employes, though it appears that they are paid as much as is paid for similar work in private pursuits, not to mention the certainty of pay and permanence of employment and the allowance made if they happen to be disabled.

Night watchmen about the city property receive 3 shillings (73 cents) for 12 hours, equivalent to 6 cents an hour. Some other city workmen get 4 pence (8 cents) an hour. Street laborers receive 5 to 5½ pence (10 to 11 cents) an hour, laborers for the water works 10 cents, and those in other departments 10½ to 12 cents an hour.

Street car conductors are paid no more than laborers till they have served two years, when they receive the maximum rate of 12 cents an hour. Motormen are paid a shade more.

Of the policemen, 45 out of 320 receive less than 12 cents an hour in cash, but an allowance for boots and uniform and an allowance from a fund for their benefit slightly advances their hourly compensation. The pay of the police force works out per week at from $6.25 to $9 per man for seven days' work, with 21 days' vacation each year. Under the new arrangement they will have the same pay with a reduction of the annual vacation to seven days.

It is improbable that a general advance in the minimum wage of municipal employes will be made. The authorities fear that it would cause the higher salaried employes to demand more pay, and it would certainly increase city taxes, which are now considered abnormally high. It should be said, however, that the public funds are carefully and honestly administered.

WORLD'S WHEAT CROP.

While it is true that our country produces more wheat than any other—90,000,000 quarters of eight bushels each—and North and South America produce but 130,000,000 quarters, against Europe's 234,021,000, Russia nearly approaches the United States with 86,000,000 quarters, but in that computation are embraced the crops of Poland and Cis-Caucasia.

Hungary, that claims to produce wheat superior to that grown anywhere else in the world, grew but 15,000,000 quarters, or 120,000,000 bushels, in 1909, which is considered a rather short crop for that country. France grows more wheat than any other European state, except Russia—45,000,000 quarters—whereas the German crop amounts to but 16,900,000 quarters. Great Britain and Ireland grow 8,000,000 quarters, but it is of inferior quality as breadstuff, owing to the humidity of the climate, and nearly all of it is turned into a villainous spirituous distillation, and labeled "Scotch whisky," that is warranted to make a grand and disastrous drunk on the slightest provocation. Little Belgium, scarce big enough for a third-rate county in Texas, produces 1,940,000 quarters of wheat, and if the acreage we devote to that cereal yielded as prolifically as it does in Belgium our crop would perhaps be as great as that of the entire world of 418,371,000 quarters, or 3,346,968,000 bushels.

Asia grows but 40,000,000 quarters, all in India, and of inferior quality. Rice is the chief breadstuff of the Asiatics. Africa grows but 4,500,000 quarters, and Australasia, including New Zealand, produces 9,850,000 quarters. Spain grows nearly as much wheat as Germany, and Italy grows more than Germany. Indeed, the crop of Italy is the third in quantity in Europe—18,500,000 quarters. In 1909 Canada produced 17,000,000 quarters of wheat, against Argentina's 20,000,000.

It would be a great thing if our wheat growers tilled the soil as do the Belgians. Then nobody would be hungry for bread. —Washington Post.

The tender of the shipping firm of Pierce-Parodi to carry on the Italian services of the Adriatic, comprising the lines to Egypt, the Levant, and the Far East, for a subsidy of $957,700, has been accepted by the Italian Government. The contract will have to be ratified by Parliament.

Scientists of the Vienna astronomical observatory have accurately measured the height of the clouds up to 10.6 miles by directing a searchlight vertically and observing the angular elevation of the illuminated patch from a fixed base station.

According to a discussion before the London Institute of Marine Engineers, the day of electric propulsion for ships by motors connected directly to the propeller shaft is near at hand.

Domestic and Naval.

The Rivers and Harbors bill, carrying appropriations of $52,500,000, was passed by the Senate on April 20.

The schooner Lewis H. Goward, from Philadelphia for Guanica, which put into Bermuda owing to the death of her captain, sailed again on April 12 for destination.

A telegram from Nassau on April 13 said that the derelict schooner that washed ashore at Hopetown was not the Republic, as at first reported, but the Mary J. Russell.

The schooner R. Bowers, from Philadelphia for Calais, with coal, which sprung a leak and was beached at Pennsgrove, N. J., discharged her cargo into lighters on April 13.

The loss at sea of Captain Haines, master of the schooner Lewis H. Goward, was cabled to Philadelphia on March 28 from Bermuda on the arrival there of the vessel in distress.

Fears are entertained at Morgan City, La., for the safety of the tug Della, carrying a crew of ten men, which sailed from Galveston, Tex., on April 16 with two barges in tow.

The United States battleship Indiana returned to the Philadelphia Navy Yard on April 21 after a five days' test at sea of a brake, which, it is claimed, will help in the quick stoppage of warships.

Distinguished as the first of the torpedo-boat destroyer fleet to be equipped with burners for burning oil exclusively, the Spaulding was launched by the Bath Iron Works on April 12.

First to be launched of the new enlarged type of ocean-going torpedo-boat destroyers, the destroyer Perkins was launched from the yards of the Fore River Shipbuilding Company at Quincy, Mass., on April 9.

Commander William Balfour MacDonald has been appointed to the command of the British warship Niobe, bought by Canada and due at Halifax on July 10, to form the nucleus of Canada's navy.

President Taft will dine with the skilled workmen of the New York Navy Yard at Brooklyn on the evening of May 12. The men will celebrate the launching of the big battleship built at the yard with a banquet on the night the new Dreadnought is launched.

Eight men were killed and several others slightly injured by the explosion of a gun on the United States cruiser Charleston on March 27. During practice at sea off Olongapo, P. I., the breech block to a three-inch gun blew out and in its flight across the deck cut through a steel stanchion and mowed down the men.

To replace his yacht, the Nourmahal, sold for service in South American waters, Colonel Jacob Astor has purchased the twin-screw yacht Noma from the estate of William B. Leeds. The Noma is a palatial craft of 252 feet over all, 226 feet on the water line, 28 feet beam and 14 feet draft. Her speed is nineteen knots an hour.

The American iron bark E. C. Mowatt, which has been tied up at Philadelphia for more than two years, was offered for sale at public auction on April 12. The highest bid received was $12,400, but the owners declined to let the vessel go at that figure. The E. C. Mowatt was built at Glasgow in 1868 and for many years after being given an American registry proved herself one of the fastest vessels of her class.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Anderson, J. G.
Baardson, E. M.
Bakke, Ed.
Back, Marius
Berentsen, Alex.
Berglund, O.
Bird, Chr. (package)
Brokke, H. (pkg.)
Carlson, Carl
Christensen, Vizo
Christiansen, N.
Christensen, O.
Clauson, Carl
Clausen, Jorg.
Clausen, Henry
Curran, Nick
Dean, James
Dickson, Thos.
Egers, John
Ellison, Charles
Engstrom, R.
Erikson, J. E.
Franzell, A.
Erikson, Alex.
Fredriksen, Frithjof
Fredriksen, Birger O.
Geisler, Otto
Gehler, F.
Gordon, John
Goumas, C. (Reg.)
Gustav, John
Halberg, Oscar
Hakonsen, Ingar
Hansen, Hans Chr. (package)
Hauzen, Arthur
Haakonsen, H.
Hansen, Ernst
Hanson, Hans -1746
Hansen, P. B.
Heltwood
Hederstrom, T.
Heikola, M.
Henriksen, H. -1773
Hjort, J.
Hoglund, Hans
Ingebretsen, Alfred
Jamison, James
Jacklin, Chas.
Jhonsen, Jacob
Jensen, S. G.
Johanson, J. H. -2023
Johanson, Fritz
Johnson, Chas. H.
Johanson, Herman
Jordfald, Th.
Johanson, Aug. L.
Kahlstrom, Chas.
Kalnow, A.
Kelly, W. E.
Knutsen, And.
Knudsen, Chas.
Krurts, Karl
Krogstad, H. E.
Kristoffersen, Emil
Kylander, Fred
Larson, Carl
Laatz, L.
Larson, Lars
Lambert, Ed.
Lindegaard, J.
Lundgren, Chas. J. -599
Maibohm, Hans
Mansen, S.
Manonen, Eric
Mikeleit, E.
Morris, M.
Moore, J. M.
Morrisay, Jas.
Muller, Adrian
Nelson, Fred
Nielson, Vilhelm
Nielson, Jorgen
Nillsen, Martin
Nillsen, P. L.
Nichols, W.
Nielsen, Karl Johan
Noshis, P.
Olsen, Gabriel, -1087
Olsen, Johan -1046
Olsen, Hans P.
Olssen, Just.
Olsson, B., -597
Olsen, Sven
Olson, Gust. T.
Olsson, Julius
Olsson, E. W.
Olson, Sam
Olsen, Ragvald
Omholt, L. T.
Orth, H.
Osterberg, Gust.
Osterholm, J. W.
Owens, J. H.
Paulson, P. -1293
Pettersen, Petter
Pedersen, P. -985
Person, Johan -875
Petersen, C. -1370
Petersen, C. -776
Peterson, O. T.
Petterson, Meyer
Pendville, N.
Pedersen, Olaf
Rau, C.
Rasmussen, Vizo
Rasmussen, Akbon
Reynolds, Thos.
Robertson, M.
Ruckle, E.
Ryberg, O.
Salvinen, F.
Schutte, R.
Scanlan, H.
Seberg, C.
Skubber, H.
Smith, Johan
Spierling, G.
Sprague, Geo.
Starford, H.
Svensson, G. A.
Syvertsen, Ole
Syuertsen, F. T.
Taddiken, Anton
Tellefsen, Peder
Ticksman, C.
Tompson, Andrew
Toluasen, Anton
Udley, Harold
Vaald, Johan
Wanz, Hakon
Watson, Kennith
Wilson, P. S.
Zima, W.
Zagan, T.
Yerna, Amil

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INFORMATION WANTED.

Arthur Taplett, age 18, last heard from at Wilmington, N. C., in April, 1908, is inquired for by relatives. Please forward any information concerning him to Mrs. Eleanor M. Herman, R. F. D. No. 4, Box 310, Tacoma, Wash.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

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INFORMATION WANTED.

Peter Nielsen, from Aarhus, Denmark, is inquired for by Christ Hansen, 230 W. Thirty-second street, Los Angeles, Cal.

Erwin Bausback, born at Weilheim, Germany, is inquired for by the German Consul, San Francisco. Royal Insurance Building, 201 Sansome street.

Fritz V. Jacobson is inquired for by his brother, Job Jacobson. He was last heard of in Seattle. Address Lake Seamen's Union, 70 Isabella street, Ogdensburg, New York.

William Beckman, a native of Bochum, Westfalia, Germany, is inquired for by his mother, who is at present in Los Angeles, Cal., at 317 Crocker street.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

John Johnson, a native of Norway, born September 15, 1858, at Blegeleidet Bamle; last heard from in 1904 living at 230 Third street, San Francisco. Any one able to give any information kindly communicate with his nephew, M. Olsen, 165 Third street, San Francisco, Cal.

The five sailors who left the schooner A. J. West at Honolulu, on March 30, 1908, are requested to communicate with the Secretary of the Sailors' Union of the Pacific. The libel against the A. J. West has been adversely decided by the Federal Court at Honolulu.

Home News.

Oroville (Cal.) has organized a paid fire department composed of Chinese.

Mark Twain died in his home at Redding, Conn., on April 21, aged 75 years.

The taking of the Thirteenth Census of the United States began April 15. About 70,000 enumerators were employed in the work.

Forty-one men were killed by an explosion of gas in the Mulga mine of the Birmingham Iron and Coal Company, at Birmingham, Ala., on April 21.

It is expected that the returns of the recent Census will place Chicago in the fourth place among cities, following London, New York and Paris.

The concurrent resolution committing the State in favor of the proposed Income Tax amendment to the Federal Constitution was defeated in the New York Assembly on April 20, 74 to 66.

The United States Government will go into the business of propagating claims to supply the pearl button industry, which is languishing because of a scarcity of shells, according to an announcement made at La Crosse, Wis., on April 13.

The decision rendered on April 16 by Judge Ellison, of Tehama County, Cal., upholds the right of San Francisco to build and operate the Geary street street-car line as a municipal enterprise. Bonds for this purpose have already been voted.

A bill appropriating $61,000 for repayment to private citizens of that sum advanced for the ransom of Miss Ellen M. Stone, the American missionary, who was abducted by Bulgarian brigands in 1901, passed the United States Senate on April 12.

On July 1 will become operative the new tax revenue advance on tobacco at 2 cents per pound. The American Tobacco Company announces that there will be no change in the weight, size or price of its leading brands of plug and twist tobacco.

With Representative Mann of Illinois alone voting in the negative, the House of Representatives on April 18 passed the McCall Campaign Publicity bill. Mann declared that like the Sherman Anti-Trust Act, the bill would far exceed the purposes of its advocates.

Proposals for a limited system of 1-cent carfares to enable New York City's poor to get to and from the big uptown parks during the summer months have been submitted to the Interborough Rapid Transit Company by Tenement House Commissioner Murphy.

The Interstate Commerce Commission, in a decision on April 9, holds it to "be unjust and unreasonable" for the Pullman Company to charge equally for upper and lower berths. Differential charges are ordered in several instances, and Pullman rates from Chicago to the Pacific Coast are ordered reduced.

Colonel Duncan B. Cooper, convicted of killing former Senator E. W. Carmack and sentenced to twenty years' imprisonment, was granted a full pardon on April 13 by Governor Patterson just after the State Supreme Court had reaffirmed his sentence. Robin, son of Colonel Cooper, convicted with his father, was remanded for a new trial.

Labor News.

In the first clash between the police and the strikers of the Pressed Steel Car plant, at Schoenville, Pa., on April 20, four men were shot.

Scores of women participated on April 21 in disorder at the mills of the American Cordage Manufacturing Company in Williamsburg, where a strike is in progress.

Coal miners and operators of Missouri, Oklahoma, Kansas and Arkansas adjourned their conference at Kansas City on April 14, having failed to reach an agreement. They will meet in that city April 20 and try again.

The Stark Rolling Mill Company of Canton, O., closed its doors on April 15 to 1000 employes who have been active in an effort to organize the mill employes. The plant has been running as an "Open Shop." There is no wage dispute.

A large increase in the number of casualties on American railroads is shown by the Interstate Commerce Commission report for the quarter ending December 31. The total number of persons killed was 1099 and the total number injured 22,491.

The strike of the motormen and conductors of the Philadelphia Rapid Transit Company was formally ended on April 21, when the strikers returned to work in obedience to an order issued by the executive committee of the Carmen's Union.

The Lehigh Valley Railroad announced on April 21 that, following the increase in wages given to the engineers, firemen, conductors and trainmen, it had been decided to increase the wages of its other employes. The increase averages 6 per cent and goes into effect May 1.

The employes of the Mare Island (Cal.) Navy Yard are up in arms against a report that this year the usual fifteen days off with pay, which is granted to each employe every year, will be denied the employes because of a ruling of the Controller of the National Treasury.

War upon American railroad men in Mexico has been resumed by native employes of the railroad companies. The natives declare they are discriminated against and that foreigners fill the more important positions, to the detriment and injury generally of the Mexican railroad workers.

The wage dispute between the trainmen and conductors of the New York Central Railroad and the officials of the company is to be arbitrated by E. E. Clark, member of the Interstate Commerce Commission, and P. H. Morrissey, president of the Railway Employers and Investors' Association.

The United States Steel Corporation on April 15 announced the adoption of a plan for the relief of employes injured in its service and families of men killed in work accidents. During temporary disability single men will receive 35 per cent of their wages and married men 50 per cent, with contingent additional allowances.

Held guilty on eight of the fourteen counts which charged violation of the Federal statutes governing safety appliances, the Rio Grande Railway Company was directed by Federal Judge Marshall at Salt Lake City on April 15 to pay a fine of $800 and costs. The Oregon Short Line was found guilty on one count of a similar charge, and a penalty of $100 was assessed against the company.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aase, Andrew
Abbors, Arne
Adamsen, W. O.
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Sigurd Orten, a member of the Sailors' Union of the Pacific, is inquired for by relatives. Address, Coast Seamen's Journal.

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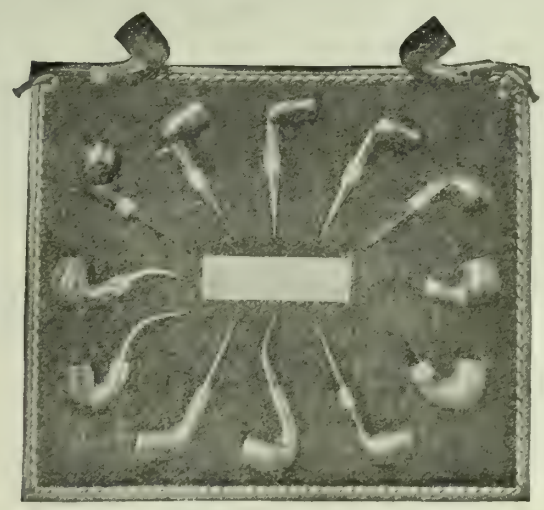
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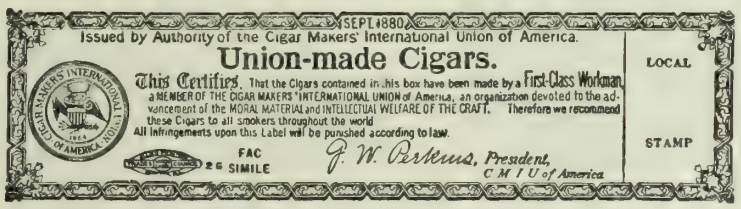
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INFORMATION WANTED.

Nils Reynolds, aged 47, is inquired for by his sister. Address, Coast Seamen's Journal.

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INFORMATION WANTED.

John A. Jacobsen, member of the Pacific Coast Union, is inquired for by his brother, Nels Jacobsen, 133 Clinton street, Milwaukee, Wis.

Any member of the crew of the barkentine Arago when John McLaughlin, donkey man, was injured while loading at Caspar, Cal., last October, please report to Attorney F. R. Wall, Merchants' Exchange Building, San Francisco. By doing so they will very much assist McLaughlin in obtaining his rights.

News from Abroad.

A sensation was caused in the Palace of Justice at Paris on April 13 when an anarchist fired four shots at M. Flory, the President of the court which found the man guilty a year ago.

San Jose, Costa Rica, and surrounding country experienced thirty successive earth shocks on April 13 and 14. The losses are estimated at over $1,000,000. No loss of life has been reported.

A huge "combine" is in course of formation to include Southern Ceylon tea and rubber estates, roughly comprising 26,000 acres of rubber plantations and 3000 acres of tea plantations.

Henry Curtis Bennett, a Bow-street (London) magistrate, recently decided that the management of a theater has the right to eject women patrons who refuse to remove their "cartwheel headgear."

The Ecuadoran Government is sending arms and ammunition to Machala, in the southwestern province, adjoining the Peruvian frontier. There is a popular demand that Ecuador be prepared for war with Peru.

The Labor party of Australia carried the general elections in that country April 13. That party, under the Premiership of Andrew Fisher, will have a majority in both houses of the Commonwealth Parliament.

The Colossus, Great Britain's ninth battleship of the Dreadnought type, was launched on the Clyde on April 9. The vessel has a displacement of 22,000 tons. The keel was laid nine months ago.

King Albert of Belgium has approved the plans of the Ministry of the Colonies for reforms in the Belgian Congo and they will become effective July 1, when a large area will be opened to free commerce.

The recently adopted Land Ownership law, restricting the ownership of land in Japan to such foreigners as come from a country which extends similar privileges to Japanese residents, was promulgated at Tokio on April 13.

Information reached the British Foreign Office on April 12 that the concession for financing construction of the Chinchow-Aigun Railroad sought by a syndicate of British and American capitalists, has been granted by China.

The National Liberals of Germany won a remarkable victory on April 15 by the election of a successor to the late Count Udo von Stolberg-Wernigerod, President of the Reichstag at the time of his death on February 19 last.

The German torpedo boat 122 was run down by the small cruiser Muenchen during the German naval maneuvers off Stettin on April 13. Two engineers were killed and several others of the torpedo boat's crew were wounded.

Important discoveries have been made by archaeologists of the Potsdam Museum in excavations near that city. The ruins of a pre-historic village estimated to belong to a period dating back to the year 1000 B. C. have been unearthed.

El Pais, a Spanish newspaper, commenting upon the proposed raising of the United States battleship Maine, suggests that an examination of the wreck be made by a mixed commission of American, Spanish and French engineers to determine the cause of the warship's destruction.

With the Wits.

One year the ladies rounded grow,
Another, slim and fat.
I wonder what this fall will show
In feminine anat.
—Kansas City Journal.

The Limit.—Would-be Hunter—Aw, me man, what's the game law limit in this locality?

Guide (grimly)—Two deer and one guide.—Life.

Of Course.—"I am looking for a husband."

"How would I do?"

"But you are married."

"All husbands are."—Houston Post.

Willing.—Maude—What did you say when Miss Bullion told you she could only be a sister to you?

Jack—I asked her if she thought she could get her father to sign adoption papers.—Exchange.

Any Covering Welcome.—"Hands up!" hissed the burglar bold in the cheap hotel. "I've got you covered."

"Thank goodness!" gasped the shivering guest. "That is more than this four-foot blanket will do."—Chicago News.

A Linen Shower.—Helen—The friends of the bride-elect are going to give her a linen shower.

Harold—What's a linen shower?

Helen—It's a shower in which the rain comes down in sheets.—Chicago News.

That's the Question.—Wife—You were late last night.

Hub—Beg pardon, my dear. As I came in the front door the clock struck eleven.

Wife—But what time did you arrive?—Transcript.

Rather Strenuous.—Mr. Cassidy—Awn will yez listen to this, Nora? A Baltimore mon hugged his woife so toightly on th' golden wedding thot he broke two av her ribs.

Mrs. Cassidy—Ah, Patrick, awn isn't ut grand to see such affection after all thim years?—Chicago News.

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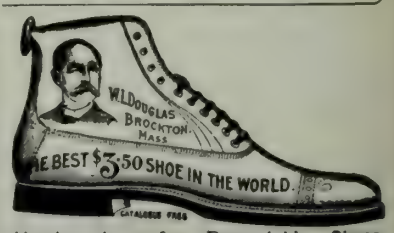
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXIII, No. 33. SAN FRANCISCO, WEDNESDAY, MAY 4, 1910. Whole No. 2067.

NORWEGIAN SEAMEN'S LAW.

BY resolution of the Norwegian Storthing, of May 13, 1908, the Department of Commerce was empowered to appoint a commission to consider questions relating to engagement of seamen, seamen's contracts and conditions connected therewith.

Pursuant to said resolution the Department of Commerce on October 13, 1908, appointed a commission composed as follows: Chairman, Captain Magnus Andersen, Director of the Maritime Office (Bureau of Navigation); two shipowners; two shipmasters; as representing the crews, one mate, one engineer and one fireman; as representing the different branches of the administration, a seamen's clergyman, a vice-consul and a shipping officer. (Mr. O. L. Barstad, president of the Norwegian Seamen's Union, was appointed a member of the Commission.)

In the opening of its report the Commission says:—The jurisdiction of this Commission has not been definitely defined, inasmuch as it has been charged with the consideration of "legislation affecting the engagement and shipment of seamen, as well as conditions connected therewith."

It appears from the resolution of the Storthing that, while the introducers of the resolution regarded it most important to reach an effective solution of the questions of engagement and shipment of seamen in foreign ports as well as at home, they also considered that at the same time a revision of the present law with reference to the crews of vessels, particularly in the matter of desertion, might be made.

The commission is of the unanimous opinion that it would be only a half measure to limit the present legislative work to matters affecting purely engagement and shipment. In the collection of data it has become clear that such a plan would not alone fail of accomplishing the objects sought, but it would be practically impossible, for the reason that in dealing with questions of engagement and shipment we were compelled to touch upon and consider other phases of the condition of the crews.

If a satisfactory result is to be obtained the whole "crew question" has to be considered.

Acting upon this conception of its duties the commission has gathered together all regulations affecting the crews of vessels in a bill relating to seamen, divided into 10 chapters. The matters which have been treated will appear from the following résumé of the contents of the different chapters:

Chapter 1.—Provides a new system for the engagement and shipment of seamen at home and abroad.

2.—Contains detailed regulations as to certificates (of identity) required of the seamen; regarding the mode of procedure in the shipment of seamen, and the fees to be paid therefor.

4.—Defines who is to be regarded as a member of the crew; and the qualifications required in each member of the crew, according to his rating, from deck boy to shipmaster.

5.—Deals with the shipmaster and his position on board, together with regulations as to the appointment and discharge of the shipmaster.

6.—Contains regulations particularly concerning mates and engineers.

7.—Contains regulations concerning discipline and good order on board ship, and prescribes punishment for violations of contract and for desertion.

8.—Describes the content of seamen's contracts, the rights and obligations flowing therefrom, and the procedure as to payment of wages, allotment, etc.

9.—Contains rules as to working hours, the arrangement of the hours of labor and the length of the workday. (The provisions regarding same are now to be found partly in the present shipping law but mainly in the law concerning public control of vessels' seaworthiness.)

10.—Contains general rules regarding the settlement of disputes; defines the legal status of persons on board who are not members of the vessel's crew; concerning sailors' homes and lodging houses; regarding preference of seamen who have followed the sea for longer periods to appointments in positions in the public service.

To the foregoing brief review of its work the commission desires to add the following general remarks concerning the manning of the Norwegian merchant marine:—It appears from the annual reports of the Maritime Office (Bureau of Navigation) that about 4000 annotation certificates (permits issued to boys making their first voyage) are issued annually in Norway, but only about 1500 service certificates (Certificates issued after 12 months' service in the foreign trade). About two-thirds of the boys who enter the Norwegian merchant service therefore fail to qualify for service certificates. A number of these boys no doubt leave the sea service; some, perhaps, continue sailing on their annotation certificates until they are able to obtain their mate's certificate, but the proportion who seek service in foreign vessels is very great. There is a great deal of truth in the argument that is often being advanced, that the Norwegian merchant marine is the training school for seamen of the maritime nations with whom we are in competition.

As a result, the Norwegian merchant marine is manned very largely by foreigners. Any exhaustive data on this subject are not obtainable, but the information at hand affords sufficient illustration. According to the annual report of the Maritime Office (Bureau of Navigation) for 1908, the crews of the Norwegian merchant vessels (masters excepted) were composed of 36,299 seamen. Of these there is at hand information as to the nationality of 24,361, who were employed exclusively on cargo steamers and sailing vessels. Of these, 18,079 were Norwegians and 6282 foreigners. The percentage of foreigners, therefore, is about 25. The proportion is not much different in sail and steam vessels. It is noted that of the 24,361 seamen above referred to 4847 were mates or engineers. If we take it for granted that the greatest percentage of officers are of Norwegian birth, we will find among the seamen (below the rating of officers) about 13,500 Norwegians and about 6000 foreigners; in other words, 30 per cent of the crews of Norwegian vessels are foreigners.

The fact that Norwegian seamen leave Norwegian vessels and make room for foreigners is unfortunate in two ways; it is unfortunate for the seamen themselves, socially, and unfortunate for the shipping industry from a national-economic point of view. The latter consideration may not have received the consideration it is entitled to.

Of the necessary requisites for the growth and development of the merchant marine the effectiveness of the crew is of the greatest importance. In our day the world's markets are governed by the keenest competition between the maritime nations. In order that the various national merchant fleets may be fully equipped for the struggle they receive the most vigilant attention from their respective governments, so that assistance may be rendered on any point upon which it may be required. The great commercial nations' merchant fleets enter the struggle supported by their governments in various ways. The French merchant marine enjoys enormous direct subsidies. So do the merchant marines of several other nations. The German fleet is supported by indirect public aid in various ways, and is besides founded upon powerful combinations of capital. The strength of the British merchant fleet lies in its powerful financial companies, in the splendid location of the mother country and her colonies, and in the traditional British love of maritime affairs; added to the fact that the great mail steamship companies are favored by comparatively great contributions from the public treasury.

That Norway, in spite of these conditions operating against her, has been able to maintain her position, and has not permitted herself to be forced out of the international carrying trade is due to our efficient and energetic ship-owners, but also to the efficiency of our seamen. With reference to the future, it is plain that we cannot follow the example of the foreign powers in the matter of subsidy. Nor can we figure on being able to lay as the foundation for our merchant marine powerful combinations of capital. We are compelled to confine ourselves to strengthening and enlarging the advantages we now possess—namely, in the personnel. In respect to monthly charters, under which vessels provide the crews, our chances are dependent upon our ability not alone to keep the vessels in excellent condition, but also upon the fact that they have the best crews obtainable, so that the vessels to be chartered may be put on the market fully equipped for competition with foreign ships. There will always be room in the world's market for a vessel properly equipped and with a first-class crew. To such a vessel the charterer will entrust his goods in preference to others. Herein, in the opinion of the Commission, lies our future as a maritime nation.

The Commission has therefore regarded as its main object, by means of appropriate changes in our law, to assure efficient crews for our merchant marine and a sufficient number of seamen to man it.

Standard of Individual Efficiency.

The following are the main provisions of the proposed law relative to the crews of vessels:

Sec. 59. Under this law all persons whose labor on board is connected with the navigation and maneuvering of the vessel, together with vessel's engines and boilers, are regarded as belonging to the crew; so also are those persons who are mainly engaged in the preparation of the food for the crew and cleaning of the crew's quarters. The pilot is not a member of the crew.

Sec. 60. In order to sign articles as jungmand (young man) the seaman must have served at sea at least twelve months as deck boy on vessel classified in Sec. 17. Service in school ship, or decked fishing vessel below the size requiring reg-

istration, is to be regarded as equivalent to service as deck boy in vessel classified in Sec. 17.

In order to sign as ordinary seaman he must be at least 17 years of age and have served at sea 24 months, of which not less than 6 months as jungmand (young man).

In order to sign as able seaman he must have served at sea 36 months or longer, of which not less than 6 months as ordinary seaman.

Sec. 61. In order to sign as coal-passer, the seaman must be at least 17 years of age.

In order to sign as fireman, he must be 18 years of age or over, and have served not less than 12 months as coal-passer or engine-room boy in vessel classified in Sec. 17.

Sec. 62. In order to sign as bedstemand (leading seaman), carpenter, sailmaker, boatswain, donkeyman, engine-room assistant, blacksmith, or other kind of artificer, he must be at least 20 years of age and have had at least 48 months' service, of which 12 months must have been spent in the respective trade on shore.

Sec. 63. In order to sign as a cook, the seaman must be at least 17 years of age and must have served at sea as cook's mate or mess boy for 6 months or longer, or in any other capacity at least 12 months.

Sec. 64. In order to sign as steward, the seaman must be at least 19 years of age and have sailed as cook not less than 12 months, and further have a certificate of graduation from a public steward school. It is the duty of the steward to supervise the provisioning of the vessel and the preparation and service of food for officers and crew.

Sections 65-81 define the qualifications of deck and engine-room officers, and master.

Shore Leave.

Sec. 108 provides that when the vessel is moored in dock or alongside wharf the seamen shall not be denied shore leave in their leisure hours, unless the vessel is to sail within 24 hours. If regard to the safety of the vessel requires it, up to one-half of the crew may be kept on board. In vessels running on schedule on the Norwegian coast shore leave shall be granted up to within 6 hours of the vessel's departure.

Disciplinary Measures.

Sec. 131 prescribes as punishment for various offenses in the service and violation of good order on board forfeiture of wages, as follows:

1. Not to exceed one-half month's pay for leaving post of duty on the lookout or at the wheel, or for being found asleep or intoxicated on such post of duty; for the careless handling of light or fire; for unseemly conduct toward superiors, for disobedience of lawful orders, or for secreting stowaways in the vessel.

2. Not to exceed one-quarter of a month's pay for neglecting watch or other duty; for being found asleep or intoxicated on such duty; for bringing intoxicating drink or arms on board; and in the case of the watchman, for permitting strangers to come on board.

3. Not to exceed 5 days' pay for going on shore without leave in case the seaman returns within 12 hours, but up to one-half month's pay if he returns after 12 hours.

4. Not to exceed 3 days' pay for leaving boat in which the seaman has been sent on shore, without permission; or for quarreling on board, or for permitting strangers to come on board without the knowledge or consent of the watchman or officer on duty; or for showing indecent conduct to any of the crew or passengers; or for violation of good order.

5. From one to two days' pay for failing to return on board at the appointed time from shore leave, provided he returns within 12 hours; if he remains away from the vessel more than 12 hours up to one-quarter of a month's pay.

If any of the foregoing offenses are repeated the fines may be increased to the double.

The above fines may not be imposed upon officers. In the cases of officers violating any of the foregoing provisions, the master may suspend them until arrival in port, where the case will be tried by shipping officer or consul.

Disciplinary Court.

This is a novelty in maritime legislation; inasmuch as it is proposed to deprive the master of the right to impose fines for violation of disciplinary regulations, and instead provides for the establishment of a disciplinary court on board ship, as follows:

"Sec. 132. Forfeiture of wages as punishment for any of the before enumerated offenses is determinated by 'disciplinary court.' Said court is composed, on sailing vessels, of the master, the chief mate and a representative of the crew. On steam vessels the 'disciplinary court' is composed of the master, chief mate and a member of the engine or fire-room crew, in case the accused is a member of the engine or fire-room crew; in any other case, of the master, chief engineer and a member of the deck crew. The representative of the crew is to be elected by majority vote for each case by the whole crew (deck and engine room), but shall be of no lower rating than able seaman or fireman. The members of the steward's department are in this connection regarded as members of the deck crew. No one may decline to accept election. Seamen who are concerned in the case may not take part in the election.

"The master is the chairman of the 'disciplinary court.' The 'court' determines cases by a majority vote. If the chief mate, or chief engineer, is an interested party he shall retire from the 'court.' In such case the chairman appoints a substitute, one of the other mates in place of the chief mate and one of the other engineers for the chief engineer."

Sec. 133 describes the mode of procedure of such "disciplinary court," as follows: "The 'disciplinary court' shall convene at the time appointed by the master. Before such 'court' determines any case, proper inquiry shall be made and witnesses shall be examined. The accused has the right to examine any witness he may desire. The examination of the accused and witnesses shall be conducted by the chairman of the 'disciplinary court.' The accused is entitled to be present when the witnesses render their testimony and to direct questions to the witnesses through the chair. The evidence adduced shall be entered in the crew journal and shall be read to the accused and the witnesses and be approved by them. Thereafter the 'disciplinary court' shall retire and determine the case, and the decision shall be entered in the crew journal and be subscribed by the members of the 'disciplinary court,' whereupon it shall be read to the accused. The accused is entitled to receive a copy of the entry made in the crew journal pursuant to the provisions of this section. The right to levy fines becomes inoperative when a week has passed from the time the offense took place.

"If by reason of conditions it is found impossible to convene a 'disciplinary court' on board, or in case such court can not be constituted without danger to the maintenance of proper discipline on board, the master may, instead of submitting the case to the 'disciplinary court' on board, postpone trial until the vessel's arrival in port where consul or shipping officer is to be found. In such case the complaint shall be entered in the crew journal as well as the conditions making such postponement necessary.

"In port the 'disciplinary court' shall be composed of the consul or shipping officer as chairman and of two other members appointed by such officer; one member shall be a vessel's officer, and the other a seaman (below the rating of officer); but not necessarily a member of the crew of the vessel in question. This court is subject to the same rules as 'disciplinary court' held on board.

"Fines imposed may be wholly or partially remitted by order of the 'disciplinary court' before the seaman is discharged. To do so requires a unanimous vote of said 'court.' Such remission, in order to be legal, must be entered in the crew journal accompanied by reasons for such action.

"If the 'disciplinary court' finds that the case is not covered by any of the provisions of Sec. 131, but that the action is punishable under the common penal code, the 'disciplinary court' shall make an entry in the crew journal accordingly."

Sec. 134. The decisions of the "disciplinary court" may be appealed in the manner prescribed in Sec. 202.

Sec. 202 provides for the appeal of such decisions to the Maritime Office (Bureau of Navigation) by mutual consent. The decision of the Maritime Office is binding. Otherwise either party may within 12 months appeal the case to a commission composed of one person having the qualifications of judge, and four other members, one nominated by the shipowners, one by the shipmaster, one from the deck crew and one from the engine-room crew (in each city). The nomination of the members of said commission must be confirmed by the King.

Sec. 135 provides that wages forfeited under the provisions of Sec. 131 shall be applied in the interest of the seafaring craft generally, and shall be paid to the consul or shipping officer, whose duty it is to see that the prescripts of the law are observed. If no "disciplinary court" has been held, no forfeiture of wages is considered legal.

Violation of Contract and Desertion.

Sec. 136. Any seaman who without legal cause violates his contract, either by failing to enter the service, or by leaving the vessel with intention of withdrawing from further service, or who fails to return on board, is required to make good any expenses thereby incurred by the owners or the public.

Sec. 137. If the violations of contract named in the foregoing section occur under such conditions that there is danger to the vessel's seaworthiness or to human life, such violation is to be regarded as desertion.

Irrespective whether such conditions are present, it is to be regarded as desertion in case the seaman leaves the vessel within 24 hours of the time fixed for her departure, or in case he, after having been granted shore leave which expires within such period, fails to return to the vessel.

From the wages of a deserting seaman, or from the sale of the effects he may leave on board, the shipmaster may withhold what is necessary to reimburse the shipowners or the public for any expense incurred by reason of such desertion. The balance shall be paid back to the deserter, provided he presents his claim within one year with proper certificate that he is entitled to have returned to him his discharge book (Sec. 147); or provided he personally appears before a shipping officer in Norway. Failing to comply herewith the balance of wages shall be applied as provided in Sec. 135.

Sec. 147 provides that a seaman who has deserted may receive his discharge book, provided he can present proof from the public prosecutor either that he has suffered the penalty of his crime, or that the case will not be prosecuted against him.

It will be seen from the foregoing that it is proposed to define "desertion"; 1. to leaving vessel within 24 hours of her sailing without intention to return, and 2. to leaving vessel without intention to return under circumstances which may endanger human life or property.

Secs. 139-141 prescribe rules for the report of all cases of desertion to proper officers.

Sec. 142 provides for the appointment and powers of the commission already referred to under the head of Disciplinary Regulations.

Sec. 143. It is among the duties of said Commission to determine the amount of indemnity a seaman who leaves a vessel in violation of his contract shall pay to the shipowner or the public, and to further determine whether such violation of contract amounts to "desertion." If the Commission shall find that such violation of contract amounts to "desertion" it shall report its finding to the Maritime Office (Bureau of Navigation). If, on the other hand, the commission shall find upon examination of any case of violation of contract that the shipmaster has committed such wrongs as to give the seaman the right to compensatory damages, the commission shall fix the amount of such damages, and its award shall be final.

Sec. 146. In case the Commission shall report that there appears to be foundation for a charge of "desertion" the Maritime Office (Bureau of Navigation) shall submit the evidence at hand to the public prosecutor. In the contrary case, the discharge book together with the seaman's wages and effects, the necessary deductions to indemnify the owners or the public having been made, shall upon demand be delivered up to the seaman. If such demand is not presented within 12 months the money shall be applied as prescribed in Sec. 135.

The following is the comment of the Commission on Sections 136-147:

In these sections are to be found the rules in cases in which seamen break their contract. As remarked in the introduction of this report, it is one of the main purposes of this Commission to propose suitable legislation to counteract desertion from Norwegian vessels. In maritime parlance the word "desertion" is usually understood to include not alone the illegal leaving of a vessel after having entered the service, but also "failure to join," inasmuch as both of these acts have injurious consequences both to the business of shipowning and to the seamen.

The Maritime law only prescribes the civil remedies against desertion as such, inasmuch as Sec. 106 (of the present law) only provides that a seaman who leaves his vessel and service, and does not voluntarily return before the vessel's departure, shall have forfeited his wages and belongings to the shipowner. The Penal Code, on the other hand, provides punishment (on the body) for failure to join and for illegal withdrawal from the service after having entered same. The punishment therein provided for failure to join is fine or imprisonment for four months, and for desertion as such, fine or imprisonment not to exceed eight months. If the safety of the vessel or human life is endangered by desertion the deserter may be imprisoned not to exceed three years. In the last named case the offense is prosecuted by the public; otherwise failure to join as well as desertion, as such, is only prosecuted upon the request of the injured party.

Both cases (failure to join and desertion as such) are regarded by the Penal Code as crimes, whereas the case of a seaman failing to join the vessel at the appointed time, but without intention to withdraw from the service, or unlawfully leaving the vessel without intention to withdraw from the service, is regarded (under the Penal Code) as a misdemeanor, which may only be prosecuted upon the request of the shipowner or shipmaster, and which may be punished by fines and, in extreme cases, by two months' imprisonment.

There are not at hand any reliable statistics as to the number of desertions. According to the reports made by shipmasters it appears that the total number in 1906 was about 1349, in 1907, 2600, and in 1908, 1643. The total crews of all registered vessels were in the same years 34,848, 35,647, and 36,299, respectively.

These accounts which are taken from the reports of the Maritime Office (Bureau of Navigation) are not complete for several reasons, particularly so for the year 1906. In the first place the reports do not take into account vessels engaged in the coast-wise trade or vessels running on schedule between Norwegian and foreign ports. Even though desertion in these trades is not a very common occurrence it is reasonable to suppose that if they were included the number would be considerably increased.

But these figures alone prove that desertion is an evil; although we may not be justified in saying that it has increased of late years. Much has been written concerning desertion, likewise many different remedies have been proposed for its suppression.

After investigation into the psychological causes for desertion of the seamen of various ages we have reached the conclusion that desertion is a social question and must be solved as such. The way to obtain better conditions in respect to desertion is not through increasing un-

(Continued on Page 7.)

CONCERNING TUBERCULOSIS.

It is estimated that there are over 10,000 living cases of tuberculosis in San Francisco.

During the year 1909, 811 deaths occurred in this city from tuberculosis, of which 558 were males (68.8 per cent), and 253 were females (31.2 per cent). Of the total number of deaths 465 (58 per cent) were single, 259 (32 per cent) were married, and 87 (10 per cent) were widowed, divorced or social relation not given.

The total per cent of deaths from tuberculosis as compared with the gross mortality was 15.62 per cent, or 1 in every 6½ deaths of all nationalities. The mortality from tuberculosis among the Chinese was 1 in every 3 deaths; among the Japanese 1 in every 3½ deaths, while among the negroes the proportion ran as high as 1 in every 2¾ deaths.

Seventy-five per cent of deaths from tuberculosis occurred in persons between the ages of 20 and 60 years. Of this number 418 were men. According to Professor Irving Fisher, of Yale, the average value of the wage-earner during the active period is worth $8,000 in capitalized wealth to the community. On the basis of these figures San Francisco suffers an annual economic loss of $3,345,000.

It is estimated that the annual mortality in the world from this disease is over 1,000,000—two deaths occurring every minute. In the United States over 150,000 (about 90 per cent of whom are adults), die annually from this disease.

Tuberculosis is the most prevalent and the most fatal of all communicable diseases in San Francisco, causing 1 death in every 6½, and 3¼ times as many as typhoid fever, diphtheria, scarlet fever, measles and whooping cough combined. Tuberculosis kills people in their prime, its victims being mostly of the active working class. The average age at death is 35 years.

Among the most common predisposing causes for tuberculosis must be mentioned: the overcrowding in the tenements of the poor and the excessive indulgence in alcohol. According to Otis, 41 per cent of cases give a history of over-indulgence in alcohol.

Experience shows that the disease is contracted by long and close association with a consumptive who does not destroy his sputum before it becomes dry—when the tubercle bacilli are set free and mixed with dust inhaled by the victim. Consumption is essentially a house disease. The close association above referred to may exist in the school, office, or factory as well as in the home. Tuberculosis is a disease usually involving the lungs, although the glands, bones or other tissues of the body may be affected, runs a chronic course and is characterized by cough, loss of weight and fever. After the disease has existed some time microscopical examination of the sputum reveals the presence of a germ known as the tubercle bacillus which was discovered by Professor Robert Koch of Berlin in 1882. The duration of the disease in fatal cases averages two years.

The San Francisco Association for the Study and Prevention of Tuberculosis was organized in 1908. On January 18, 1909, a clinic was opened at the Telegraph Hill Settlement and remained there until last October, when it was moved into its own building, 1547 Jackson street, which was erected at a cost of $6,445.00 (of which $1,800.00 was donated) on a lot leased for three years at a nominal rental of $1.00. The present membership of the association is about 1200, who pay $1.00 per year. Clinics are held every morning except Friday at 8:30 to 10:00 o'clock. Within forty-eight hours after the patient has been examined the visiting nurse calls at the home and thoroughly investigates the social conditions of the family, noting the housing conditions, sun exposure, cubic air space, disposal of the sputum, standard of cleanliness of the family and facilities for open-air treatment. Insanitary premises are reported to the Department of Public Health. The financial status of the family is investigated and the names of relatives, unions, lodges, etc., are obtained to whom an appeal for assistance is made. The nurse instructs the patient in the use of paper napkins and pocket flasks for disposal of sputum and such other sanitary regulations as will protect the other members of the family, and leaves with the patient a circular of facts concerning tuberculosis which are printed in various languages. Relief in the nature of reconstructing the homes, furnishing wholesome food, sanatorium treatment at Alta or Haywards is obtained through the Associated Charities.

There are now over 300 Anti-Tuberculosis Associations in the United States.

CANADIAN WATERWAYS.

By improvement of the St. Lawrence River and the building of deep canals to the upper Lakes, Montreal, in wheat exports, has been placed at the head of all the cities of the Western World, and this in spite of the fact that the Canadian route is closed by ice a third of the year. No doubt the people of New York foresaw this situation coming when they voted $101,000,000 to deepen the Erie Canal so as to accommodate large barges. But when the work, now going forward steadily, is completed, Canada will still have much the deepest waterways from the lakes to the ocean.

With this advantage Canada might be supposed to be content to rest its case. But it has planned much greater improvements, and is setting them in motion. The engineer of the Manchester ship canal, Sir Robert W. Perks, has been summoned to Canada to begin the construction of the Georgian Bay ship canal, a work that will cost at least $100,000,000. It will connect Lake Huron, above Detroit, by way of the Ottawa River and Lake Nipissing with the St. Lawrence at Montreal. The canal, as projected, is 440 miles long, and involves the construction of thirty-three locks. Incidentally it will furnish a great amount of electric power. The most significant feature of the new canal will be its depth of twenty-two feet, enabling large ships to pass freely between Montreal and the Great Lakes. Engineers say that the canal will be completed in five years. A British syndicate will furnish the money under the guarantee of the Canadian Government. Isn't it time for this country to deal with waterways as one of the momentous national issues?—St. Louis Globe-Democrat.

In line with its intention to devote more attention to submarine mining, the Russian Admiralty has ordered five mine-planting ships.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Unions, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 85 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques y puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

World's Workers.

Steps are being taken to form a Trades and Labor Council in Timaru, N. Z.

The Tramway Employes' Union of Sydney, Australia, now has a membership of 2700.

The dividend to employes on co-partnership shares in Lever Bros.' soap works at Port Sunlight, Australia, is at the rate of 7½ per cent.

The Queensland (Australia) Colliery Employes' Union forwarded £1007 to assist the New South Wales coal miners in the recent dispute.

The Weekly Herald of Adelaide, organ of the labor movement of South Australia, has been changed to a daily paper, with all the features of up-to-date journalism.

The conference between the Amalgamated Society of Railway Servants and the General Railway Workers' Union in Britain has resulted in a decision to amalgamate.

The Amalgamated Society of Carpenters and Joiners in Victoria, Australia, have applied for registration under the Commonwealth Conciliation and Arbitration Act.

The Sydney (Australia) Wharf Laborers' Union recently opposed the application for a "free" laborers' wages board to deal with work at oversea vessels, but the Industrial Court overruled the objection and granted the board to the "free" laborers.

Welsh coal miners are demanding an increase of the minimum wages from 30 per cent to 40 per cent over the 1897 standard, and payment for small coal. The coal barons declare that they will not concede the increase, and as a result a strike of 150,000 miners seems imminent.

A deputation of what the daily press described as "free" laborers complained to the New South Wales Minister for Public Works recently that they considered that they had been unjustly treated by the employers, who discharged them as soon as the unionists intimated their intention of returning to work.

The Wellington (N. Z.) Furniture Trade Union recently secured convictions against three firms for breaches of awards, penalties being imposed in each case. Referring to one case, Magistrate Haselden said: "We take it that the trade will learn of this case, and ignorance will not be accepted as an excuse in the future."

The final touch to the illegal discharge of the Waitemata crew at Newcastle in September last was given recently in the receipt by William Belcher, of the Dunedin Seamen's Union of £318 from the Union Company for payment to the twenty-eight men concerned in full settlement This works out at a month's wages and £3 in addition per man.

Mrs. Rafferty, mother of John Rafferty, greaser, drowned in the wreck of the steamer Penguin last year, has been forwarded £250 compensation by the New Zealand Seamen's Union, for the loss of her son, which is the full amount she could claim. Nicholas Berg, a seaman, injured in the steamer Petone some months ago, has received a total of £100 compensation in full settlement.

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MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

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Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INFORMATION WANTED.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England.

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San Pedro Letter List.

Abrahamson, A.	Kristiansen, E.
Anderson, Charlie	Larsen, L. P.
Anderson, John	Lano, Emil
Andersen, Martin	Lewis, J.
Anderson, Gust.	Lane, Edward
Andersen, Sigurd	Larsen, J. -1025
Anderson, Tom	Lankewitz, E.
Andersson, A. -1447	Leith, Chas.
Anderson, Gust	Louis, Michael
Andersen, Harry	Larsen, Chris. T.
Andersen, P. T. (package)	Larsen, Christian
Anderssen, Frank	Larsen, Marinius
Anderson, J. E.	Larsen, K. Louis
Arplund, August	Lindroth, Erik
Boye, Axel H.	Ludlow, J. J.
Boylan, C. J.	Lange, Friedrich
Bjork, Axel	Lehtonen, John
Bensen, Ray	Lueman, A.
Bedford, A.	Lundquist, F.
Brogard, R.	Maroth, Richard
Blusath, Max	Mulley, James
Broden, Julius	Mygind, W. F.
Bertilsen, Peder	Mardisan, Andrew
Blumquist, C.	Mookala, John
Bordjelm, Alex.	Mueller, Hugo
Bolander, J. E.	Michelsson, A. -1105
Brose, R.	Mannstrom, V.
Bjorseth, Knut	Moe, John M.
Backman, Ernest	Nelsson, Karl J.
Christophersen, A.	Nelson, John C.
Christiansen, E.	Nystrom, Ragnar
Berntsen, Julius	Nordgren, Chas.
Campbell, Geo.	Nelson, C. -663
Carlson, Markus	Nelsen, Eddie
Christenson, H.	Nyberg, Erick
Celley, Edward	Nestor, Wilson
Carissen, C.	Noberelt, Gustav
Christiansen, Chr.	Nilsen, J. -780
Castro, Manuel	Olausen, Kristian
Christiansen, Hjal.	Olsen, Hagbart
Colombay, Louis	Olsen, Adolf
Carlsson, N.	Orten, Sigurd
Cainan, George	Ohm, Gunwall
Clausen, Johannes	Ott, John
Conrad, Fritz	Olssen, L.
Dudler, Hans	Olsen, G. A.
Dorles, J. H.	Ohlsen, Ch.
Donaldsen, G. C.	Olson, Karl
Dahlman, J. A.	Olson, Wm.
Daugul, G.	Ohman, P. W.
Edlund, Agaton	Pierson, A. -1102
Englebright, H.	Pestoff, Savaty
Ellingsen, F.	Pedersen, Gert C.
Edland, Gus	Petersen, H. -1061
Englund, Hjalmar	Peterson, K. E. -903
Erdman, Bob.	Pettersen, Peder. O.
Emanuelsen, Gust.	Peratis, John
Falk, J. P.	Peterson, Chas.
Foss, Louis	Pihpic, C.
Fryland, C. J.	Pihpic, J.
Fisher, J. -566 (photo)	Pedersen, A. -1341
Fredricksen, H. G.	Petersen, Oscar
Gerner, Hans	Quinn, Wm.
Gronroos, E.	Rasmussen, F. -341
Gutman, E.	Rokow, Stefan
Gunther, Christian	Randle, David
Gunther, Hans	Reuter, Ernest
Glausen, Harry	Reuten, Axel.
Gorgesen, Emil	Rudland, Jake
Garner, Louie	Rueter, Herman
Hansen, Thron	Remme, F.
Hedlund, Arvid	Rodriguez, M.
Hansen, Markus	Rytko, Otto
Heckman, Fred	Rajala, Victor
Hansen, Carl	Sorensen, C. -1607
Heggum, Louis	Scholl, Karl
Halvorsen, I.	Solie, Ingvald
Hanze, Albert	Saarinen, H.
Hoglund, F. V.	Strand, Olav
Hansen, Charlie	Steen, Hilmar
Hassall, G.	Schultz, Albert
Hansen, L. -794	Sundquist, W. W.
Hansen, Hans	Swanson, Chas.
Husby, Lars	Scott, E. G. -2041
Hansen, Rasmus	Samuelsen, V.
Harris, Tom	Schlitt, James
Hansen, Theodor	Staelsten, Karl
Heggenmuller, H.	Smith, John
	Southerland, A.
	Silverberg, Harry

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Supervising Inspector Bermingham has restored to Captain Levi Snyder, master of the Argo, his license, which was suspended for one year. The Argo was wrecked five months ago.

E. Miller was recorded at the San Francisco Custom-house on April 28 as master of the steamer George W. Fenwick vice Martin Swanson, the change having been reported from Astoria, Or.

Third-Mate Healey of the steamer Missourian fell down a hatch of that vessel while she was at Port Allen, T. H., on April 15, and was so badly injured that he died two hours later. He was buried at Port Allen.

The steamer Beaver, one of the recently constructed vessels for the Columbia River and San Francisco line, arrived at Astoria on April 29, sixty-two days from New York direct, and brought a full cargo of freight.

The Alaska Steamship Company is building a new passenger steamer for the Nome run at Moran's shipyard in Seattle. The new craft, which is expected to be completed within three months, will be christened La Touche.

Twenty-one days from Hana, the schooner H. C. Wright arrived at San Francisco on April 26 and reported that when thirty miles northwest of the Farallones, she passed several pieces of wreckage, which appeared to be the bulwarks of some vessel.

G. L. Blair, general agent of the San Francisco and Portland Steamship Company, who has been looking over the Los Angeles field says that the service of his line will probably be extended at once to Los Angeles with the Rose City, new Beaver and Bear on a six-day through schedule.

The revenue-cutter Tahoma will be stationed at Unimak Pass until May 20 looking after the safety of thirty vessels which will go through the Pass and to which floating ice will be a menace. Later the Tahoma will go on seal patrol, watching the swarm of Japanese schooners in Behring Sea.

In a dense fog early on April 24 off Point Reyes the iron steamer St. Helens, Captain Jamieson, collided with the steam-schooner Sea Foam, doing considerable damage to the latter vessel. The Sea Foam's stanchions and davits on the port side aft were carried away and the deckhouse and awning started by the impact.

The following changes of masters were recorded at the San Francisco Custom-house on April 25: Steamer Napa City, Charles Gustafson vice John Lauritzen; schooner Lillian, A. C. Schlash vice Christian Larsen; schooner Mabel Gale, N. J. MacLeod vice John Matson. The schooner America, with John Johnson as master, was enrolled.

A suit in admiralty was filed in the United States District Court at San Francisco on April 26 by Paul R. Ruben against the Kosmos line to recover $366.05 for damage to seventy-five barrels of whisky shipped from Hamburg on the steamer Uarda to the Crown Distilleries Company. It is claimed the loss was due to improper stowage.

The following changes of masters were recorded at the San Francisco Custom-house on April 23: Steamer San Rafael City, F. J. Mathiesen, vice Hans Michelsen; steamer Tallac, Louis Hansen, vice John Norberg; steamer Santa Maria, C. H. Winnett, vice Carl Alberts; schooner Caroline Dixon, Joseph W. Rogers, vice William Jensen.

The steamer which ran into the barkentine Kohala in a dense fog off the Farallones on the night of April 23 turned out to be the British tramp H. C. Henry, which has arrived at Townsend from Middlesborough, via San Diego. The damage sustained by the Henry is not known. The Kohala, which was bound out for the Sound, was compelled to return to port for repairs after the collision.

The following changes of masters were recorded at the San Francisco Custom-house on April 26: Steamer Sea Witch, H. P. Marshal, vice John Richardson; steamer Constance, W. H. Staffel, vice B. F. Beringer; steamer Sea Fox, P. P. Petersen, vice Joseph Santos. The barkentine Newsboy, C. Anderson, master; and the schooner J. M. Weatherwax, H. H. Oosterhuis, master, were enrolled.

In addition to the American-Hawaiian freighter Nevadan being taken off the San Francisco-Honolulu run under the American-Hawaiian schedule and being chartered to the Matson Navigation Company as a sugar carrier, the American-Hawaiian Company's steamship Honoluluan, now being built at Newport News, will be turned over to the Matson Company when commissioned in January.

According to London advices received at San Francisco on April 27 it appears that the steamer which rammed the steam-schooner Yosemite off Hueneme on April 19 was the British tramp Strathtay. The Strathtay has arrived at Guaymas from Puget Sound, and reports being in collision with some vessel off San Pedro. The tramp's bulwarks and decks are badly damaged and several plates were broken.

The steam-whaler Orion returned to Victoria on April 16 from Sechart whaling station with Mike Clootetil, a trapper, who was picked up in the open sea clinging to an overturned boat. Clootetil and his partner, Hans Hansen, set out from Kyuquet to Shipney Inlet in a small boat which was overturned. Hansen was drowned, but Clootetil managed to cling to the boat twelve hours until rescued.

Three of last season's grain fleet have arrived in England, according to advices received at San Francisco on April 22. The French bark Rene, from San Francisco on November 24, arrived April 20 at Ipswich. The British bark Strathgryfe, which sailed from San Francisco on November 11, arrived April 21 at Liverpool. The French bark Anne de Bretagne, from San Francisco on November 12, arrived April 21 at London.

The water-logged steamer Santa Clara, which was brought to San Francisco on April 19 by the tug Hercules, was towed to the flats off the Union Iron Works on the 20th, where she is being pumped out preparatory to being placed on the drydock to ascertain the extent of her damages. Until the vessel has been surveyed the underwriters will not determine whether she will be repaired or the insurance paid on her.

New holes in the deck of the steamship Yucatan, which were rammed by the floating ice after she went down in Icy Straits, have seriously delayed the work of raising her, according to Captain Boughman of the steamer Humboldt, which arrived at Tacoma on April 16 from Skagway. It was also reported that new leaks have been discovered and that it may be necessary to build a crib about the Yucatan before she can be floated.

A Federal warrant was issued at San Francisco on April 29 for the arrest of First Assistant Engineer F. Newlandos and Fireman H. Cominsky of the transport Sheridan on a charge of cruelly beating Pedro Teofilo, a Filipino coal passer, on the high seas. So severely did the men handle the Filipino, it is alleged, that he was confined to the ship's hospital for seventeen days on the passage from Japan to San Francisco.

The schooner Eva, owned by the Charles Nelson Company, is ashore on the bar at Altata, Mexico, according to advices received at San Francisco on April 21. The cargo of lumber, with which the schooner was laden, will be a total loss. The Eva left San Francisco on April 2 in command of Captain Gulliksen. The schooner was built in 1880 at Seabeach, Wash., and is of 263 tons net, 128 feet long, 33 feet beam and 9 feet depth.

According to advices received at San Francisco, the British ship Agnes Oswald, 1380 net tons, has been sold and will be broken up for junk. The last passage of the Oswald was profitable, for in the face of low rates her owners bought a cargo of wheat for her at their own risk, and before her arrival home the market had greatly advanced. The ship was built at Port Glasgow in 1876 and was owned by T. Law & Co. She was commanded by Captain T. R. Philip.

The following changes of masters were recorded at the San Francisco Custom-house on April 27: Steamer Phoenix, Peter Halvarsen, vice Carl Masten; schooner Fairfield, J. R. Davis, vice William E. Clampitt; steamer Newburg, John Norberg, vice Andrew Andersen. The steamer Herman, H. H. Bodfisch master, was registered, and the schooners Dora Bluhm, Oscar Johnson master, and the Gracie S., David Duggan master, were enrolled.

The directors of the Kosmos Company report that, although the effects of the crisis which began in 1907 and reached its height in 1908 were still felt last year in the South American republics, the Kosmos line achieved a satisfactory result. The gross earnings were considerably greater than those of the year 1908, although the expenses were much heavier. The total tonnage of the thirty-seven steamers is 183,428 tons gross and the total carrying capacity is 252,250 tons.

At a special meeting of the Chamber of Commerce of Aberdeen on April 15 it was decided to push the proposition for a line of package carrier steamers between that port and California. The Gray's Harbor Commercial Company is seeking an outlet for 500 tons of package freight a month and the National Box Company would be another good patron. Overtures have been made toward securing the steamer Westerner for the venture, and it is planned to have stops made at several ports between Gray's Harbor and San Francisco.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

Affiliated with
AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer,
1½A Lewis St., Boston, Mass.

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(Continued on Page 10.)

Coast Seamen's Journal

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, MAY 4, 1910.

"DESERTION" IN NORWAY.

In this issue we publish the principal recommendations of the Norwegian Commission on Maritime Law, translated from the official report by Mr. E. Ellison, Assistant Secretary of the Sailors' Union of the Pacific. The publication is of the greatest value to seamen and all others interested in the subject, as indicating the trend of public thought on the subject of maritime legislation.

The Norwegian Commission has made good use of its opportunity, especially in the matter of re-formulating the basic principles upon which the maritime law should rest. Upon the subject of desertion, particularly, the views and recommendations of the Commission are noteworthy. The expressions of the Commission in this connection are their own strongest commentary, and will bear repetition here and elsewhere because of the striking truths that inhere in them. After reviewing the relative conditions of Norway and other maritime nations, pointing out the advantages of the latter in the matter of their ability to pay subsidies and to establish corporations backed by large capital, the Commission reverts to the subject of personnel (i. e., seamen) as the one respect in which Norway may hope to hold her own on the seas. Upon this point the Commission says:

> Of the necessary requisites for the growth and development of the merchant marine the effectiveness of the crew is of the greatest importance. * * * We are compelled to confine ourselves to strengthening and enlarging the advantages we now possess—namely, in the personnel. In respect to monthly charters, under which vessels provide the crews, our chances are dependent upon our ability not alone to keep the vessels in excellent condition, but also upon the fact that they have the best crews obtainable, so that the vessels to be chartered may be put on the market fully equipped for competition with foreign ships. There will always be room in the world's market for a vessel properly equipped and with a first-class crew. To such a vessel the charterer will entrust his goods in preference to others. Herein, in the opinion of the Commission, lies our future as a maritime nation.
>
> The Commission has therefore regarded as its main object, by means of appropriate changes in our law, to assure efficient crews for our merchant marine and a sufficient number of seamen to man it.

The causes of desertion and the remedy therefor are discussed as follows:

> After investigation into the psychological causes for desertion of the seamen of various ages we have reached the conclusion that desertion is a social question and must be solved as such. The way to obtain better conditions in respect to desertion is not through increasing unnecessarily the punishments therefor, nor by holding back earned wages, nor by requiring surety bonds for the faithful fulfillment of the contract, but by strengthening the seaman's sense of responsibility, and by strengthening the bands which tie him to the mother country.
>
> The Commission is of the unanimous opinion that the main remedy against desertion is to be found in suitable provisions on the part of the legislative and executive power, for the raising of the social level of the seafaring craft and to attach Norwegian seamen to the Norwegian merchant marine.

In this statement the Commission has sounded the keynote of success in the treatment of seamen. The truth, as thus expressed, is universal; it is applicable not only to Norway but to all other maritime nations. It is this truth which the seamen of the United States have been urging upon the lawmakers of this country for many years. This truth must be recognized and acted upon if the United States is again to become a great maritime nation.

As to the manner in which the subject of desertion shall be dealt with, the Commission proposes to distinguish between the desertion which involves merely a possible expense on the part of the shipowner, and that which involves the safety of life or property, and to modify the penalty in either case conformably to the degree of the offense. Here again, the views of the Commission are of the greatest significance. Discussing the liability of the seaman who deserts without criminal intent and without endangering the safety of the vessel, the Commission says:

> There is in reality no reason for placing such violation of contract as occurs where none of the peculiar conditions of the seafaring life are present in any other class than that of violation of a contract to labor on shore. The Commission therefore recommends that this class of violation of contract on the part of the seaman, in the matter of punishment, be placed on an equality with violations of contract of labor in private employment on shore.

Following this, the Commission recommends certain other reforms, having in view the same object, namely, the "raising of the social level of the seafaring craft." These reforms are outlined in the report as follows:

> It is hoped further that the provisions regarding the qualifications of the individual members of the crew will operate to give the seaman a higher sense of civic pride and make him conscious of the fact that he is on an equality with all other members of society; so also the repeal of the shipmaster's right to employ force, except in cases of danger (Sec. 150); the repeal of the provision for the employment of the aid of the police to compel the seaman to fulfill his obligations under the contract; further, the proposed establishment of "disciplinary courts;" making it easier for the seaman to abrogate the contract (Sec. 176), in connection with the new rule concerning duration of contract (Secs. 154-159).

On the whole, the recommendations of the Commission mark a great improvement upon the existing law. It is to be hoped that these recommendations will be enacted into law, and that other maritime nations, including the United States, may profit by this example of enlightened legislation upon a subject which has thus far been shrouded in darkness.

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SENDING CRIMINALS TO SEA.

The old complaint against sending criminals to sea finds expression in a new quarter. The Marine Firemen's Union, of Bergen, Norway, on April 10, adopted the following resolutions:

> The Union, in meeting assembled, expresses its most emphatic disapproval of and protest against the plan of Mr. Hannevig to send criminal boys to sea.
>
> The Union is of the opinion that such plan, if carried out, would help to lower the Norwegian sea-faring craft in the estimation of all other classes of people, both at home and abroad.
>
> We believe it is the duty of the nation as a whole, as is also the aim and object of the Union, to defend the good name of the body of seamen.
>
> Our experience entitles us to say emphatically that there is grave danger in sending this class of boys to sea, both with regard to the boys themselves, to their parents and to the nation.

It is not to be expected that the Norwegians shall be of one mind on the subject of the treatment of seamen. The Norwegian Commission on Maritime Law has taken an advanced position in dealing with the social aspect of that subject, yet we find one of the members of that body, Mr. Hannevig, assuming the inconsistent position of recommending a plan, which if adopted, would destroy all hope of "raising the social level of the seafaring craft." Presumably, Mr. Hannevig is the proverbial exception to the rule of common-sense ideas among the Norwegian people. The Norwegian seamen themselves are entirely right in saying that the adoption of the Hannevig plan would "lower the seafaring craft in the estimation of all other classes." Further, it would lower that craft in its own estimation, which is, after all, the most important consideration.

In this connection the American seamen may congratulate themselves upon having secured official recognition and support in their protest against the practice in question. Probably the most effective, if not the only means of abolishing the custom of utilizing ships as a substitute for prisons is that adopted by the seamen themselves, as illustrated by the action of the Norwegian Firemen's Union. When the practice of sending criminals to sea instead of to jail becomes really unpopular among seamen, it will probably be discontinued by courts. If the worst comes to the worst, the alternative confronting the seamen is nothing more than a choice between evils. If the seaman must associate with criminals he might as well, and indeed better, do so in prison than on board ship.

The union men are jubilant at the outlook and are beginning to smile at the prospects. The International Seamen's Union of America has already arranged a strike fund to be used on the Lakes, in addition to the funds already on hand in the treasuries of the Lake District unions. The Sailors' Union of the Pacific has appropriated $20,000; another $20,000 has been appropriated by the Marine Firemen's Union of the Pacific; the Alaska Fishermen's Union has voted $5000, and in addition to this a heavy assessment has been voted by the other unions of the Pacific District. The entire Atlantic District has also decided to assist financially in the Lake strike by voting an assessment for this year. This now places at the disposal of the Lake District unions a fund sufficient to carry on the struggle an entire year without looking further for finances.

It is absolutely certain that no matter what temporary inducements may be offered by the Lake Carriers the Seamen will not go back to work until the soul-degrading, liberty-destroying misnamed "Welfare Plan" is entirely abolished. The Lake Carriers must give up their attempt to establish serfdom on the Lakes. Until they do that the strike will continue.—Press Committee, Lake District, I. S. U. A.

To this we would simply add that whether the fight on the Lakes be won this month or next month, this year or next year, the seamen of all other localities will stay with it until it shall be won—should it take a half-dozen summers.

NORWEGIAN SEAMEN'S LAW.

(Continued from Page 2.)

necessarily the punishments therefor, nor by holding back earned wages, nor by requiring surety bonds for the faithful fulfillment of the contract, but by strengthening the seaman's sense of responsibility, and by strengthening the bands which tie him to the mother country.

The Commission is of the unanimous opinion that the main remedy against desertion is to be found in suitable provisions on the part of the legislative and executive power, for the raising of the social level of the seafaring craft and to attach Norwegian seamen to the Norwegian merchant marine.

The Commission has pursued this object in preparing the present bill in its entirety. The remedy against desertion will therefore not be found in any individual provision of the bill, but by taking a number of its provisions together.

Foundation for the remedy is laid in the proposal for the reorganization of the system of engagement and shipment of seamen (Chapter 1), whereby we hope to be able to take the seaman away from the injurious influences of private shipping agencies and thus bring him in closer contact with Norwegian institutions. The same object is aimed at in the regulations concerning discharge books (Chapter 2); concerning free passage home after longer periods of service in Norwegian vessels (Sec. 164); for the payment of part of wages in the form of allotment (Sec. 168); together with a number of other provisions in Chapter VIII; for instance, the provision that the State will assume a part of the expense of care of sick seamen; protection from being left behind in foreign ports; admission to Norwegian seamen's homes or lodging houses, etc. It is hoped further that the provisions regarding the qualifications of the individual members of the crew will operate to give the seaman a higher sense of civic pride and make him conscious of the fact that he is on an equality with all other members of society; so also the repeal of the shipmaster's right to employ force, except in cases of danger (Sec. 150); the repeal of the provision for the employment of the aid of the police to compel the seaman to fulfill his obligations under the contract; further, the proposed establishment of "disciplinary courts"; making it easier for the seaman to abrogate the contract (Sec. 176), in connection with the new rule concerning duration of contract (Secs. 154-159).

It goes without saying that the Commission does not pretend that it is possible to prevent desertion. It will therefore be necessary, in the future as in the past, to establish some form of punishment for the seaman who violates his contract. The present law in this connection (both the Shipping law and the Penal Code), in the opinion of the Commission, requires a thorough revision, since in many respects they are out of joint with the times.

The greatest deficiency is that they cut all cases by the same measure; as long as two subjective conditions are present (the intent to leave the vessel and to fail joining) the operation of the laws are the same; that is to say, the seaman loses all his wages and belongings, and runs serious risks of imprisonment. It is self-evident that it is quite a different matter in case a seaman leaves a vessel in a safe harbor and some time before the vessel's departure, when a substitute may be readily obtained, from that of leaving just prior to departure and thus causing delay to the vessel, or otherwise under such conditions that his absence may endanger the safety of the vessel or human life. In the first case the action of the seaman causes only economic loss to the shipowner, that is, the expense necessary for procuring a substitute; in the second case the action on the part of the seaman may result in the most serious and irreparable loss, both economical and humanitarian. The action of the seaman in such case is therefore accompanied by criminal motive. In view hereof it appears nothing but just that the law should treat these cases differently. In the first case it is simply a question of the shipowner being able to recover expenses. Under present law the shipowner is in the main enabled to compensate himself by the confiscation of seaman's wages. If these are not sufficient, the owner's claim to compensation is as good as valueless.

The Commission is of the opinion that the public ought to assist the shipowners in the collection of such claims (See Sec. 146); but that in return the power of the public should not be exercised any further in the matter.

There is in reality no reason for placing such violation of contract as occurs where none of the peculiar conditions of the seafaring life are present in any other class than that of violation of a contract to labor on shore. The Commission therefore recommends that this class of violation of contract on the part of the seaman, in the matter of punishment, be placed on an equality with violations of contract to labor in private employment on shore.

This means that under our present Penal Code such violation of contract, like every other illegal failure to enter service, or leaving service, will be punished by fines (Penal Code, Sec. 409).

These misdemeanors are prosecuted by the public, but only upon the request of the injured party. The Commission is of the opinion that it would be more in conformity with the nature of the case that the remedy be made a civil one, and therefore recommend that in making the changes in the Penal Code, which will become necessary if the present bill is adopted, ordinary violation of contract within the seafaring business be made subject to civil suit.

However, to distinguish the two different forms of violation of contract, the results and consequences whereof are entirely different, the Commission proposes that only the acts which may result in the before-named serious consequences, and which show criminal motive, be designated in legal term "desertion," and that all the other forms be embraced in the common designation "violation of contract."

The difference between "desertion" and "violation of contract" is defined in Sec. 137 of the present bill and will receive further explanation in the remarks concerning said Section.

The Commission is of the opinion that the punishment for "desertion" provided by the Penal Code, should be confined to cases defined in said Section (Sec. 137). Desertion under the present law is only prosecuted by the public upon the request of the injured party (shipowner or shipmaster) * * * The Commission considers that "desertion" as defined by this bill (Sec. 137) should be prosecuted by the public.

Before we go into a detailed explanation of the individual Sections the Commission desire to warn against attaching too much importance to the penalties for desertion in the Penal Code. It should be borne in mind that said penalties, by reason of the deserter's absence from the country, in most cases remain an empty threat. To this is added the fact that only very few cases of desertion are actually prosecuted. There is, however, a very serious side to this question, namely, that by too severe penalties we risk that the seamen who desert, either out of folly or owing to bad influences, will remain away and thus be lost to the country.

But penalties for desertion are being maintained in the maritime laws of all European countries, and this Commission does not believe that the time is ripe in this country to break this principle. At the same time we desire to call attention to the fact that the experiment has been made in America, where the people are not bound in the same degree to the old conceptions. In the United States a law was adopted in 1898 whereby (prison) penalties for desertion in American ports were absolutely abolished. The law was adopted in spite of strong opposition, and there was no lack of predictions that it would introduce anarchistic conditions in the American coast-wise trade. The result has been the very opposite. The United States Commissioner of Navigation, Eugene T. Chamberlain, in his annual report to the Department of Commerce and Labor, states, after presenting figures showing that the number of failures to join have been reduced from 4.29 per centum in 1903 to 1.17 per centum in 1909, that the results seem to justify the adoption of the law. This result should not surprise any one, because with increased personal liberty comes increased sense of responsibility. It should therefore be about time to get rid of the remaining severe penalties in the maritime legislation.

Stipulations Contained in Contract.

Sec. 148. At the engagement for a voyage in a trade in which discharge book is required (Sec. 17), such discharge book shall be delivered to the master, and a contract in writing shall be entered into and be subscribed by both parties.

Sections 149-157 prescribe duration of engagement for the various trades, etc. It is provided that no engagement may be contracted for a period exceeding one year. . .

Sec. 153 provides that if a seaman by force of circumstance over which he has no control is prevented from joining the vessel, it is his duty immediately to so inform the shipmaster, who shall return to him (the seaman) his discharge book.

Advance Wages.

Sec. 166. At engagement for service in steamship not to exceed one-half month's wages may be paid in advance, and in sailing vessels not to exceed one month's wages. In case any further advance wages have been paid the same cannot be deducted from the seaman's wages, nor does it place the seaman under any further legal obligation.

Sec. 177. If a seaman has received more advance wages than is due him at the time of his discharge, no part of the advance can be required refunded.

Allotment.

Sec. 167. Provides that every Norwegian seaman is entitled to stipulate in his contract that part of his wages be paid in Norway in the form of monthly allotments to a certain person named in the contract, who must be a relative of the seaman, his foster parents or others who have legal claim to support at his hands.

Survey of Vessels.

Sec. 175. If any of a vessel's crew in a Norwegian port make complaint to the Shipping Officer that the vessel is not in a seaworthy condition, it shall be the duty of such officer immediately to lodge such information with the Survey Board (law of June 9, 1903, regarding public control of vessel's seaworthiness). It shall be the duty of the Survey Board, upon receipt of such complaint, to survey the vessel as required by said law.

(Continued on page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, May 2, 1910.
Regular weekly meeting was called to order at 7:30 p. m., E. A. Erickson presiding. Secretary reported shipping fair. Nominations were made for officers for the ensuing term.
E. ELLISON, Secretary pro tem.
44-46 East St. Pacific Phone Kearny 2228 Home Phone J 2228.

Vancouver, B. C., Apr. 25, 1910.
Situation fair.
JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, Apr. 25, 1910.
No meeting; no quorum. Shipping and prospects fair.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Apr. 25, 1910.
Shipping and prospects fair.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Apr. 25, 1910.
No meeting; no quorum. Shipping medium; prospects uncertain.
WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Apr. 25, 1910.
Shipping medium; prospects uncertain.
H. G. LUNDBERG, Agent pro tem.
P. O. Box 6. Tel. 225.

Portland, Ore., Agency, Apr. 25, 1910.
Shipping good.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Apr. 26, 1910.
No meeting; no quorum. Shipping and prospects fair.
JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Apr. 25, 1910.
Shipping and prospects fair.
HARRY OHLSEN, Agent
P. O. Box 67. Tel. Main 662.

Honolulu Agency, Apr. 18, 1910.
No meeting; no quorum. Shipping good; prospects poor.
CHAS. SORENSEN, Agent.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Apr. 28, 1910.
Regular weekly meeting was called to order at 7 p. m., John Brose in the chair. Secretary reported shipping medium.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Apr. 21, 1910.
No meeting. Shipping medium.
LEONARD NORKGAUER, Agent.
P. O. Box 1335. Phone Sun Main 2233.

San Pedro Agency, Apr. 26, 1910.
No meeting. Shipping fair; prospects good. Few men ashore.
ED. BARRY, Agent.
P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Apr. 26, 1910.
Strike situation fair. Reports very encouraging from all Lake ports.
ALEX. McKECHNIE, Sec'y pro tem.
674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Apr. 26, 1910.
Shipping good; prospects fair.
PERCY J. PRYOR, Sec'y pro tem.
1½A Lewis Street.

DIED.

Thomas W. Auger, No. 1251, a native of Virginia, aged 68, died at Seattle, Wash., on April 15, 1910.

Oscar Carlson, No. 691, a native of Sweden, aged 31, died at Aberdeen, Wash., on April 27, 1910.

Walter Larsson, No. 968, a native of Sweden, aged 27, drowned from steamer Klamath, on the Columbia River, on April 22, 1910.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

LAKE CARRIERS ON THE RUN.

Officers and Members, Lake Seamen's Union: Comrades—We have got the Lake Carriers' Association on the run. There is no doubt about it. All along the line we have been successful in inducing so many men to remain away from the scab offices that the shipping-masters cannot supply the vessels.

During the past week this condition became so apparent that a special meeting of the board of directors of the Lake Carriers' Association was hurriedly called to consider the matter. It should be remembered that this was a meeting of the board of directors and not of the executive committee, and that it was a very unusual meeting, probably the first of its kind ever held by the Lake Carriers at this time of the year.

I have information that two factions developed at this meeting. One side is tired of the struggle and wants to end it, and the others advised that some extra inducement be offered in a last desperate attempt to break the strike. From information now at hand it appears that some bonus or extra pay is likely to be offered to strike-breakers. Let them try that game and, if they carry it far enough, we will make them bid high before they are through. It is certainly a sure sign of weakening on the part of the Lake Carriers.

About a month ago the Lake Carriers publicly announced that they had everything settled for the season, wage cards were printed and issued to the shipping-masters and all arrangements completed. Now, less than three weeks' active watch duty on our part has compelled them to change their entire program. This has been done in spite of the odds which are always against us in the spring. How much more can we do when they try to move their entire fleet? That is what has got them guessing.

Our constant agitation is bearing fruit and the Lake Carriers will undoubtedly try some desperate measures to overcome the work we are doing. They are making these new attempts too late, however, and we are going to win no matter what they do now.

But we must keep up the work, never let up a moment, keep pressing them as hard as we can. The steady, cool-headed, determined methods we are employing have brought results and have been perfectly peaceful and lawful.

We must hold steady, no matter what the Lake Carriers do. Make no change in our stand, except to be even more determined in carrying out the tactics we are now using.

Yours fraternally,

V. A. OLANDER,

Secretary Lake Seamen's Union.

Chicago, April 23, 1910.

Following other ore carrying lines, the Duluth, South Shore & Atlantic railroad is increasing its rolling stock. It serves a considerable portion of the Marquette range. It has placed an order for 300 ore cars of fifty tons' capacity each.

Comrade Chas. Wilbur of the Marine Firemen died at Erie, Pa., April 12.

LAKE CARRIERS' TRAMPS.

The Conneaut News-Herald says: A new epidemic has struck Conneaut. It is an epidemic of tramps, and it is becoming quite noticeable. They are mostly young fellows and some of them are of fairly good appearance. In fact a few of them look as though they belonged to good families.

There are a score or more of them at the headquarters of the Lake Carriers' Association at the harbor. They have come here from other Lake ports and various other places for the purpose of sailing on the ore boats. Until they can find a boat they are given shelter at night by the steamship men. In the morning they leave their quarters to seek food by begging. Once turning away does not deter them from coming back to the same house again. They seem to have regular beats, some of them having been seen at the same house several days in succession.

Six of the city's would-be star boarders were brought into police court this morning and told to decamp. One young fellow tells the story that his father is dead and his mother living, while another says his mother is not living.

Now that the police have become interested in them, they will probably not be such nuisances in the future.

Evidently the people of Conneaut are awaking to the kind of people now employed by the Lake Carriers' Association, but they should have known all the time that a scab is entirely without honor, sense or decency, and usually without any sense of honesty. Several places have been burglarized at Conneaut Harbor by these bums.

Conneaut, O. W. H. JENKINS.

TRUST'S "VOLUNTARY" RAISE.

Comrade Furuseth once told me of the habits of the vampire bat in the tropics. It finds its victim sleeping and softly poises itself on the sleeper's breast. If the sleeper stirs or starts to awaken, the vampire softly fans with its wings. The sleeper, feeling the soft breeze, sinks back to sleep, and the vampire sucks his blood.

The United States Steel Corporation, the vampire of the United States, realizing the growing discontent and restless stirring of its sleeping workingmen, now begins to fan them back to sleep with a six per cent raise in wages! Will it fool the people? Some of them certainly will believe the version given them by the Trust, that they are the dearly-beloved charges of a fatherly trust; but the real truth is, the "voluntary" raise is the first result of the work of the American Federation of Labor organizers in the Pittsburg district.

W. H. JENKINS.

Conneaut, O.

WRECK LOCATED.

The following notice has been sent out by Colonel John Millis, United States engineer: The wreck of the schooner Spademan, which sank in the South passage, western part of Lake Erie, in December, 1909, has been located and marked.

It lies in 35 feet of water about 2-3 mile S. S. E., 1-4 S. from South Bass light. Depths over the vessel vary from 17 to 23 feet and the jaw of the boom projects about 4 feet above water.

The site is marked by a spar buoy which stands 5 feet above the water and which is painted with alternate horizontal stripes of red and black. The wreck is in the path of vessels using the south passage. Immediate action to remove the wreck will be taken.

B. & O. IMPROVEMENTS.

Announcement has been made by officials of the B. & O. that plans now ready and on which bids have been asked call for an expenditure of more than $1,000,000 in improvements to their river and Lake front property at Lorain. When the road withdrew its request to the government to exceed its riparian rights on the Lake shore for the building of ore storage docks, it was an open question at Lorain whether the big improvement which had been planned there would be carried out at all. The presence at Lorain of Chief Engineer Rae, of the B. & O., and several big contractors, was the cause of information being given out that the road will spend, if anything, more money than was at first intended to be laid out there. Contractors have been asked to submit bids on various sub-contracts, and these will be opened in Baltimore. The work will be begun at once and the improvements rushed to completion.

Among the plans is the dredging of a slip large enough to accommodate the largest freighters. This will extend west from the river across the foot of Broadway and along what is now Lake avenue. Along this will be located the two Brown fast unloading plants for ore. Along the west bank of the river will be constructed a concrete dock 1,000 feet long. A power house 75 by 125 feet and 45 feet high will be built to furnish electrical power for all the ore and coal loading and unloading machinery. The general contract for the improvements has been let to P. Farrell, the B. & O. general contractor, of Cincinnati. The Great Lakes Dredge and Dock Company, of Cleveland, will do the dredging and construct the concrete pier.

BODY OF FIREMAN FOUND.

The body of George McCauley, who was a fireman on the ill-fated steamer Clarion of the Anchor line which burned in Lake Erie near Point Pelee on December 8, was recovered from the Niagara River on April 7, at a point on the River road about two miles beyond the city line.

John Roach, the owner of the boathouse on the river, saw the body from the shore and with the assistance of Captain Lotz, who is in command of a Grand Island ferry-tug, brought the body to shore. Identification of the body was next to impossible, but in the pockets of the clothing were found a seaman's book and other credentials which satisfied Dr. Danser, the medical examiner, that the body was that of McCauley. A life preserver was strapped about the body and $25 in bills was found in the pockets.

McCauley was the first of the thirteen members of the crew who perished in the Clarion wreck to be found. He was last seen by the surviving members of the crew in a lifeboat. McCauley was thirty-two years old and lived at 376 Maryland street.

There is a story afloat that the carferry No. 2, lost in Lake Erie, has been found off Port Bruce, Ont. No proofs have been offered. More wreckage is reported ashore near Conneaut.

INSURANCE RATES INCREASED.

As a result of the strike on the Lakes, a remarkable situation has developed in vessel-insurance rates. For the first time in history wooden ships on the Lakes are given a lower insurance rate than is accorded to steel vessels.

At a conference between the vessel insurers and representatives of lumber-carrying vessels at Cleveland, Ohio, April 12, rates for wooden vessels were made slightly lower than last year. Just previous to this meeting the insurance rate for steel tonnage was increased 1 per cent above the 1909 rate.

The significant feature of this, is that normally the greatest risk is attached to wooden tonnage, especially to those in the lumber trade, but nearly all of that class of vessels employ competent seamen, union men, and were not involved in the strike. Hence, they made a good showing last season and have now secured a reduction of rates.

On the other hand, the big majority of steel vessels are in the Lake Carriers' Association and were manned by strike-breakers. Accidents were numerous and insurance risks greater because of employment of incompetent seamen.

Since the union men have now announced their determination to continue the strike this season, the insurance companies evidently expect the many disasters of last season due to inexperienced crews, to be again repeated, and have accordingly raised the insurance rates on such vessels.

The Lake Carriers are again recruiting non-English-speaking laborers and young boys, placing them aboard of the ships to serve as strike-breakers. They have failed utterly to secure sufficient competent seamen.

PRESS COMMITTEE,
International Seamen's Union of America,
Chicago, Ill.

BOILERS BLOW OUT.

While about two miles off Outer Island, between Outer Twin Island, Lake Superior, on April 16, both boilers on the steamer Hoover & Mason were blown out. A northeast gale was blowing, with rain and snow, and she was tossed helplessly by the heavy sea. The signals of distress were seen by the steamer Chili, which went to her assistance and stood by until full repairs were made.

From 9 a. m. Saturday until 3 Sunday morning, when both boilers were again under steam, she was close by ready to give assistance. Both boats arrived at Sault Ste. Marie on the 18th, and three men who were badly scalded by the accident were taken to the Marine Hospital.

Did you see the joker in the insurance rates this year? Lake Carriers' vessels pay six cents with a rebate of one-half of one per cent returnable to vessels which have no accidents. Lumber Carriers' wooden vessels get the 5½-cent rate from April 1 to December 1, and clear to Montreal. Lake Carriers get 6 cents from April 15 to November 30, and if they want to send a vessel to Montreal, 8 cents. Get it? The insurance people decline to be the "goat" in this strike.

Demand the union label on all purchases.

STRIKE
ON THE GREAT LAKES

COMRADES:

The strike of Sailors, Firemen and Cooks on the Great Lakes is still on. We appeal to all seafaring men to assist us in persuading seamen to stay away from the Lakes during this strike.

Any reports that the strike has been settled are false.

The Seamen of the Great Lakes are sticking together solidly, and will keep up the battle for freedom and decent conditions until the fight is won. "God Almighty hates a quitter." (So do we.)

Lend a hand, comrades, by inducing seamen to stay away from the Lakes while the strike is on.

Yours fraternally,
LAKE DISTRICT,
International Seamen's Union of America.

STRIKE ON THE GREAT LAKES
KEEP AWAY!

APPROPRIATIONS FOR LIGHTS.

The places at which aids to navigation are provided for in the $1,100,000 omnibus lighthouse bill, agreed on by the House Interstate Commerce Committee, were announced on April 20. The appropriations made, which aggregate about $900,000 less than the estimate of the lighthouse board, include $130,000 for one relief light vessel which the board can use to replace any of the sixty-nine now in the service that may deteriorate, the average life of a light vessel being estimated at between twenty and twenty-five years.

There is also provision for $140,000 for an oil station at Michigan and Gull Island and Lake Superior; $75,000 for a light vessel on Lake Erie, near Buffalo and other allowances for Great Lakes points. The bill includes the following:

Light vessel at North Manitou Island, Michigan, $50,000; barge for lighthouse depot, St. Joseph, Mich., $7,000; range lights, Lorain, $19,800, and Huron, O., $3,800.

The Western Drydock and Shipbuilding Company has closed a contract with James W. Stewart & Co. for a big drydock at Port Arthur. The new dock will be 700 feet long, 125 feet wide and 17 feet over the sill. Contracts for the punch shed, power plant and machine shop were closed last week. The new plant, which will cost $1,000,000, will be completed by the middle of November.

Thieves got in their work on the Wissahickon while she lay helpless during the winter at the Duck Islands, Lake Huron. In unloading her cargo at Detroit it was found that many boxes and cases have been broken open and in the "missing" list are included axes, shirts, dresses and wearing apparel.

At a marshal's sale at the Tifft farm, Buffalo, recently, the old steamers Yonkers and Auburn were sold to Jacob Ullman for about $1,800. The two boats were formerly in the Western Transit Company's line, but have not been in service for several seasons.

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Wm. A. Nicholson, No. 13,156, Lake Seamen's Union, is inquired for by his sister, Miss Alice Nicholson, 356 Lake street, Oak Park, Ill.

John Diskin, No. 10763 Lake Seamen's Union, commonly known as "Yorkie," is inquired for by his mother, 411 W. 40th St., New York City.

Joseph Ward, No. 21241, Lake Seamen's Union, is inquired for by his mother, Mrs. Julia Ward, 223 Devoe street, Brooklyn, N. Y.

Comrade William Burke, of the Marine Firemen, Oilers and Water Tenders of the Great Lakes, is inquired for by his sister, Miss Ella Burke, Little Falls, New York.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

Marie Panoitz, 1195 W. 11th street N. W., Cleveland, O., inquires for her brother, John Ernest Meyna, last heard from nine years ago. Anyone knowing his whereabouts please notify above address at once.

Miss Janet Crittenden, No. 40 Miller street, Mt. Clemens, Mich., is enquiring for her brother, John Crittenden, last heard from in 1907. Any one having information as to this comrade please notify the above address.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)
674 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....21 High Street
Telephone Bell 175 R
CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.
TOLEDO, O.....54 Main Street
Phone Bell 1890.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.
SUPERIOR, Wis.....213 Banks Avenue
Telephone, New Phone, Broad 155 L.
BAY CITY, Mich.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
KINGSTON, Ont., Canada.....(Box 96) King Street
ERIE, Pa.....328 German Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.
SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.
SANDUSKY, O.....510 Meigs Street

HOSPITAL AND RELIEF STATIONS.
UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.
RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Mich.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

NORWEGIAN SEAMEN'S LAW.

(Continued from page 7.)

If such complaint in a foreign port is lodged with the Consul, it shall be the duty of such Consul to have the vessel surveyed as required by said law. If the shipmaster shall decline to remedy the deficiency, and the vessel's condition is such that there is danger to the safety of the crew, said crew may at once demand their discharge. A seaman who has been discharged by reason of the foregoing is entitled to wages earned, one month's extra wages, and, in the case of a Norwegian seaman, to free passage to his home, and in the case of a foreign seaman to free passage home or to the port of engagement.

In any foreign port where no Consul is to be found, one-third of the crew may demand a survey, and the shipmaster is required, in conformity with the law, to ascertain her seaworthiness. If he declines to do so, or if after survey he shall decline to remedy any defect, the crew may at once demand their discharge, and shall be entitled to one month's extra wages and free passage home as hereinbefore provided.

If the complaints lodged against the seaworthiness of the vessel shall be proven unfounded, those who demanded such survey shall pay all expenses caused by their demand for such survey, but not to exceed three months' wages.

Right to Demand Discharge.

"Sec. 176. Without regard to any stipulation in the contract the seaman is entitled to his discharge in any port of loading or discharging provided demand for such discharge is made within 24 hours of the time fixed for the vessel's sailing from port, and on payment of all expenses incurred by the owner by reason of such discharge, but not more than three months' wages, or 200 kroner, whichever is the smaller amount.

"In case compensation can not be made at the time, the seaman may be required to provide surety for such amount as the Shipping Officer, or Consul, may regard as reasonable.

"The foregoing rules have no application to mates or engineers. A vessel's officer is, however, entitled to his discharge in case he can prove that he can obtain employment as shipmaster, chief mate or chief engineer."

The shipmaster may discharge any seaman prior to the expiry of contract for any of the following reasons:

(Sec. 179) 1. If it is proven that the seaman has engaged himself in a capacity for which he is not competent.

2. If the seaman has assaulted the shipmaster.

3. If the seaman has carried smuggled goods on board.

4. If it is proven that the seaman repeatedly has been intoxicated while on duty; or for going to his post of duty at the wheel or on lookout in an intoxicated condition.

5. In case the seaman has been fined for violation of the disciplinary regulations so often that this form of punishment has become inoperative.

6. If the seaman leaves the vessel within 24 hours of her departure from port.

7. In case the seaman has commited a crime or has attempted to commit such.

Working Hours.

Sec. 190. Work beyond what is required for the safety and maneuvering of the vessel, attention to engines and boilers, necessary drying of sails, necessary boat service and preparation of food for the crew, must not be required of the crew on Sundays or holidays.

If the shipmaster finds it necessary to require the crew to work cargo on such days each man employed shall receive extra compensation at the rate of one-half day's pay for each commenced period of two hours.

Sec. 191. It is the duty of the shipmaster to see that the part of the crew that is to have the first watch on deck after the vessel's departure have had opportunity for reasonable rest before going on duty. * * *

Sec. 192. At sea the crew is to work watch and watch in the usual manner; in trades where conditions require it, the King may prescribe three watches. Work on the watch below is to be compensated at overtime rate, excepting work for the safety of the vessel, etc. * * *

Sec. 193. The working hours in port shall, as far as possible, be regulated by the custom of the port, but shall not exceed ten hours per day. Work in excess thereof shall be compensated by overtime pay. In vessels running on schedule, where crew work watch and watch, no overtime shall be paid for night work on the watch on deck.

Sec. 194. While loading or discharging cargo in the tropics during the hot season, the working hours at cargo work shall not exceed eight hours per day.

To movements of a species of seaweed are attributed the loss of 400,000 oysters from French beds. The weed apparently attached itself to them, then floated away, carrying the shells with it.

Nine days' illness a year is the average for the human being.

NATIONALITY IN CHINA.

A recent Chinese newspaper states that the law of nationality, consisting of 24 articles, has been decided upon. By this law any person who has lived in China over 10 years and is above 20 years of age, of good moral standing, being helpful to China, may be allowed to assume Chinese nationality, if asked for. Unless one has lived in China more than 20 years he will not be allowed to serve in the Grand Council, Imperial Household Department, or as a military official in any position above the fourth grade, neither can he become a member of Parliament nor of the Provisional Council. When one wishes to abandon his nationality as a Chinese he must first get the consent of the board concerned or he cannot lose his nationality. Only a person who has no official position or has not failed to pay taxes is allowed to abandon his nationality. When a Chinese woman marries a foreigner she will abandon her Chinese nationality, and when a foreign woman marries a Chinese she will become Chinese. In either assuming or abandoning nationality the wife and children will follow the husband's nationality. A woman who is married is not allowed to change her nationality alone. Women who are divorced and persons who have abandoned Chinese nationality before the laws are enforced will be treated as Chinese so long as they live in and enjoy their rights in China.

AUSTRIA INCREASING NAVY.

A weak wing, I hear you say. Austria has no navy. There, my friends, you are mistaken. Because Austria has not been a sea power in the past is no sign that she is not going to be one in the future. You are not aware that within two years Austria will have available thirteen of the most powerful battleships in the world. And do you appreciate that these thirteen battleships will be at the service of Germany? And do you appreciate what such an Austrian fleet can do in the Mediterranean, with no force to hold it in check? It would have Malta, Cyprus and Egypt at its mercy. Austria would not find the slightest difficulty in dispatching an expeditionary force to any of these points, and once in control of Egypt and dominating the Suez Canal she could dispatch her smaller ships to attack commerce, proceeding by the Cape route to India. Thus it is clear that in case of war a powerful British fleet must be stationed in the Mediterranean, unless the British people are prepared to see their commerce destroyed, their communications with the East interrupted, their fortresses in the Mediterranean one by one attacked and captured, and staggering blows struck in every quarter against their empire. With a navy which will certainly be the most efficient in the Mediterranean in the near future, Austria may reasonably entertain daring ambitions. —Everybody's.

Marchese Paolo di Montagliari, counselor of the Italian embassy at Washington, announces that the Italian Ministry of Agriculture, Industry and Commerce has issued a decree allotting five prizes (total 30,000 francs or $5,790) for an international competition of appliances and systems for the prevention of labor accidents. All entries must be received by December 31, 1911.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 44-46 East St.
Branches:
VANCOUVER, B. C., 122 Alexander St., P. O. Box 1365.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 1312 Western Ave., P. O. Box 65.
PORT TOWNSEND, Wash., 114 Quincy St., P. O. Box 48.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Or., 51 Union Ave.
EUREKA, Cal., 227 First St., P. O. Box 327.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 91 Steuart St.
Branch:
SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branches:
SEATTLE, Wash., 209-210 Powell Building, P. O. Box 1335.
SAN PEDRO, Cal., P. O. Box 54.

UNITED FISHERMEN OF THE PACIFIC.

Headquarters:
ASTORIA, Ore., P. O. Box 138.
Branches:
LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.
GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

ALASKA FISHERMEN'S UNION.

Headquarters:
SAN FRANCISCO, Cal., 93 Steuart St.
Agencies:
SEATTLE, Wash., 1312 Western Ave. P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places, also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

LABOR LEGISLATION OF 1908-1909.

Bulletin No. 85 of the United States Bureau of Labor is devoted to a presentation of the labor legislation of the country during the past two years. Prior legislation of this sort is collected in the Twenty-second Annual Report of the Commissioner of Labor, this bulletin being, in effect, a supplement to that report. Besides a reproduction of the laws, the bulletin presents a review of the principal features of the statutes of 1908 and 1909. The tendency of labor legislation to conform to a standard, which is being raised from year to year, and a consequent increasing uniformity in the provisions of such legislation are clearly in evidence.

Six State commissions to study specific conditions and draft laws or suggest amendments to existing laws in accordance with the findings of the investigations were appointed in the last two years. Commissions to investigate the liability of employers for injuries to their employes and better methods of compensating employes for the results of industrial accidents were appointed in Minnesota and New York, while Wisconsin had a similar body at work under an earlier appointment. The cooperation of these commissions, though not at all provided for in the laws creating them, has been a practical economy in the matter of conducting investigations, as well as affording grounds for a belief that the results will be the recommendation of fairly uniform laws on this important and pressing subject. The New York commission was directed to consider also the subject of unemployment and a better distribution of labor, while another commission was instructed by a law of this State to investigate the condition, welfare and industrial opportunities of its alien population. Illinois has a commission at work on regulations relating to factories and mercantile establishments, while Arizona, Illinois and Ohio assigned the conditions and regulations of mine labor to commissions for investigation and report.

That the employer's liability is the subject of an increasing degree of attention appears not only from the appointment of commissions, but from actual legislation as well. Five States (Michigan, Texas, Idaho, Maine and New Jersey) and the Philippine Islands passed laws affecting employers' liability directly, while in Georgia, Iowa, Massachusetts, Mississippi, Ohio and South Dakota the customary defenses of employers in suits for damages by injured employes, i. e., fellow service, assumed risks, and contributory negligence, were more or less restricted or modified. The doctrine of comparative negligence, under which the contributory negligence of the employe is compared with the primary negligence of the employed, with a corresponding award of damages, has been incorporated in the laws of Texas, Iowa and Ohio, and in a modified form in the Georgia statute.

Within the purpose of this class of law, but proceeding on a different principle, is a statute of Montana that provides for a State co-operative insurance fund to be maintained by coal mine operators and their employes and administered by State officials. Payments in case of death and of permanent disability are to be made from this fund by award, no action at law being necessary. In fact, the commencement of a suit at law is made to forfeit the right to benefits under the act, though the law of liability is in no wise affected by the new provision.

More than fifty separate laws were passed by the Legislatures of various States within the past two years regulating the conditions of employment in factories and mercantile establishments and making provision for inspection. Laws providing for a higher standard of ventilation in work-rooms, based on ratio of window area to floor space, and requiring artificial ventilation where necessary, were passed in Illinois and Minnesota. New laws were passed in Oklahoma and South Carolina providing for systems of factory inspection. Under the South Carolina law two inspectors examine provisions for safety and sanitation and make investigations as to the employment of women and children. A New York law adds to the department of labor a bureau of mercantile inspection for the inspection of mercantile establishments in cities of the first-class. A novel law was enacted in Oklahoma, prohibiting the sending of workmen into steam boilers, fireboxes, etc., before the steam is exhausted or the fire drawn.

Massachusetts enacted a new law requiring the water used for humidifying the air in work-rooms to be so pure as not to give rise to impure or foul odors and to be used in such manner as not to endanger the health of employes. Laws that are doubtless the result of the active effort to secure pure food are those applying to bakeries, candy factories and establishments generally where food products are manufactured, stored or handled. Cleanliness on the part of employes, as well as of the rooms, utensils and all surroundings; prescribed sanitary arrangements, the non-employment of workmen affected with infectious or contagious diseases, and regulations as to garments and sleeping-rooms are among the provisions of this legislation, enacted in whole or in part, in California, Indiana, Nebraska, New Jersey, Tennessee and Missouri in the past two years. In Connecticut similar provisions as to bakeries were extended so as to cover other foodstuff factories and manufactories of tobacco and cigars.

The safety of employes in mines is the subject of a number of laws. The increasing employment of electricity, of lighting and other uses in mines received attention in Idaho, Ohio and Oklahoma, where proper insulation and other precautions are prescribed. Safety lamps, explosives and blasting ventilation, inspection and the exclusion of intoxicants and intoxicated persons are features of several laws relating to mines. A number of States require mine employes to secure certificates of competency before being employed. The New York Legislature enacted a law, the first of its class in the United States, governing the employment of workmen in mines and tunnels where compressed air is used; the hours of labor per day are regulated according to the degree of air pressure, and provision is made against too sudden changes from the place of work to the open air; medical examinations prior to employment or re-employment after an absence of three or more days, as well as after each three months' continuous employment, are prescribed.

Laws regulating railroad employment were passed by several States, three principal features being a determination of the number of persons necessary to constitute crews on trains, the provision of adequate headlights on locomotives and regulation of the size, construction and equipment of cabooses. Safety appliances, as brakes, couplers, drawbars of a prescribed height, and self-dumping ash pans on locomotives are other provisions of laws of this class.

Four States (Connecticut, Mississippi, North Carolina and Texas) passed laws in the period under review prohibiting blacklisting, while conspiracy, intimidation and interference with employment are subjects of other laws. In the class last named is a law enacted by Congress making it an offense to entice employes in arsenals or armories to leave service during the term of their employment, or to avoid or break their contracts. Hiring, retaining or employing or harboring in any wise such workmen during their term of service is also forbidden.

The giving of a commission or bonus to domestic servants or others making purchases for their employers is made an offense in New Jersey and Washington, the receiving of tips by waiters in hotels and restaurants and the giving of such tips being also prohibited in the latter State.

Judged by the number of laws enacted on the subject, the employment of women and children is the question most in the legislative mind in so far as labor legislation is concerned, thirty-two States having enacted fifty-four laws or amendments thereon in the past two years. In the majority of cases these laws are amendatory. Principal laws were enacted in ten States, four of them (Mississippi, North Dakota, Oklahoma and Washington) being first enactments on the subjects covered, while in the other six cases (Kansas, Kentucky, Louisiana, Michigan, Pennsylvania and Virginia) the statutes supersede prior enactments. The laws relate to age limit, hours of labor, prohibited employments, compulsory school attendance, certification, registry and all the provisions that have been found valuable in the matter of the regulation of the employment of women and children. The employment of children is the subject of the large majority of these acts. Extended and detailed lists of employment prohibited for children appear in the legislation of New York, North Dakota, Ohio, Oklahoma and Pennsylvania, and in a number of States new laws are added prohibiting night work. In several States the hours of labor of children were reduced to eight per day. In Massachusetts and Rhode Island the hours of labor of women and children were reduced to fifty-six per week in manufacturing or mechanical establishments.

Laws were passed providing for bureaus of labor in Oklahoma and Texas, and changing an existing office in South Carolina so as to give it largely the character of a labor bureau. Other laws relate to the negligence of employes, the reporting of accidents, the control of private employment agencies, the protection against discharge by employers or exclusion by labor unions of workmen who are or may become members of the National Guard, and the protection of employes on building construction.

The United States leads the world in the manufacture of asbestos products, but so little is produced here that practically all the raw material is imported from Canada.

Domestic and Naval.

Mutiny among the crew of the British ship Avon, from Buenos Ayres for Norfolk, caused the captain to put back to Montevideo, where the refractory sailors were imprisoned.

The British steamship Grangewood, from Colon for Cuba, arrived at Kingston recently with bunker coal on fire. The fire was extinguished and a survey made at once to ascertain extent of damage.

The Atlantic Transport liner Minnehaha, from New York for London, went ashore on the Scilly Islands during a dense fog on April 18, and is believed to be a total wreck. All hands were saved.

Henry Middleton, a venerable manipulator of mechanism, has invented a submarine with fins. The seven-foot model he is showing in London swimming tanks acts with a success that has startled onlookers.

The derelict schooner Nettie Champion, with deck awash and parts of three lower masts standing, was passed in a position very dangerous to navigation by the British steamship Minnesota on April 6 in latitude 46:17 north, longitude 36:14 west.

The United Fruit Company's steamship Admiral Farragut, from Port Antonio, arrived at Boston recently and reported that in latitude 39.12 north, longitude 69.58 west, she passed a vessel's mast about 60 feet long with rigging attached.

The British steamship Anglian, from Boston for London, was spoken on April 9 in latitude 48 north, longitude 31 west, with shaft broken. Later advices said that she was being towed by the British steamship Englishman, from Portland for Bristol.

The most valuable oyster ever opened in Atlantic City was found on April 19 by a local restaurant owner. It contained fifty-four pearls, all of small size, but of good quality. Experts say that eight is the highest number ever before found in one oyster.

Several members of the crew of the British schooner Arthur M. Gibson, from New York, were lost in the Bay of Fundy on April 19, when the schooner's mainsail and foresail were carried overboard during a squall. The vessel arrived at St. John, N. B., on the 20th, in tow of the tug G. K. King.

The Marconi wireless transatlantic service from Glacier Bay, N. S., has been re-established. The new arrangements provide for communication not only between America and the United Kingdom, but also between this country and Europe. Tests will soon be made from England and interior points of Canada.

Boston is now the third port in the United States in the amount of exports and is a close competitor of New Orleans for second place. For 1909 the total imports and exports amounted to $199,968,548, an increase of $26,493,031, or 15.2 per cent over 1908. New York holds first place with $1,519,397,445, and New Orleans second with $200,426,077.

The torpedo-boat destroyer John Mayrant, the third of the five vessels of its type constructed, or in the course of construction at the Cramp shipyard, was launched on April 24. The craft is named in honor of a midshipman who distinguished himself under John Paul Jones in the battle between the Bon Homme Richard and the Serapis.

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2nd Prize ..... 20.00 — 5th Prize 5.00
3rd Prize 15.00

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Oscar Pearson

Express and Baggage
Stand Outside of Union Office
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Anderson, J. G.
Baardson, E. M.
Bakke, Ed.
Back, Marius
Berentsen, Alex.
Berglund, O.
Bird, Chr. (package)
Brokke, H. (pkg.)
Carlson, Carl
Christensen, Vizo
Christiansen, N.
Christensen, O.
Clauson, Carl
Clausen, Jorg.
Clausen, Henry
Curran, Nick
Dean, James
Dickson, Thos.
Egers, John
Ellison, Charles
Engstrom, R.
Erikson, J. E.
Franzell, A.
Erikson, Alex.
Fredriksen, Frithjof
Fredriksen, Birger O.
Geisler, Otto
Gehler, F.
Gordon, John
Goumas, C. (Reg.)
Gustav, John
Halberg, Oscar
Hakonsen, Ingar
Hansen, Hans Chr. (package)
Hauzen, Arthur
Haakonsen, H.
Hansen, Ernst
Hansen, Hans -1746
Hansen, P. B.
Heltwood
Hederstrom, T.
Heikola, M.
Henriksen, H. -1773
Hjort, J.
Hoglund, Hans
Ingebretsen, Alfred
Jamison, James
Jacklin, Chas.
Jhonsen, Jacob
Jensen, S. G.
Johanson, J. H. -2023
Johanson, Fritz
Johnson, Chas. H.
Johanson, Herman
Jordfald, Th.
Johanson, Aug. L.
Kahlstrom, Chas.
Kalnow, A.
Kelly, W. E.
Knutsen, And.
Knudsen, Chas.
Krurts, Karl
Krogstad, H. E.
Kristoffersen, Emil
Kylander, Fred
Larson, Carl
Laatz, L.
Larson, Lars
Lambert, Ed.
Lindegaard, J.
Lundgren, Chas. J. -599
Malbohm, Hans
Mansen, S.
Manonen, Eric
Mikeleit, E.
Morris, M.
Moore, J. M.
Morrisay, Jas.
Muller, Adrian
Nelson, Fred
Nielson, Vilhelm
Nielson, Jorgen
Nillsen, Martin
Nillsen, P. L.
Nichols, W.
Nielsen, Karl Johan
Noshis, P.
Olsen, Gabriel, -1087
Olsen, Johan, -1046
Olsen, Hans P.
Olssen, Just.
Olsson, B., -597
Olsen, Sven
Olson, Gust. T.
Olsson, Julius
Olsson, E. W.
Olson, Sam
Olsen, Ragvald
Omholt, L. T.
Orth, H.
Osterberg, Gust.
Osterholm, J. W.
Owens, J. H.
Paulson, P. -1293
Pettersen, Petter
Pedersen, P. -985
Person, Johan -875
Petersen, C. -1370
Petersen, C. -776
Peterson, O. T.
Petterson, Meyer
Pendville, N.
Pedersen, Olaf
Rau, C.
Rasmussen, Vizo
Rasmussen, Akbon
Reynolds, Thos.
Robertson, M.
Ruckle, E.
Ryberg, O.
Salvinen, F.
Schutte, R.
Scanlan, H.
Seberg, C.
Skubber, H.
Smith, Johan
Spierling, G.
Sprague, Geo.
Starford, H.
Svensson, G. A.
Syvertsen, Ole
Syuertsen, F. T.
Taddiken, Anton
Tellefsen, Peder
Ticksman, C.
Tompson, Andrew
Toluasen, Anton
Udley, Harold
Vaald, Johan
Wanz, Hakon
Watson, Kennith
Wilson, P. S.
Zima, W.
Zagan, T.
Yerna, Amil

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INFORMATION WANTED.

Arthur Taplett, age 18, last heard from at Wilmington, N. C., in April, 1908, is inquired for by relatives. Please forward any information concerning him to Mrs. Eleanor M. Herman, R. F. D. No. 4, Box 310, Tacoma, Wash.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

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INFORMATION WANTED.

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Home News.

Corporation tax assessments up to April 22 amount to $15,052,156. Only $132,047 has been paid into the Treasury. Corporations have until June 30 to pay up.

The lives of eighteen miners were snuffed out in a tremendous explosion in the Youghiogheney and Ohio Coal Company's mine at Asterdam, O., on April 21.

At a public meeting held in San Francisco on April 28 stock to the amount of $4,089,000 was subscribed for the Panama-Pacific Exposition, to be held in that city in 1915.

A procession of Women Suffragists visited the Capitol at Washington, D. C., on April 18, and presented to Congress a petition containing 400,000 names.

Directors of the American Steel Foundries Company on April 28 declared a dividend of 1¼ per cent, the first dividend since the company was reorganized a few years ago.

Harry P. Flannery, Chairman of the Police Commission of San Francisco, was indicted for grand larceny on April 29 and placed under arrest. He has resigned from the Commission.

Congestion of traffic in New York City continues to increase yearly. Figures given out by the Public Service Commission show that the number of passengers on the subway increased about 20 per cent during the last year.

President Taft has directed the removal from office of Daniel A. Sutherland, United States Marshal for the District of Alaska, and of John J. Boyce, District Attorney for the First division of Alaska. General incompetency was the charge against the Marshal.

No further action will be taken regarding the decision of the Louisiana Supreme Court holding that the concubinage law applies only to negroes and not to mulattoes. The Legislature will be asked to make the law apply to all persons of any recognized degree of negro blood.

Following the arrest of four Russians at Honolulu on April 29 on the charge of inciting disorder, a mob of 500 of their countrymen surrounded the police station and a battle with the police followed. The mob demanded the release of their leaders and defied the order to disperse.

Conspiracy to defraud, fraudulent stock manipulation and irregular bonding deals are charged against E. W. Cobb, E. A. Norton and F. B. Draper, directors of the Penn-Wyoming Copper Company, and fourteen other corporations, in a suit filed in the United States Circuit Court at Cheyenne, Wyo., on April 27.

Investigation of a bribery scandal involving the Chicago and Western Indiana Railroad, the Illinois Legislature as composed two years ago, the City Council of Chicago, and sums of money which may run anywhere between $80,000 and treble that amount, was ordered by State's Attorney Wayman on April 29.

The first practical application of Louis Brennan's monorail invention is to be made in Alaska, where a system of monorail railroads will be built connecting several camps. Exclusive rights to use this car in Alaska have been granted to an American syndicate represented by J. E. Ballaine of Seattle, and by a firm of New York bankers.

Labor News.

Motormen and conductors of the Columbus (O.) Street Car Company went on strike on April 29. Cars are running, but the service is badly crippled.

The Erie Railroad's wage difficulties with its firemen have been adjusted by an advance of 8 2-10 per cent to the men. The passenger firemen receive $2.90 and the men on the big freight engines $2.60 a day.

Orders were received on April 29 to shut down the Weybossel, Valley, Riverside, National and Providence mills of the American Woolen Company. Several other mills also closed. About 6000 operatives are affected.

The union carpenters of Seattle, Wash., at a meeting on April 29 adopted a resolution demanding a wage scale of $4.50 a day, instead of $4 now paid, and voted to go on strike on May 2 if their demands be not granted.

The law enacted a few years ago limiting the employment of certain railroad employes engaged in moving trains to eight hours out of twenty-four was declared constitutional on April 26 by the New York Court of Appeals.

The coal operators and miners of the Central Pennsylvania bituminous district on April 23 signed a wage scale agreement to hold good two years from April 1. The miners gained their contention for an increase in wages.

The State constabulary and striking coal miners at the Bradenville (Pa.) mines of the Latrobe and Connellsville Coal and Coke Company clashed on April 25, and several miners and troopers are reported injured.

Ten thousand workmen were rendered idle in the Northumberland and Columbia county (Pa.) coal regions on April 25, a large number of anthracite coal mines being flooded by the heavy rainfall of the last forty-eight hours.

For the first time in ten years the unorganized employes of the Gulf, Colorado and Santa Fe lines in Louisiana, Texas and Oklahoma are to receive an increase in wages, it was announced on April 28. The increase is 6 per cent, and affects nearly 10,000 employes.

Negotiations between the officials of the Baltimore and Ohio Southwestern Railroad and a committee representing the firemen and engineers of the road, were concluded on April 27, when a new wage scale calling for a 6 per cent increase was signed.

The Union Iron Works, of San Francisco, has given notice of intention to return to the nine-hour day upon the expiration of the present agreement to establish the eight-hour day on June 1. The men are now working eight and a quarter hours.

A strike of 10,000 machinists, including all of the union railroad machinists in the Southwestern district, including Arkansas, Louisiana, Oklahoma and Texas and parts of other States, may result if the railroads do not grant wage increases of 4 cents an hour.

Arbitration of the wage demands of the trainmen and conductors of the New York Central lines west of Buffalo was agreed upon on April 22. The arbitration will be independent of that now in progress affecting the men on the Central's lines east of Buffalo, but the same arbitrators will serve.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aase, Andrew
Abbors, Arne
Adamsen, W. O.
Adby, H. L.
Aguilar, Santos
Ahern, D.
Allen, G.
Amunsen, Daniel
Andersen, Martin
Andersen, Karl E.
Andersen, Adler
Andersen, Soren M.
Anderson, -1124
Backtrom, Wm.
Back, M.
Bausback, -1511
Bendixen, Nik.
Benson, Sigurd
Berge, Johan S.
Bergman, Jocan
Bjorklund, Erik
Blackstad, Chas. E.
Blank, Geo.
Bliesath, Max
Callas, Aug.
Carlmark, B.
Carlson, Chas.
Carlsson, -861
Carlsson, Otto
Carlsson, Harry
Carlsson, Alfred
Carlstrom, A.
Casson, J.
Dahlstrom, Herman
Danielsen, John
Danielsson, -164
De Santis, E.
De Young, A. R.
Eckert, W. F.
Edman, Oscar
Edolf, C.
Edwards, J. H.
Eggeland, Olaf
Eggers, Johan
Ekendahl, H.
Ellingsen, -594
Eliassen, Sigurd
Fagen, John
Farnen, Wm.
Faulkner, John E.
Ferwedow, R.
Fischer, Torsten
Fjellman, Jonas
Gad, S. V.
Gallovich, Geo.
Gardner, Jack
Gilholm, A.
Gottberg, Hendrik
Gram, Eric
Haak, C. H. R.
Halvorsen, Anton
Halvorsen, Hartvik
Halvorsen, Wm.
Hansen, Hans Chr.
Hansen, Julius O.
Hansen, Peter
Hansen, Mike
Handt, Wm.
Hansen, Hans E.
Hansen, -1826
Hartog, John
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Apply to Secretary of Sailors' Union of the Pacific.

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ALASKA FISHERMEN'S LETTER LIST.

San Francisco, Cal.

Letters at the Alaska Fishermen's office will be advertised for six months only and will be returned to the Post Office at the expiration of seven months from date of delivery.

Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

Alfonso, J. G.
Albertsen, P. H.
Antonsen, Carl
Anderson, Oskar
Benson, John
Balzani, Pietro
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Castel, G.
Christie, M. R.
Collens, F.
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INFORMATION WANTED.

Wilhelm Pemoeller, a ship's carpenter, who was discharged from the German sailing vessel Nordsee on February 14, 1908, and Johs. Herm. Ditz, a machinist, who left the German steamship Arabia in September of last year, are inquired for by the German Consulate at Portland, Oregon.

Sigurd Orten, a member of the Sailors' Union of the Pacific, is inquired for by relatives. Address, Coast Seamen's Journal.

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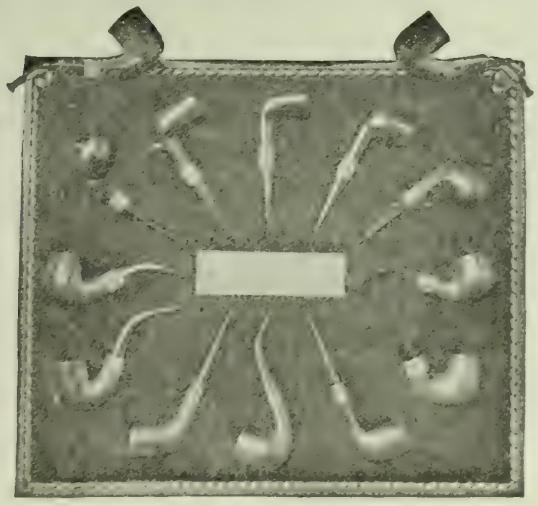
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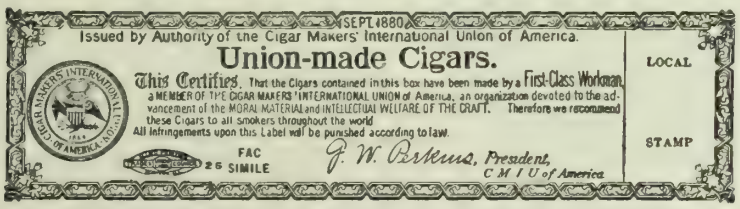
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INFORMATION WANTED.

Nils Reynolds, aged 47, is inquired for by his sister. Address, Coast Seamen's Journal.

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INFORMATION WANTED.

Josef Jurek, a native of Rosdzin, Germany, is inquired for by the German Consul, 201 Sansome street, San Francisco.

Any member of the crew of the barkentine Arago when John McLaughlin, donkey man, was injured while loading at Caspar, Cal., last October, please report to Attorney F. R. Wall, Merchants' Exchange Building, San Francisco. By doing so they will very much assist McLaughlin in obtaining his rights.

News from Abroad.

King Albert formally opened the Belgium Exposition at Brussels on April 23.

Violent earthquakes have occurred in the upper Minho valley, Portugal, but no casualties have been reported.

King Edward handed Lord Kitchener the baton of Field Marshal at an audience in Buckingham Palace on April 28.

The Zeppelin II, one of the three dirigible balloons of the German Government's aerial fleet, blew away on April 25, and was destroyed.

Bjornstjerne Bjornson, the Norwegian poet, novelist and dramatist, reformer and advocate of universal peace, died at Paris on April 27. Deceased was aged 78 years.

A boiler explosion occurred on April 18 in a match factory at Szegedin, Austria, killing ten girls and a man. Eighteen other girls were dangerously injured.

The balloon Delitzsch, belonging to the Bitterfeld Aero Club, was struck by lightning during a violent storm at Berlin on April 17, and its four occupants killed.

Louis Paulhan, the French aviator, on April 27, won the $50,000 prize donated by Lord Northcliffe for the first aeroplane flight from London to Manchester, a distance of 186 miles.

News of a murderous attack by Maya Indians upon a small detachment of Mexican troops was brought by the Government transport Progreso which arrived at Vera Cruz on April 29.

Commander Sverdrup, the famous Arctic explorer, has sailed from Norway on an expedition to Greenland's northwest coast and Baffin Land in the hope of finding a new whaling territory.

There is a serious uprising of natives in Nyas, Portuguese East Africa. King Muria, at the head of numerous tribes, has massacred the people, pillaged and burned the settlement and destroyed Empagua.

The crew of the British India Navigation Company's steamer Satara, which went ashore on the Shoal Rocks, New South Wales, on April 20, were rescued by the steamer Arata and landed at Newcastle on the 21st.

A decisive engagement between the Nicaraguan Government forces, estimated at 1800 men, and the combined armies of the rebels, 2500 strong, is expected to take place before Bluefields within the next few days. It is conceded the battle probably will end the war.

The situation in Hunan province, China, is reported as critical. Women and children are fleeing for their lives from Changsha, the capital. A number of villages near that city have been burned by native mobs. The country is placarded with threats to kill all foreigners.

Great interest is manifested in the reopening of the transatlantic wireless telegraph service. The cost of messages will be 33 per cent below the existing cable rates. The distance traveled by message through the air between Clifden, Ireland, and Glace Bay, is 2450 miles.

There is good reason to believe a mutually satisfactory arrangement will be reached between Peru and Ecuador, disposing of the ill-feeling that resulted from the unfriendly and counter demonstrations that recently occurred at Lima and Callao and at Quito and Guayaquil.

With the Wits.

Easy.—Mrs. Knicker What do you suppose it was that Katy did?

Mrs. Bocker—Left, of course.—Harper's Bazar.

Qualified.—"Why do you allow your wife to pick your company?"

"She's a good judge—she picked me."—Washington Star.

Modern Superstition.—"Do you think dreams are unlucky?"

"They certainly are if they come in office hours."—Judge.

Unexpected. — Suitor — What will your father settle on the man who marries you?

The Girl—All the rest of the family I suppose.—Exchange.

He Knew.—Teacher—When water becomes ice, what is the great change that takes place?

Bright Pupil—The change in price. —Red Hen.

As Corrected.—"Tommy," said the teacher to a bright grammar-class pupil, "correct the sentence 'I kissed Jennie two times.'"

"'I kissed Jennie three times,'" replied Tommy proudly.—Chicago News.

Papa's Plan Prevents Proposal.—He (impecuniously)—But you say yourself that your father is anxious to get you off his hands.

She—Yes; that's why I don't think he'll listen to you.—Boston Transcript.

Jack Must Wait.—Nan—Let me see: Clarence is your sentimental lover, George is your practical lover, Alfred is your timid lover, and Jack—well, where does Jack come in?

Fan—Oh, Jack is too late to classify.—Chicago Tribune.

Natural.—"What is loaf sugar?" inquired Mrs. Justhitcht.

"Why, it's sugar in the form of loaves, I suppose," answered her spouse. "Why?"

"I was wondering," said Mrs. J., "if that was what they made sweetbreads of."—Cleveland Leader.

An Invitation

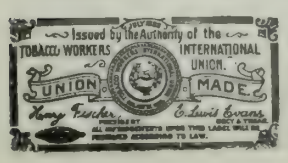
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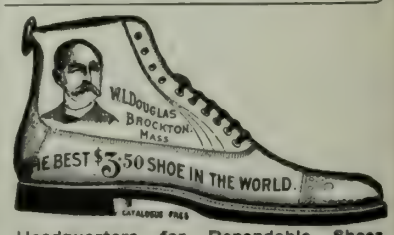
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THE INJUNCTION ISSUE.

GOVERNMENT BY INJUNCTION was the subject of an interesting discussion before the American Academy of Political and Social Science, at Philadelphia on April 9. The speakers were President Samuel Gompers, of the American Federation of Labor, Hon. J. H. Ralston, ex-Congressman Littlefield and Mr. Andrew Furuseth. The address delivered by Mr. Furuseth is herewith published, as follows:

Coming immediately after such a gentleman as Mr. Littlefield, I must ask you to be patient with me in what I have to say. I have not his ready tongue nor his training as a special pleader. I shall try in a few words to convey to you what we, who suffer under the misuse of the equity power, think is the real cause of the wrong, and to point to a cure.

I am sorry that Mr. Littlefield has gone because I wanted to ask him to define more specifically what he means by some things that he has said here.

He speaks of "judicial power." It would be well, if he will, when correcting the notes, state if he means the power of the judiciary as understood and exercised in England at the time when our Constitution was adopted and which was with possibly slight modifications conferred upon our judiciary, or does he in speaking of judicial power have in mind the power exercised by the Roman Emperors?

It would be a great help to those who read his speech carefully to understand what he means.

He speaks of obedience to law. I want to say for the workmen of the United States that they do not come before you, nor before anybody, to ask exemption from any law. What we complain of, and what we believe we have a right to complain of, is that we are not getting law, but judicial discretion. He says that the equity power is to remedy and to prevent wrong. If that be so of what use is law and law courts? I would like him to say in his notes later on what law is; if it is not an injunction issued by the whole people through their legislative department, whether it is not usually a simple "Thou shalt not." He says that equity power ought to protect personal rights. Where that will lead us, I shall try to explain in the short paper that I shall read. He speaks of the English law forbidding men to quit work; you have noticed, if you have followed closely, and I am sure you did, that every phase of that law deals with those who work with steam, water and gas plants, and where a man leaves his job in such a way as to endanger the life of others. The British Government has dealt with that, so has ours. We go to the legislative branch of the Government for any alteration in laws, which we feel to be urgent, we do not come to the judges and ask them not to enforce, or to make law. We realize, gentlemen and ladies, that there is a fundamental distinction between law and equity. Now then, having said that, I shall try as far as I can to read this, which will only take a few minutes:

The modern use of the Writ of Injunction, especially in labor disputes, is revolutionary and destructive of popular government.

Our Government was designed to be a GOVERNMENT BY LAW, said law to be enacted by the Legislative branch, construed by the Judiciary and administered by the Executive.

An injunction is "an extraordinary writ issued out of equity enjoining a threatened injury to PROPERTY OR PROPERTY RIGHTS, where there is not a plain, adequate and complete remedy at law."

The definition of equity is, "the application of right and justice to the legal adjustment of differences where the law by reason of its universality is deficient," or, "that system of jurisprudence which comprehends every matter of law for which the common law provides no remedy . . . . springing originally from the Royal prerogative, moderating the harshness of the common law according to good conscience." In other words, it is the exercise of power according to the judgment and conscience of one man.

It was for this reason that in Great Britain, whence the United States derives its system of equity, as well as of law, the equity power was limited to the protection of PROPERTY OR PROPERTY RIGHTS, and in such cases only where there was no remedy at law; the words "adequate and complete" have been added here.

When the courts of equity take jurisdiction over and issue injunctions in labor disputes, they do so to protect business, which, under late rulings by several courts, is held to be property. These rulings are disputed and condemned by other courts, which hold that relations between employers and employes—between buyer and seller—are personal relations, and as such, if regulated at all, are regulated by statute or common law only. If the latter contention be right, and of this we believe there can be no question, the ruling that makes business property, or the right to carry on or continue in business a property right, is revolutionary, and must lead to a complete change, not only in our industrial, but in our political life. If the court of equity be permitted to regulate personal relations, it will gradually draw to itself all legislative power. If it be permitted to set aside or to enforce law, it will ultimately arrogate to itself jurisdiction now held by the law courts, and abolish trial by jury.

The Constitution confers equity power upon the courts by stating that they shall have jurisdiction in law and in equity in the same way that it makes it their duty to issue the Writ of Habeas Corpus and in substantially the same way as it provides for trial by jury. Equity power came to us as it existed in England at the time of the adoption of our Constitution, and it was so limited and defined by English authorities that our courts could not obtain jurisdiction in labor disputes except by the adoption of a ruling that business is property. If business be property in the case of a strike or a boycott, and can therefore be protected by the equity court against diminution of its usual income, caused by a strike or boycott conducted by the working people, then it necessarily must be property at other times and therefore entitled to be protected against loss of income caused by competition from other manufacturers or business men. Business and the income from business would become territorial and would be in the same position as land and the income from land. The result would be to make all competition in trade unlawful; it would prevent any one from engaging in trade or manufacture unless he comply with the whims and fancies of those who have their trade or means of protection already established.

No one could enter into business except through inheritance, bequest or sale.

In order to show the fallacy of this new definition of property, we here state the accepted legal definitions of property, business, and labor.

Definition of Property.—Property means the dominion of indefinite right of user and disposition which one lawfully exercises over particular things or subjects and generally to the exclusion of all others. Property is ownership, the exclusive right of any person freely to use, enjoy and dispose of any determinate object, whether real or personal. (American and English Encyclopedia of Law.)

Property is the exclusive right of possessing, enjoying and disposing of a thing. (Century Dictionary.)

A right imparting to the owner a power of indefinite user, capable of being transmitted to universal successors by way of descent, and imparting to the owner the power of disposition, from himself and his successors. (Austin, Jurisprudence.)

The sole and despotic dominion which one claims and exercises over the external things of the world in total exclusion of the right of any other individual in the world. (Blackstone.)

It will be seen that property is products of nature or of labor, and that the essential element is that it may be disposed of by sale, be given away, or in any other way transferred to another.

There is no distinction in law between property and property rights.

From these definitions it is plain that labor power or patronage can not be property, but aside from this we have the Thirteenth Amendment to the Constitution prohibiting slavery and involuntary servitude.

Labor power can not be property, because it can not be separated from the laborer. It is personal. It grows with health, diminishes in sickness, and ceases at death. It is an attribute of life.

The ruling of the courts make of the laborer a serf, of patronage an evidence of servitude, by assuming that one may have a property right in the labor or patronage of another.

Definition of Business.—That which occupies the time, attention and labor of men for the purpose of livelihood or profit; that which occupies the time, attention and labor of men for the purpose of profit and improvement. (American and English Encyclopedia of Law.)

That which busies, or that which occupies the time, attention or labor of one, as his principal concern, whether for a longer or shorter time. (Webster's Dictionary.)

Definition of Labor.—Physical or mental effort, particularly for some useful or desired end. Exer-

(Continued on Page 7.)

HALLEY'S COMET.

On the eighteenth of this month the celestial visitor that now glorifies the early morning and early evening sky will pass between the sun and the earth, and on that date will be only fourteen million miles away from us. Where it comes from and whither it goes no one can tell, all we know is that it comes in our direction from out the immensity of space somewhere in the direction of the polar system, passes around our sun and goes back into space and disappears again for a period of three-quarters of a century. The immense distance it travels during that time is as inconceivable to the average mind as is the speed at which it travels. What marvelous spectacles and wondrous objects, what glorious worlds and suns it passes during its travels can only be imagined by those endowed with the vivid imagination of the poet and the dreamer. To those who can imagine it even in a limited way the insignificance of our little world in the great wilderness of worlds is brought home with great force and vividness. The glories of these other worlds, the vastness of their splendor and the immensity of their mass can only be conjectured, for even the wildest and most extravagant of speculations would fail to give a feeble knowledge of them. They can only be imagined, they can not be described.

Although nothing is positively known of the comet, still science has speculated and proven that its speculations have been correct and we are thereby in a position to say something in connection with the comet that may be accepted without hesitation. The celestial phenomenon that is now blazing in the sky is known as Halley's comet and what is accepted by the scientific world as its history and what it is, is also accepted in connection with all other comets.

Halley's comet (so named from the astronomer who first calculated its orbit) is a member of the solar system. Like the earth and other planets it passes around the sun in an elliptical orbit. Unlike the planets, its orbit is extremely elliptical, that is to say, its major axis (line through its center lengthwise) is vastly longer than its minor axis or line drawn across its extreme breadth. The shape of its orbit is, roughly, that of an extremely long and narrow egg.

Unlike the planets, it does not go around the sun from east to west, but in the contrary direction, or in the same way as the hands go around the clock.

Unlike the planets, it does not go around the sun in a plane (on a level) very close to that of the equator of the sun, but at an angle of 18 degrees to our equator. Comets are numerous and come from almost every possible direction, but as a rule all go around the sun, which is situated in what is known as one of the foci of the ellipse describing the orbit. It is possible that some comets are so deflected that they never come back at all, some are probably broken up, and all of them, while they apparently have vast size, are comparatively small in bulk because their so-called tails, which appear so large, are of very attenuated gas. It was once held by astronomers that a big comet could actually be packed in a gripsack and a smaller one in a pill box, although this is not now so certain; but the matter contained in the largest is relatively small in mass, which is the astronomical term for weight.

Many theories have been advanced to account for the origin of comets, and none can be absolutely demonstrated, but it is pretty certain that they arose at the same time with the development of the whole solar system.

The nebular hypothesis of Laplace supposed that originally all the matter in the solar system (and of any other) was a vast nebula of cosmic dust of unexplained origin, but containing in it all the potentialities of the system as it is to-day. It was assumed that something started this vast nebula to rotating around its center, which by the laws of gravitation and mechanics made most of the material assemble at the center, but that for some reason portions of it remained outside in the shape of rings, like those around Saturn. Rotation developed friction and friction supplied the heat which finally made of the sun a burning mass. Also something happened to the various rings outside which caused all the matter in them to consolidate in a single place (like cutting an extended rubber band) and these developed into planets with their satellites, etc.

This theory was long accepted, but is now gravely doubted because it does not account for undoubted phenomena and is apparently opposed to known laws of nature. In any event it must be gravely modified.

The present theory, held by many of the most eminent astronomers and astrophysicists, is quite different. We all admit the infinity of time and the boundlessness of space simply because the human mind can not conceive of the contrary. If time ever started, there must have been something before that, which is an absurdity. If we get to the confines of space, what is behind the wall? We must admit these propositions of infinity as a result of reason, though they can not be proved. Now, it is just as hard to account for the origin of matter. To say it was created out of nothing is unscientific and a contradiction in terms, and so it is held not only that matter has always existed, but that the universe has always had practically the same appearance as now.

The theory is that heavenly bodies have always existed in our universe, which contains probably at least a billion of such bodies—burning suns, dead suns, planets, comets, meteors and millions of nebulae which we now behold in all stages. We know our sun is dying and will grow cold like the earth. We know there are many dead suns in the universe, for they have been seen, and it is thought they may vastly exceed the number of burning ones which we see shining at night. Nebulae are believed to result from collisions of existing suns, either of two burning ones, of two dead ones or a dead and a burning one. The collision may be actual or the two may come so close to each other (without touching) as to rend them apart and form a nebula. This nebula forms a new sun, which in turn may form by collision a new nebula and the process go on eternally. It is like the question whether the hen came first or the egg, but if matter is considered to have existed eternally the point is of no importance.

Every star in the universe (with its attendant planets, if any) is moving in a straight line at terrific speed. The directions of these stars apparently have no relation whatever to each other, although some astronomers think there are indications that they may be divided into groups. They fly through space in all directions. The sun and its attendants are moving at a speed of about twelve miles a second in the direction of the star Vega in the constellation Lyra; but Vega is also moving, so that we are not likely to strike her. Some stars have what is called a "proper motion" of as much as 200 miles per second. Now, according to the law of accidents it is certain that some time two of these stars will meet or come so near each other as to utterly disrupt both. It may take a decillion years but that is no more than a second of time in eternity. The result will be a cataclysm which defies the imagination.

The suns will meet at some angle, or if head on in a direct center line, which is improbable, the two would not be of the same size, and the result would either be to smash to powder all the solid material, if any, in both or to break up the crust into lumps, widely disseminate the gases and establish a rotary motion. Most of the matter would congregate near the point of explosion. Probably both bodies would be largely gaseous and at great heat, while the friction from impact would also cause immense heat. As another result, matter (whether burning gas or solid chunks of matter) would be hurled in all sorts of directions, but most of it would settle in the plane of the centers of the two colliding suns. Much of this matter might be hurled billions of miles from the center and might cool off, some of it might be in chunks, which would form the nucleus of planets, which would attract material in the region by gravitation, but the inevitable result would be a spiral, and most of the nebulae we can see in the heavens have this spiral form, a central mass with curved arms extending and from these arms the planets and their satellites are formed. There are many ways in which collisions might occur and these would determine the resulting solar system. This is not all theory, for a number of such collisions have been observed by astronomers, one as late as the year 1900.

This is but a theory which cannot be proved and, unfortunately, the method by which solar systems are developed is utterly unknown in detail. This is simply a working hypothesis which to many seems better than any which has been suggested.

Now, not all the material would go to form planets and satellites. Much dust would result or detached bodies of gas thrown off and these are believed to be the meteors which illumine the sky at night. Larger masses of gas or solid matter would naturally be thrown off in every conceivable direction and at very elliptical orbits, and these unless captured by some other wanderer in the sky (which is not likely) would in time return to the neighborhood of the sun, even if it took thousands of years. These are the comets and they are of all sizes, all degrees of eccentricity in orbits and come from every possible direction. Many of them are in time broken up by the attraction of other bodies, some probably fall into the sun and increase its fuel supply, but a large number are known to be regular members of the solar system, whose return can be predicted with tolerable accuracy.

The reason they can not be more actually predicted is that, owing to the attraction of planets, notably Jupiter, they are deflected from their courses and some of them apparently lose part of their mass during each revolution around the sun. As said, some may be so deflected as to fly off into space and never return.

(Continued on Page 11.)

FRIDAY IS LUCKY DAY.

"Friday" and the number "13" have long been held to be specially unlucky. This evil reputation came evidently from the last supper and crucifixion of the Savior.

At that memorable meal there were thirteen at the table, one of whom betrayed his Lord to a cruel death, while the crucifixion occurred on Friday. These events were doubtless in due course ordained for the salvation of mankind, and they were the forerunners of beneficent results to the entire world, but it is no surprising fact that the atrocious acts by which they were brought to pass should have resulted in universal human reprobation.

Nevertheless, Friday has been a most fortunate and fateful day in the history of the New World, while 13 has always been the lucky number of the United States, so that while they may have been accounted accursed in the Old World, they are identified with the most important and famous events in the new.

Let us give a little attention to the part that Friday has played in the history of our country.

It was Friday, August 3, 1492, that Columbus sailed from Palos, Spain, on his voyage of discovery that gave a new hemisphere and the world's greatest free nation to mankind, and it was on Friday, October 12, of the same year that he made land in the New World. The voyage, with three small vessels that were scarcely more than yawl boats, was made at a time when the West Indian cyclones were most to be feared, but they sailed the unknown seas without a storm.

It was on Friday that Henry II of England gave a commission to John Cabot which led to the discovery of North America.

It was on Friday that St. Augustine, the oldest town in the United States, was founded.

It was on Friday that the ship Mayflower, with the Pilgrims, landed at Plymouth, Mass.

It was on Friday that George Washington was born.

It was on Friday that the Declaration of Independence was adopted.

It was on Friday that the British General Burgoyne and his army surrendered at Saratoga.

It was on Friday that the surrender of Cornwallis at Yorktown ended the war.

It is evident from this that Friday, so far from being an unlucky day in America, should be deemed most fortunate.

As to the number 13, it is closely identified with the very foundations of our great republic.

On the national flag were represented thirteen stripes and thirteen stars, to stand for the thirteen colonies that formed the infant Nation. On the obverse of the national great seal is a spread eagle with thirteen stars around his head and thirteen arrows in one claw, while in the other he holds an olive branch with thirteen leaves. On the reverse is an unfinished pyramid, of which thirteen courses of masonry are laid, the balance to be added, while the national motto—E. Pluribus Unum—meaning "one composed of many," contains thirteen letters.

It is plain, therefore, that if Friday and the number 13 be symbols of misfortune and evil in the Old World, they signify just the opposite in the new.—New Orleans Picayune.

PREMIUM FOR A LOCK CANAL.

The actual operating charges of the lock canal at Panama will exceed those of the sea-level canal by over $6,000,000 a year. The extra cost is due to the additional expenditures occasioned by: The twelve locks and the corresponding cost of their maintenance, repairs and renewals; the service on the lake and between the 116 islands formed by it; the extra cost of skillful crews needed for the operation, repairs and maintenance of tugs, buoys, lighthouses, etc., and the sinking fund necessary to replace every few years the enormous mass of movable metal work and expensive appliances to be used only in the lock canal.

An idea of the importance of these items will be formed if it is known that the steel gates above for the twelve locks will weigh more than 50,000 tons, the total metal work over 100,000 tons; the constructive work to be maintained, repaired and renewed will cost over $83,000,000. The fresh water shore line to be policed, cleaned and guarded on Lake Gatun only is 827 miles long for the lock canal, and only fifty miles in the sea-level canal.

The policing, cleaning and maintaining in sanitary condition of said 827 miles of lake shores will exceed considerably the total of all the expenses of the sea-level canal.

The sea-level waterway will have absolutely no metal work of any kind whatsoever. It will be a plain open ditch at tide water, with no powerful machinery nor expensive appliances of any kind to be repaired and maintained; it will call for no annual sinking fund allowance to make up for their inevitable rapid deterioration under the tropical climate. It will require no special crews of well-trained, careful men to handle vessels "in and out" of locks, nor the corresponding expenses for their intelligent management. It will have no "polygonal" lake navigation, with its corresponding array of lighthouses, rangelights, buoys, tugs, ferries, etc., to be maintained, renewed and managed, every year forever.

In the sea-level canal, fed at each end by the ocean, the water supply is unlimited, and forever free. It will not need the enormous, expensive pumping plants required to fill the lock canal lake during the dry seasons.

Beyond lighting and telephoning, the sea-level canal will have no other expenses than what is normal to an open ditch free from all kinds of obstacles.—Tulio F. Sorzano in Van Nordens.

A Pennsylvania company has succeeded in coating steel sheets with aluminum at a high temperature to be used in building boats for the Government, which, it is claimed, will be rust proof.

Two thousand movable kitchens have been ordered for the Austrian army, each consisting of a four-wheeled vehicle, drawn by two horses and weighing, with equipments, about half a ton.

A new broom has a hollow steel handle to be filled with light oil, which filters through a small valve and a wick to the broom corn to hold dust instead of distributing it about the room.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Unions, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 85 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques v puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

World's Workers.

The miners' executive at Newcastle, Australia, is complaining of attempts by the colliery managers to alter the conditions under which the men returned to work.

The workers' unions in New Zealand have contributed about £2000 to the Newcastle strike, which has proved such a costly undertaking to men and mineowners alike.

At North London a few weeks ago a case was heard in which it was stated that a woman, a dressmaker's assistant, received 8d per working day of 12 hours.

The Executive Council of the Seamen's Union in Australia has paid out nearly £10,000 to members who were thrown out of employment through the Newcastle strike.

At a recent meeting of the Wellington (N. Z.) Gas Stokers' and Cokers' Union, the sum of £10 was voted to assist the wives and children of the Newcastle miners.

Employers throughout the Wellington (N. Z.) industrial district, to the number of 191, have been cited by the Wellington Tailoresses' Union as parties to an award made in 1905.

A food depot has been opened in the east end of Newcastle, Australia, where a meal of soup and bread, with pudding and potatoes on alternate days, is sold for a penny.

The Wellington branch of the New Zealand Shearers' Union has a membership of 1800. The annual conference of the New Zealand Union was held at Wellington this month.

A draft of £1000 from the English miners has been received by the New South Wales Northern Miners' Federation, and also £1000 from the Amalgamated Society of Engineers (Eng.).

The Sydney (Australia) Labor Council cabled the London Times recently that its correspondent's statement regarding immigrants with "incumbrances" not being wanted in Australia was correct.

Under the Children's Act, which came into force in Great Britain, on January 1, a child under 16 may not be sent to prison, and on local authorities is thrown the onus of providing suitable places of detention for young offenders.

What is stated to be the best award yet obtained in the tramway and railway service of New South Wales has been obtained from the Traffic Wages Board. It is the first award to recognize the principle of a guarantee of work.

Hoskins Bros., proprietors of Lithgow ironworks, New South Wales, were recently fined thirty guineas for a breach of the Industrial Disputes Act in discharging several employes for refusing to work a full day on Saturday.

A member of the Victorian (Australia) Trades Hall Council, in condemning obsolete statute law in Australia, particularly mentioned some of the laws passed in the time of Charles II, which were effective in Australia though they had been repealed in England.

A conference of the Commonwealth Letter Carriers' Association was held recently at Melbourne, with the object of comparing the evidence submitted by each State Association to the Royal Commission on the postal service, to decide on a uniform line of action, and to formulate a scheme to insure the realization of the desired reforms.

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All goods sold at lowest San Francisco prices. We buy direct from Kentucky Distilleries and our California Wineries. Seafaring men invited to inspect our stock.

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I carry a full line of San Francisco goods for the seafaring people, having been established since 1886, and continually serving the seafaring. I am in position to know the class of goods you want. The San Francisco Hickory Shirt at 50 cents.

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When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

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MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

CHAS. A. LUCAS

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Agents Harbor Steam Laundry.

INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Named shoes are frequently made in Non-Union factories.

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John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INFORMATION WANTED.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England.

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UNION MADE

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San Pedro Letter List.

Abrahamson, A.	Kristiansen, E.
Anderson, Charlie	Larsen, L. P.
Anderson, John	Lano, Emil
Andersen, Martin	Lewis, J.
Anderson, Gust.	Lane, Edward
Andersen, Sigurd	Larsen, J. -1025
Anderson, Tom	Lankewitz, E.
Andersson, A. -1447	Leith, Chas.
Anderson, Gust	Louis, Michael
Andersen, Harry	Larsen, Chris. T.
Andersen, P. T. (package)	Larsen, Christian
	Larsen, Marinius
Anderssen, Frank	Larsen, K. Louis
Anderson, J. E.	Lindroth, Erik
Arplund, August	Ludlow, J. J.
Boye, Axel H.	Lange, Friedrich
Boylan, C. J.	Lehtonen, John
Bjork, Axel	Lueman, A.
Bensen, Ray	Lundquist, F.
Bedford, A.	Maroth, Richard
Brogard, R.	Mulley, James
Blusath, Max	Mygind, W. F.
Broden, Julius	Mardisan, Andrew
Bertilsen, Peder	Mookala, John
Blumquist, C.	Mueller, Hugo
Bordjelm, Alex.	Michelsson, A. -1105
Bolander, J. E.	Mannstrom, V.
Brose, R.	Moe, John M.
Bjorseth, Knut	Nelsson, Karl J.
Backman, Ernest	Nelson, John C.
Christophersen, A.	Nystrom, Ragnar
Christiansen, E.	Nordgren, Chas.
Berntsen, Julius	Nelson, C. -663
Campbell, Geo.	Nelsen, Eddie
Carlson, Markus	Nyberg, Erick
Christenson, H.	Nestor, Wilson
Celley, Edward	Noberelt, Gustav
Carlssen, C.	Nilsen, J. -780
Christiansen, Chr.	Olausen, Kristian
Castro, Manuel	Olsen, Hagbart
Christiansen, Hjal.	Olsen, Adolf
Colombay, Louis	Orten, Sigurd
Carlsson, N.	Ohm, Gunwall
Cainan, George	Ott, John
Clausen, Johannes	Olssen, L.
Conrad, Fritz	Olsen, G. A.
Dudler, Hans	Ohlsen, Ch.
Dorles, J. H.	Olson, Karl
Donaldsen, G. C.	Olson, Wm.
Dahlman, J. A.	Ohman, P. W.
Daugul, G.	Pierson, A. -1102
Edlund, Agaton	Pestoff, Savaty
Englebright, H.	Pedersen, Gert C.
Ellingsen, F.	Petersen, H. -1061
Edland, Gus	Peterson, K. E. -903
Englund, Hjalmar	Pettersen, Peder. O.
Erdman, Bob.	Peratis, John
Emanuelsen, Gust.	Peterson, Chas.
Falk, J. P.	Pihpic, C.
Foss, Louis	Pihpic, J.
Fryland, C. J.	Pedersen, A. -1341
Fisher, J. -566 (photo)	Petersen, Oscar
	Quinn, Wm.
Fredricksen, H. G.	Rasmussen, F. -341
Gerner, Hans	Rokow, Stefan
Gronroos, E.	Randle, David
Gutman, E.	Reuter, Ernest
Gunther, Christian	Reuten, Axel.
Gunther, Hans	Rudland, Jake
Glausen, Harry	Rueter, Herman
Gorgesen, Emil	Remme, F.
Garner, Louie	Rodriguez, M.
Hansen, Thron	Rytko, Otto
Hedlund, Arvid	Rajala, Victor
Hansen, Markus	Sorensen, C. -1607
Heckman, Fred	Scholl, Karl
Hansen, Carl	Solie, Ingvald
Heggum, Louis	Saarinen, H.
Halvorsen, I.	Strand, Olav
Hanze, Albert	Steen, Hilmar
Hoglund, F. V.	Schultz, Albert
Hansen, Charlie	Sundquist, W. W.
Hassall, G.	Swanson, Chas.
Hansen, L. -794	Scott, E. G. -2041
Hansen, Hans	Samuelsen, V.
Husby, Lars	Schlitt, James
Hansen, Rasmus	Staelsten, Karl
Harris, Tom	Smith, John
Hansen, Theodor	Southerland, A.
Heggenmuller, H.	Silverberg, Harry
Harmening, Fr.	Steen, J. C.
Ingbrethsen, Daniel	Spearing, Gustav
Iversen, Fred	Stein, John
Isaccson, Gustav	Smith, J. S.
Jensen, J. -1801	Sander, A. J.
Johnson, Charles	Sandy, Oskar
Jacobsen, Tom	Tobiasen, Anton
Johansson, J. -1821	Thompson, W. J.
Jansson, F. -1234	Tufte, A. Paulsen
Johansen, J. -1462	Thompson, T.
Jeshke, H.	Tuominen, Alfred
Jensen, Wilhelm	Touanne, Walter
Johnsen, Charlie	Thomas, Paul
Jensen, Hans	Wiemer, Paul
Jeffersen, V.	Warkkula, John
Jobsen, Ch.	Wahrenberg, Otto
Jensen, -1311	Warren, Louis
Jorgensen, Emil	Werner, A.
Jones, Harry	Westad, Johan
Johansson, Bob E.	Zuhne, W. (registered letter)
Kalberg, Wm.	Zimmerman, Fritz
Knutsen, K. -138	

INFORMATION WANTED.

John Ernest Meyna (Meiner), supposed to be sailing on the Pacific Coast, last heard of 9 years ago, is inquired for by relatives. Address, Coast Seamen's Journal.

Pacific Coast Marine.

The trial of William Gohl for murder began at Montesano, Wash., on May 2.

Rear-Admiral Bowman H. McCalla, U. S. N. (retired), died at Santa Barbara, Cal., on May 6, aged 66 years.

The following changes of masters were recorded at the San Francisco Custom-house on May 5: Steamer Pirate, W. H. Hill, vice Arturo Scragia; steamer Constance, B. F. Beringer, vice W. H. Stoffel.

London advices to San Francisco report that the British steamer Ventura, from Glasgow for Victoria, has arrived at Punta Arenas, after being ashore. The steamer lost two propeller blades and is now undergoing repairs.

Captain Frank Zaddart, master of the steamer Santa Barbara, at San Pedro, has received a telegram from San Francisco, with the information that a raffle ticket which cost him $1 was the winner of the yacht Pronto, valued at $2500.

Charles Linder was recorded at the San Francisco Custom-house on May 6 as master of the steamer Noyo, vice C. A. B. Johanson. The steamer Bear, L. N. Nopander master, and the schooner C. S. Holmes, Harry Thompson master, were enrolled.

C. W. Pendleton, Port Collector at San Pedro, has imposed a fine of $336.50 on the schooner Samar because Captain M. F. Rassmussen carried Firstmate Tyhm, who had not secured his final citizenship papers. Captain Rassmussen has appealed the case.

The following changes of masters were recorded at the San Francisco Custom-house on May 4: Steamer Brunswick, George Hammer, vice Charles Linden; steamer Aurora, Charles N. King, vice N. P. Nelson; schooner Arthur, Peter Baker, vice R. H. Willey, Jr.

Captain Nopander, master of the steamer Kansas City, has been given command of the new steamship Bear, which recently arrived at San Francisco from New York. Captain Austin, who brought the vessel around from the Atlantic Coast, will be transferred to the Aztec.

Relief lightship No. 76, which has been stationed at Blunt's Reef for No. 83 for the last few weeks, returned to San Francisco on May 2. No. 83, which came in for repairs, went back to her station last week. The latter had been damaged by being rammed by a steam schooner.

The following changes of masters were recorded at the San Francisco Custom-house on May 3: Steamer Princess, Andrew Lauritzen, vice Robert F. Morrison; steamer Valetta, David Scroggins, vice George F. Allen. The steamer Brooklyn, C. Matsen master, was enrolled.

The first steel vessel ever built in Oakland, the Coalinga, was launched on April 30 at the yards of the Moore & Scott Iron Works. The Coalinga was built for the Associated Oil Conmpany and will be used for carrying oil. She will be used principally in the trade about San Francisco Bay.

Negotiations for the steamers Ella and Erna of the Jebsen line are being made by the Campania Naviera del Pacifico, known as the Mexican line, which may result in the service being extended to San Pedro. The company now operates one steamer as far north as San Diego on a twenty-day schedule.

Federal Inspectors of Steam Vessels O. F. Bolles and John K. Bulger held an investigation at San Francisco on May 2 into the loss of the steamer Santa Clara on Humboldt Bar on April 13, and, after hearing the testimony of a number of witnesses, the Inspectors took the matter under advisement.

The following changes of masters were recorded at the San Francisco Custom-house on April 30: Steamer Virginia, John A. Green, vice Lincoln A. Colcord, reported from San Diego; steamer Aurora, N. P. Nelson, vice William I. Atthowe. The steamer Napa Valley, A. Samuels master, was enrolled.

An admiralty suit was filed in the United States District Court at San Francisco on April 30 by J. J. Moore & Co. against Macbeth & Co. as owners and W. H. Le Boyteaux and Johnson & Higgins as garnishees of the British ship Campbell. They seek to recover $1018.81, balance due on a cargo of coal from Australia.

The steamer Amur, which arrived at Victoria, B. C., on April 29 from Queen Charlotte Islands, reports that a large fleet of Japanese sealers are engaged off the west coast of the Islands. The schooner Eva Marie of Victoria, which put into Skidegate to land a sick Indian, reported having sighted seven Japanese sealers.

H. McGill of the Tacoma Piledriving and Construction Company has been sounding at Tacoma in an attempt to locate the ill-fated British bark Andelana, which foundered during a heavy blow in January, 1899. The wreck lies about half a mile off the Milwaukee docks, in from thirty-five to forty fathoms of water.

The North Pacific Steamship Company steamer F. A. Kilburn established a record on May 5 when she arrived at Eureka. At that time she set a record for the round trip between there and San Francisco. The Kilburn left Eureka on the 3d, which makes her time for the round trip between that port and San Francisco 46 hours.

On her initial trip in the service of the San Francisco-Portland Steamship Company between San Francisco and Astoria and Portland, the steamer Bear sailed from the former port on May 8. The Beaver, sister-ship of the Bear, is now on the Columbia River, and the officials will look over her before she goes into commission.

Seven members of the crew of the little schooner Eva, a total loss on the bar at Altata, arrived at San Francisco on May 6 from Mazatlan, on the Pacific Mail liner San Jose. The party included First-mate Charles Sexon, Second-mate David Hall, Harry Yamashita, steward, and Seamen Antonio Santos, Johanas Wittenborn, Felizon Lopez and Manuel Lazarr. Captain Gulliksen is standing by the wreck, which is a total loss and from which little will be saved.

Captain Louis L. Lane, son of Charles D. Lane, the California and Nome millionaire, sailed from Seattle on April 27 on a trading and hunting expedition to the Arctic shores of Alaska in the power schooner Helen Johnson. He is accompanied by his wife, six Eskimo boys and one white man, and the vessel will proceed along the shores of Kotzebue Sound, among the islands and along the beaches almost as far north as Point Barrow, and the 71st parallel of north latitude.

The fine of $500 imposed by the Treasury Department on Captain Owen Griffith, master of the British bark Nile, for neglect to deliver a copy of the manifest of cargo to the Customs boarding officer on her arrival at Port Townsend from Vancouver, B. C., March 25 last, has been remitted on the showing made by Captain Griffith that this was the first time that he had ever entered a vessel in an American port, and that the agent at Vancouver had failed to provide him with a copy of the manifest.

That the steamer Santa Clara struck on Humboldt bar and was not wrecked through being hit by a big sea, was proved when the vessel was dry docked at the Union Iron Works, San Francisco, on April 28. It has been found that thirty feet of the keel was carried away, the propeller post broken and that a portion of the smashed keel was jammed up into the wheel. This condition of affairs could only have been caused by striking the treacherous bar. The Santa Clara is not in such bad shape that she can not be fixed up, and bids will be received for repair work.

The Alaska Packers' Association is negotiating with the Standard Oil Company for the purchase of the two well-known full-rigged American ships Astral and Atlas, and the deal will likely be consummated when the vessels arrive at San Francisco and are examined by the prospective buyers. The Alaska Packers will add the Astral and Atlas to their great fleet of salmon packets which ply between San Francisco and the Alaskan canneries. The Astral is now thirty-six days out from Philadelphia for San Francisco. Both the Atlas and Astral are now under charter to Bates & Chesebrough in the Shippers' Clipper line.

Advices received at San Francisco on April 29 confirm the reported loss of the codfishing schooner Stanley with her master, two mates and cook in the Far North. The Stanley went on the rocks off Sanak Island during a severe gale and blizzard on March 28. The news of the tragedy was brought to Seward by the mail steamer Dora. When the rescue party reached the wreck they found the bodies of Captain Koehler and Mates Bauers and Williams frozen stiff in the rigging. The cook was swept overboard and drowned. According to the latest advices, the five men who survived the disaster were Seamen Hart, Bjornsen, Kandi, Roberts and Legeer.

Balfour, Guthrie & Company have just inaugurated a line of steamers to ply between Antwerp and Pacific Coast ports, the tonnage being foreign. The first of the new line sailed from Antwerp on May 1 for San Francisco and Portland. The second will leave Antwerp in June, calling at Honolulu, Vancouver and San Francisco. The third will be dispatched from Antwerp in July and August loading and will call at San Pedro, San Francisco and northern ports. Beginning with the steaming of a vessel every six weeks, the service will be enlarged with the growth of the traffic. The vessels selected for the initial runs are the St. Nicholas, the Greystoke Castle and the Middleham Castle.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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BALTIMORE, Md., 502 East Pratt St.
NORFOLK, Va., 221 Water St.
MOBILE, Ala., 4 Conti St.
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Headquarters:
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BALTIMORE, Md., 502 East Pratt St.
NORFOLK, Va., 228 Water St.
MOBILE, Ala., 4 Conti St.
NEW ORLEANS, La., 514 Dumaine St.

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Headquarters:
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Headquarters:
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CLEVELAND, Ohio, 1244 Main Ave., N. W.
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TOLEDO, Ohio, 54 Main St.
NORTH TONAWANDA, N. Y., 152 Main St.

Agencies:
DETROIT, Mich., 7 Woodbridge St., East.
SUPERIOR, Wis., 213 Banks Ave.
BAY CITY, Mich., 108 Fifth Ave.
KINGSTON, Ont., Canada (Box 96), King St.
ERIE, Pa., 328 German St.
CONNEAUT HARBOR, O., 992 Day St.
SOUTH CHICAGO, Ill., 113 92nd St.
SANDUSKY, O., 510 Meigs St.

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Branches:
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CHICAGO, Ill., 316 W. Kinzie St.
DETROIT, Mich., 7 Woodbridge St.
MILWAUKEE, Wis., 157 Reed St.
ASHTABULA, Ohio, 85 Bridge St.
CONNEAUT, Ohio, 995 Day St.
TOLEDO, Ohio, Cherry and Summit Sts.
WEST SUPERIOR, Wis., 401 Tower Ave.
SOUTH CHICAGO, Ill., 83 Ninety-second St.
OGDENSBURG, N. Y., 8 Judson St.
BAY CITY, Mich., 208 Fraser St.

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(Continued on Page 10.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

WALTER MACARTHUR.....Editor
PAUL SCHARRENBERG.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, MAY 11, 1910.

THE "LICENSED OFFICER."

An event of far-reaching importance to the maritime interests of the Pacific Coast is the publication at San Francisco last week of a new maritime paper, the Licensed Officer. As implied by its title, the new paper is published primarily in the interest of the afterguard, but with full recognition of the interdependence that exists between officers and men in all that makes for the efficiency of the sea service. The Licensed Officer is published monthly by California Harbor No. 15, A. A. of M., M. and P. It is edited by Captain Henry Taylor, and the business management is in the hands of the President of the Harbor, which office is now held by Captain William A. Westcott. The paper is well printed and contains much matter of interest to our friends "abaft the stick." We welcome our new contemporary and wish it long life and continued usefulness.

The Licensed Officer may with more than usual force be said to fill a long-felt want. Hardly any class of men, and certainly no class occupying a like position of responsibility in the industrial world, has received less consideration from those in authority and the public at large than the class to whom is intrusted the navigation of ships. Talk as we may, in the end this condition is due to the ships' officers themselves. It is a trite saying that the world takes men at their own valuation. "Whosoever tooteth not his own horn, the same it shall not be tooted!" In the past the licensed officers have been content to depend upon the dignity that properly attaches to their position for the recognition and respect that is their due from those above and below them in the industrial scale. Again, much dependence has been placed in the license itself. It has been assumed that the license, being in itself a guarantee of competency, would be a guarantee of protection in the matter of wages, treatment, etc. However reasonable these assumptions may have been at one stage of affairs, they have ceased to accord with the facts of the case. The best proof of this is contained in the organizations of the officers, under the leadership of the American Association of Masters, Mates and Pilots. The publication of the Licensed Officer is but a logical step in the progress of Harbor No. 15 toward the object of its existence, namely, to assert and maintain the self-respect and esprit de corps of the officers themselves, and to command recognition, in practice as well as in form, on the part of others.

The advent of the Licensed Officer will be hailed by all interests connected with shipping affairs as evidence of enterprise and progress, of a renewed sense of responsibility and therefore of increased efficiency, upon the part of a class which has in the past shown signs of hopeless discontent. The courageous and intelligent assertion by the ships' officers of the importance attaching to their function in the maritime industry will be a good thing all around—good for the officers, good for the shipowners and good for the public. As to the class for whom the JOURNAL speaks, it is sufficient to say that the respect of the seamen for those in command will be enhanced in direct proportion as the latter manifest respect for themselves. The JOURNAL is proud of its new company. Henceforth we shall feel that while "looking out for our own end of the ship," the other end is also in safe hands. May both ends of the ship work together in harmony and mutual respect, both with the same port in view and determined to keep their flags flying until the harbor of their hopes be reached!

WORD FROM 'WAY OFF.

The action of the International Seamen's Union of America in protesting against sending criminals to sea, followed by the action of Commissioner of Navigation Chamberlain in instructing shipping-commissioners to refuse to ship such characters, has struck a popular chord in the world's heart. We have already republished the favorable comment of the press in numerous localities upon this point. The latest expression on the subject comes from New Zealand. The Weekly Herald, of Wellington, says:

> It is an ancient practice of bad repute to send the incorrigible or the criminal to sea on the pretense that the rough discipline of a ship will reform them, but really to get rid of them. The practice is akin to that of certain communities which find it convenient to shunt their undesirable citizens on their neighbors, giving them "twenty-four hours to leave town." It is an easy plan to sidetrack responsibility, but it does grave injustice to the people who are thus compelled to closely associate with those that a bad economic system has made vicious. Representations on this point have been made by the International Seamen's Union of America to the Commissioner of Navigation, and that official has issued an order to the several Shipping-Commissioners in ports of the United States directing them to refuse to ship men convicted of crime and sent to sea as an alternative for imprisonment. Sailors do not like rogues any better than landsmen do, and no court should cast reflections on a perfectly honest calling by naming it as a refuge for offenders against the law, although it is recognized that the shipowner generally is not particular as to who does his work so long as it is done cheaply, and he secures plenty of profit wherewith to enjoy a good fat cigar and other luxuries.

The result of the action taken by the seamen is a proof of the old adage that the world respects those who respect themselves. Much of the bad odor into which the seafaring calling had fallen in recent years arose from the inability of the seamen to speak for themselves. Now that inability has given place to ability, coupled with will and determination, the seamen of the world are in a fair way to command and receive the respect of the public to which they are justly entitled.

PROGRESS ON THE ATLANTIC.

The present situation among seamen on the Atlantic Coast indicates a revival of unionism among certain elements hitherto considered beyond the pale. The so-called Spanish element have at last responded to the appeals of their American comrades, with the result that many members of that element have joined the Atlantic Coast Seamen's Union. All indications point to a great movement toward organization among the Spanish element before the summer is well under way.

The Atlantic seamen have just won a strike on the Clyde line, and the spirit of the entire membership of the seamen's unions on the Atlantic Coast is correspondingly high. As an incident of the situation it may be noted that Joseph Havelock Wilson, President of the British Seamen's and Firemen's Union, who has spent several months in New York and vicinity, reports a great increase in the membership of his organization, due largely to his activity on this side of the water. Another "straw in the wind" is the passage by the Massachusetts Legislature of the Seamen's Desertion bill. This measure is now before the Governor, who, it is believed, will affix his signature to the much-needed reform.

Altogether it looks as though the Atlantic seamen are about to come into their own. The Atlantic Coast Seamen's Union has been aptly described as a "baby that will neither grow nor die" There is more truth than poetry in this characterization; likewise there is in it a good deal of profound philosophy affecting the vitals of trade-unionism. Our Atlantic comrades, situated at the dumping place of Europe's "submerged tenth," have had a hard row to hoe. They have been up against the task of organizing a new "batch," or "bunch," or whatever you please to call them, with every arrival of a liner from the other side. And, worst of all, many if not most of these "bunches" are not seamen but landsmen—peasants, serfs, helots, etc.—to whom the gospel of unionism is as strange and repugnant as a new gospel of religion. The Atlantic Coast Seamen's Union could not be made to grow. Neither could it be made to die. The germ of unionism implanted among the real seamen of that locality many years ago has burned like a banked fire, ready to break out at any favorable moment.

That moment seems now to have arrived, and it is all the welcomer because a little long on the way. Much credit for the progress on the Atlantic Coast is due to Secretary-Treasurer Frazier and his assistants. More power to them! Slow growth is likely to be sure growth. When the Atlantic Coast Seamen's Union (and here we include all the other seamen's unions in that locality) ceases to be a baby it is likely to retain its other characteristic and to live as long in strength and success as it has lived in weakness and sorrow.

The article by Comrade Furuseth on "The Injunction Issue," published in this issue, is a very clear exposition of the subject—probably the best, as well as the briefest that has come from his pen. Every person interested in the subject—and every intelligent citizen should consider himself included in this class—should read the article. No person, having read the article, can remain in doubt as to the soundness and importance of the reasoning therein expressed.

For fair products of all kinds consult the JOURNAL's ad columns.

We call attention to the letter issued by Secretary-Treasurer Scharrenberg, of the California State Federation of Labor (published on page 7 of this issue), on the subject of forming Exclusion Leagues throughout the State. The letter speaks for itself, and should be acted upon promptly by the labor movement in every part of the State.

Query: Since the Lake Carriers' Association is compelled to offer a bonus for scabs at the opening of the season, what will it be compelled to do before the season is over? Those giving the correct answer to this question will be entitled to life membership in the Ancient and Honorable Association of Good Guessers.

The opening of a magnificent Labor Temple in San Francisco would, in our judgment, be the best possible way in which the labor movement of that city could participate in the festivities projected in honor of the completion of the Panama Canal.

The first duty of unionism is that of mutual helpfulness. The union label is the best and usually the only guide in the performance of this duty. Nuff sed!

You are a "good union man," of course! Then prove it by demanding the union label.

STATE EXCLUSION LEAGUES.

California State Federation of Labor.

San Francisco, Cal., May 5, 1910.

To the Central Labor Councils of California:

Dear Sirs and Brothers: Your attention is hereby respectfully directed to the following resolution, adopted by the Convention of the State Federation of Labor, October 6, 1909:

"Resolution No. 10—Resolved, That this tenth annual convention does earnestly request all affiliated Central Labor bodies to organize branches of the Asiatic Exclusion League of California to the end that a State-wide movement for the exclusion of Asiatics may be perfected, and the incoming Executive Council is hereby instructed to communicate and co-operate with all central bodies to this end."

In accordance with the foregoing, the Executive Council has instructed me to communicate with all affiliated central bodies, urging that immediate steps be taken to form branches of the Asiatic Exclusion League in their respective localities.

The need of active, concerted and State-wide effort to secure the exclusion of Asiatics is as pressing to-day as at any period in the history of the State. In some respects the danger from Asiatic immigration is greater and the need of exclusion legislation more imperative than ever before.

In addition to the dangers arising from the continual influx of Chinese and Japanese, we are now confronted with a new form of Asiatic immigration in the form of Hindus. It is estimated that already 10,000 members of this race have entered the State, and almost every steamer from the Orient and northern Coast points brings a large addition to their numbers.

In many localities the turban is now more conspicuous than the queue.

In almost every characteristic that makes the Asiatic a menace to our safety and prosperity, the Hindu is more to be feared than either the Chinese or Japanese.

As labor is the first and chief sufferer by the immigration of Asiatics, so labor must be first and foremost in the work of excluding them from our shores. Only by national legislation can this be accomplished. In this task the first and absolutely imperative condition is thorough organization in the form of an Exclusion League, with branches in every section of the State.

We must act quickly—we must act NOW—if we would save our State as the heritage of the American people!

In accordance with another resolution adopted by the Convention of the California State Federation of Labor, October 6, 1909, I am instructed to urge the formation of an Anti-Japanese League in each locality for the purpose of actively combating the encroachments of the Japs in the respective industries. The function of these bodies consists in uniting those unions, the members of which are brought into competition with Japs, directing public attention to the danger and injustice of such competition, and urging the public to purchase only the products of white labor.

By these methods—the legislative and the economic—the sentiment and the efforts of the labor movement and the public may be crystallized and directed in two separate yet parallel lines leading to one end, namely, Asiatic Exclusion.

Please act promptly upon this communication and inform the undersigned of the result.

Fraternally yours,

PAUL SCHARRENBERG,
Secretary-Treasurer.

CARRIERS TRY NEW SCHEME.

The Seamen's Union has discovered a new scheme whereby the Lake shipowners have been trying to import foreign seamen in violation of the law. The foreigners were to be used by the Lake Carriers' Association in an attempt to break the strike of sailors, firemen and marine cooks now in progress on the Great Lakes. Employment agents in New York City have been boarding incoming foreign ships for the purpose of inducing the foreign seamen to desert. Such men as could be enticed away from their vessels were to be sent to various Lake ports.

Four dollars "a head" was the price which the employment agents claimed they were receiving from the shipowners for each man that could be brought to the Lakes, besides transportation for the sailors.

The matter was at once reported to the Immigration officials, and steps have been taken to put a stop to the illegal practice.

The number of alien seamen actually secured by the Lake Carriers is small. When the few men they did get reached the Lakes and found they were required to join a shipowners' "Welfare plan," with its vicious discharge-book system, the men at once recognized the notorious "British Federation" scheme and very promptly refused to sail.

During the past month a number of Canadian seamen and laborers have been deported by the United States Immigration Bureau because they were found to have been promised employment in violation of the Alien Labor law. All were on their way to American ports, where they were to have been employed as strike-breakers by the Lake Carriers.

PRESS COMMITTEE,
International Seamen's Union of America.
Chicago, Ill.

THE INJUNCTION ISSUE.

(Continued from Page 1.)

tion of the powers for some end other than recreation or sport. (Century Dictionary.)

It will be seen from the above definitions that, while there is a fundamental difference between property and business, there is none at all between business and labor, so that, IF BUSINESS BE PROPERTY, SO IS LABOR, and, if the earning power of business can be protected by equity power through injunction, so can the earning power of labor; in other words, the laborer may obtain an injunction against a reduction of his wages, or against a discharge, which would stop the wages entirely.

If this new definition of property, by including therein business and labor, be accepted, THEN THE JUDGE SITTING IN EQUITY BECOMES THE IRRESPONSIBLE MASTER OF ALL MEN WHO DO BUSINESS OR WHO LABOR.

We contend that power and jurisdiction—discretionary government by the judiciary—for well defined purposes and within specific limitations, granted to the courts by the Constitution, HAS BEEN SO EXTENDED THAT IT IS INVADING THE FIELD OF GOVERNMENT BY LAW AND ENDANGERING CONSTITUTIONAL LIBERTY, that is, THE PERSONAL LIBERTY OF THE INVIDUAL CITIZEN.

AS GOVERNMENT BY EQUITY—PERSONAL GOVERNMENT—ADVANCES, REPUBLICAN GOVERNMENT—GOVERNMENT BY LAW—RECEDES.

We have escaped from despotic government by the King. We realized that, after all, he was but a man. Are we going to permit the growing up of a despotic government by the judges? Are not they also men?

The despotism of one can in this sense be no better than the despotism of another. If we are to preserve "government of the people by the people and for the people," any usurpation by the Judiciary must be as sternly resisted as usurpation by the Executive.

What labor is now seeking is the assistance of all liberty-loving men in restoring the common law definitions of property and in restricting the jurisdiction of the equity courts in that connection to what it was at the time of the adoption of the Constitution.

A bill has been and is now before Congress for this purpose. We ask your careful consideration of the reasons for this bill and of the bill itself, and your assistance in inducing Congress to make it law.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, May 9, 1910.

Regular weekly meeting was called to order at 7:30 p. m., Ed. Andersen in the chair. Secretary reported shipping fair.

E. ELLISON, Secretary pro tem.

44-46 East St. Pacific Phone Kearny 2228 Home Phone J 2228.

Vancouver, B. C., May 2, 1910.

Shipping improving.

JOHN PEARSON, Agent.

122 Alexander St. P. O. Box 1365.

Tacoma Agency, May 2, 1910.

No meeting; no quorum. Shipping and prospects fair. Men scarce.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, May 2, 1910.

Shipping and prospects fair.

P. B. GILL, Agent.

1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, May 2, 1910.

No meeting; no quorum. Shipping medium; prospects uncertain.

WALTER MOLLER, Agent.

229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, May 2, 1910.

No meeting; no quorum. Shipping fair.

H. G. LUNDBERG, Agent pro tem.

P. O. Box 6. Tel. 225.

Portland, Ore., Agency, May 2, 1910.

Shipping fair; prospects uncertain.

D. W. PAUL, Agent.

51 Union Ave. Tel. East 4912.

Eureka Agency, May 3, 1910.

No meeting; no quorum. Shipping and prospects very good.

JOHN W. ERICKSEN, Agent.

227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, May 2, 1910.

Shipping and prospects fair.

HARRY OHLSEN, Agent

P. O. Box 67. Tel. Main 662.

Honolulu Agency, April 27, 1910.

No meeting; no quorum. Shipping and prospects poor.

CHAS. SORENSEN, Agent.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., May 5, 1910.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping fair.

EUGENE STEIDLE, Secretary.

Phone Kearny 5955.

Seattle Agency, April 28, 1910.

No meeting. Shipping medium.

LEONARD NORKGAUER, Agent.

P. O. Box 1335. Phone Sun Main 2233.

San Pedro Agency, May 2, 1910.

No meeting. Shipping medium; prospects good; few men ashore.

ED. BARRY, Agent.

P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago May 2, 1910.

Freight movement slow.

ALEX. McKECHNIE, Sec'y pro tem.

674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., May 3, 1910.

Shipping fair.

PERCY J. PRYOR, Sec'y pro tem.

1½A Lewis Street.

DIED.

Rudolph Nilsen, No. 414, a native of Norway, aged 39, died at San Francisco, Cal., on April 17, 1910.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

SAILORS' WAGES RAISED.

The Cleveland Leader of April 29 says:

The Lake Carriers' executive committee met yesterday to carry into effect the readjustment of wages authorized by the Board of Directors last week. Including the advances made in some positions in the early spring, the total increase will figure out between 4 and 5 per cent throughout. An innovation is that wheelsmen and watchmen, who divide the watch, wheeling and keeping lookout, receive $5 a month more than those who only wheel or only keep a lookout on a watch. Instead of a flat horizontal advance, recognition has been given to the positions and duties of the men. The card from October 1 on was not touched, and the changes going into effect May 1, therefore, run to October 1.

Those who attended yesterday's meeting were: J. H. Sheadle, H. Coulby, Captain John Mitchell, of Cleveland, and Captain J. H. H. Brown, Buffalo.

That's right, gentlemen. Open confession is good for the soul! You can't get the men, can you? Where, oh where, are those fifteen or fifty thousand "Welfare" boys? We don't hear so much about the "Welfare" plan these days, either. I am guessing that little nigger is on its way back to England where it came from. And where are those millions upon millions of tons of ore that was chartered last February and March and those big blocks of coal? And where is that rush of vessels that was to start as soon as the ice went out? Some one has blundered—again. And it's not the seamen's unions.

Let's take this thing up from the beginning of the year, and of course we will have to take newspaper reports given by the usual "prominent vesselowner." First we have a daily report of the thriving attendance at the "Welfare" assembly rooms, an average of about 500 attendance per day. Now we hear nothing of the "Welfare" scheme. Then we have another report of great blocks of ore parcelled out to owners, and so anxious are the ore men to get this ore in motion that a raise of ten cents per ton is given. Millions of tons are chartered, and "we look to exceed 50,000,000 tons this year. Millions of tons of coal are also to be moved, and as soon as insurance rates are adjusted and the ice goes out, the vessels will start with a rush." Whoopee! The insurance people came along and said to the Lake Carriers, in so many words: "You people carry incompetent seamen. Your rate will be 6 per cent April 15 to November 30 and 8 per cent to Montreal. The Lumber Carriers are carrying competent men even if their vessels are wooden, 5¾ per cent for them from April 1 to December 15. Same rate to Montreal." Hum! Now, then, insurance rates are settled, and the ice has gone, where is that rush?

"Oh, well," Mr. Prominent Vessel Owner says, "there are no cargoes now; too many vessels in commission; some will have to go to the dock." Say, Mr. Prominent Vessel Owner, own up. You can't get the men. You know it. So do we. Meantime the seamen wear the smile that threatens to cut their heads off, it's so wide.

W. H. Jenkins.

Conneaut, O.

Bids for the shipbuilding plant and drydocks to be built at Ashtabula by the Great Lakes Engineering Works have been asked for and it is said that some of the contracts will be let within the next three weeks.

RULES FOR THE SOO.

Strict rules governing the movement of vessels through the Canadian lock at the Soo are being enforced by the Canadian Government this season. Superintendent Ross, of the Canadian Soo, has sent out the following set of rules for the government of the ships:

All downbound vessels when awaiting for the lock must tie up at the north side of the entrance, or at the south pier beyond the bend.

All upbound vessels when waiting for the lock must tie up at the south pier below the bend, unless otherwise directed by the linesman on the pier.

Linesmen will be stationed on the south lower entrance pier, and on the north wall of the upper entrance just below the bend, and on the south upper pier.

The duties of these linesmen are to take lines from vessels until they get their own linesmen ashore, and to direct the movement of the vessels. They are not expected to carry the lines ahead beyond the limits of their boats. All vessels using this canal must take their turn, and if traffic becomes congested so that there is not room at the piers for all waiting vessels, the latest arriving vessels must come to anchor in the river until there is room for them in the entrance.

No vessels must attempt to pass or take the turn of any vessel so waiting at anchor, excepting those which have the right of way, according to rule 24 of the canal regulations, or small vessels which may lock with large ones, but must come to anchor and wait their turn.

A patrol vessel will be stationed in the river above the lock to control the movement of vessels, and masters of vessels will take their instructions from this patrol vessel. In the event of there being no vessels at anchor, and no patrol boat in sight, a vessel may proceed to the lock.

Masters of vessels must be prepared to report the draft of their vessels at bow, amidship and stern. No vessel will be passed through the lock drawing more water than the recommended draft.

The Oswego Canal, by order of Superintendent Stevens, of the New York State Department of Public Works, will open for navigation on May 15. That portion of the Oswego Canal which will not be opened is the section between Three River Point and Fulton. The cargo of pulpwood which has been frozen in the ice at Quebec all winter is the first that is expected to arrive at Oswego about May 1.

The steamer A. M. Byers was launched at the Cleveland yard of the American Shipbuilding Company, May 7. The steamer Peter Reiss was dropped into the water at the Superior yard of the same company May 9. Both boats are building for the North American Steamship Company.

The steamer Lycoming "went on" at Grand Marais on April 26. She released herself next day.

CONDITIONS OF HARBORS.

The following notice relative to the condition of harbors on Lake Erie, Cleveland district, was issued recently by Colonel John Millis, United States engineer: Examinations have been made of the entrance channels at the following harbors, the results of which have not been made the subjects of earlier notices. All depths mentioned refer to mean Lake level.

Toledo Harbor—Depths in mid-channel vary from 20 to 23 feet from the outer light to Fassett street bridge. More or less shoaling has occurred along the channel banks, where the depth ranges from 17½ to 21 feet. Some dredging will be required later in the season.

Vermilion Harbor—Usual depths are available.

Lorain Harbor—The entrance channel is in good condition, a 21-foot depth being available throughout except in a limited area adjacent to the east pier, where slight shoaling has occurred. Dredging will be done later in the season.

Cleveland Harbor—The channel from the outer pierheads up to the L. S. & M. S. Railway bridge is in good condition, depths in midchannel ranging from 22 to 25 feet. Between the outer ends of the piers and the line of the breakwater the minimum depth found over a width of 650 feet each way from midchannel is 22 feet.

Fairport Harbor—Depths of 21 feet and over are available in midchannel. The width is, however, somewhat restricted by shoals which have formed on the channel bank northerly from the outer ends of the piers. The channel will be widened as early as practicable.

Ashtabula Harbor—The channel between the outer end of the docks and the pierheads is in the usual good condition. It varies in depth from 21 to 29 feet.

FREIGHTERS IN COLLISION.

The steamer Harvey Brown of the Northwestern Transit Company passed Port Huron on April 22, and Captain Girardin reported that the Brown and the steamer Monroe Smith of the United States Transit Company, bound up, collided during a heavy fog, twenty-five miles this side of Thunder Bay light.

The damage to the Smith could not be learned as she was bound up the Lakes. The Brown will be examined on her arrival in Cleveland, but she is not thought to be seriously damaged.

The Lehigh Valley steamer Bethlehem, which was ashore near Port Hope, passed down on April 22 bound for Buffalo and after discharging her cargo of flour she will be docked for repairs.

The steamer Maryland, which was in collision with the steamer Warner above Harbor Beach, passed down on April 22 bound for Buffalo. The damage to the Maryland is much larger than first reported. She will be docked at Buffalo.

The steamer Mary McGregor went ashore at Algoma Mills on April 28.

PICKETS AT CONNEAUT.

The Conneaut Agency has slipped up on the Lake Carriers one step this season. Many readers know the row of store buildings on Park avenue, at the dock. Jim Cunningham's old stand. Barsky, and little Jake, the shoemaker, used to rent them. Last year Scotty had the one next to the steps; this year Jakie has that one. But we have the other two for picket outposts. No scab can enter or leave the docks without being confronted by glaring signs: "Don't be a Strike-Breaker," etc. These signs are on the front and sides of the buildings, and we don't care what side of the street the scab takes he sees the signs, and if he don't look we start an electric gong to make him look. I am told that the Dock Company is going to nail up that gate, and make another over back of the Bethel. If they do—oh, its funny. Come and see.

We feel good here, and we are betting all our money that we win this year.

W. H. JENKINS.

Conneaut, O.

PROPOSED NEW DOCK.

The construction of a big dock at Amherstburg by the Canadian Government for the convenience of Lake vessels during periods of storms on Lake Erie is being talked of by Detroit River mariners.

Amherstburg is the jumping off place for vessels leaving the Detroit River, and has absolutely no facilities for big vessels wishing to tie up there. The next best thing is the anchorage at Bar Point, and although this is far from being a harbor of refuge, it is the best to be had when the storms that hold possession of Erie for days at a time are raging.

That the building of the dock would be a good thing for Amherstburg is unquestioned, as many boats could obtain fresh provisions from stores in the town. Residents believe that it will be at least a year, however, before any such appropriation could be brought up before the Canadian Parliament.

CAPTAIN FINED $500.

Acting on a report made by Inspectors Chalk and Monaghan, L. M. Willcuts, Collector of Customs at Duluth, has assessed a fine of $500 against James Burr, master of the steamer Harvard of the Pittsburg Steamship Company's fleet, for a violation of the Navigation laws relative to inspection.

The local inspectors reported that the Harvard, which arrived at Duluth at 3 o'clock on the morning of April 19, carried an inspection certificate which expired April 17. Mr. Willcuts immediately assessed the fine in accordance with the law.

The Harvard was inspected immediately on her arrival at Duluth, and she is now bound down the Lakes on the return trip.

The Point Ann Quarries, limited, of which M. J. Haney, Toronto, is proprietor, has received word from Glasgow that its new steel boat will be launched in May. She will be called the Renvoyle and will be used as a grain carrier on the Fort William-Montreal route. This will be the first of a number of freight boats which Mr. Haney proposes to have built for this route.

Demand the union label on all purchases.

STRIKE
ON THE GREAT LAKES

COMRADES:

The strike of Sailors, Firemen and Cooks on the Great Lakes is still on. We appeal to all seafaring men to assist us in persuading seamen to stay away from the Lakes during this strike.

Any reports that the strike has been settled are false.

The Seamen of the Great Lakes are sticking together solidly, and will keep up the battle for freedom and decent conditions until the fight is won. "God Almighty hates a quitter." (So do we.)

Lend a hand, comrades, by inducing seamen to stay away from the Lakes while the strike is on.

Yours fraternally,

LAKE DISTRICT,

International Seamen's Union of America.

STRIKE ON THE GREAT LAKES
KEEP AWAY!

SUCCESSFUL TRIAL TRIP.

A highly successful trial trip was given the passenger and freight steamer Octorara of the Anchor line in Lake Erie on April 23. The new ship stood up as steady as a church in the brisk wind on the Lake and met all the tests with a ready response. She was commanded by Captain Edward Martin who will bring her out, and among those on board were J. C. Evans of Buffalo, general Western manager of the line; C. J. Fox of Buffalo, chief engineer of the fleet; B. C. Jones, superintendent of hulls, and John Marron, agent of the Anchor line at Cleveland.

In many of the little details that go to complete the ship, she is ahead of other boats of the Anchor line, but is practically a duplicate of the Juniata and Tionesta. Manager Evans complimented the Detroit Shipbuilding Company officials on the result achieved. The package freighter building for the Anchor line at the Wyandot yard will be named Alleghany.

CRIPPLES GOING TO BUFFALO.

The steamer Bethlehem, under her own steam, left Harbor Beach on April 22 for Buffalo. The hole punched in her bottom forward has been patched by a diver. The water that came through the hole has damaged a portion of the flour cargo, but how extensive the damage is has not been learned.

The steamer Maryland, which was in collision with the R. S. Warner, anchored in the river at Detroit on the same day. She was bound for Buffalo with grain.

Boland & Cornelius of Buffalo have bought the steel steamer Selwyn Eddy from the Lake Transit Company of Bay City at private terms. The Eddy was built in 1903, and is 343 feet long by 42 feet beam, with a carrying capacity of 4400 tons.

J. A. McDonald, who was first-mate of the Anchor line steamer Muncy, is now master of the boat, having been sworn in after the death of Captain L. Wright of Erie.

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Wm. A. Nicholson, No. 13,156, Lake Seamen's Union, is inquired for by his sister, Miss Alice Nicholson, 356 Lake street, Oak Park, Ill.

John Diskin, No. 10763 Lake Seamen's Union, commonly known as "Yorkie," is inquired for by his mother, 411 W. 40th St., New York City.

Joseph Ward, No. 21241, Lake Seamen's Union, is inquired for by his mother, Mrs. Julia Ward, 223 Devoe street, Brooklyn, N. Y.

Comrade William Burke, of the Marine Firemen, Oilers and Water Tenders of the Great Lakes, is inquired for by his sister, Miss Ella Burke, Little Falls, New York.

Fred Smith, No. 9872, Lake Seamen's Union, is wanted by his mother, at Buffalo, N. Y. Any one knowing his address please communicate with W. L. Smith, 55 Main St., Buffalo, N. Y.

Marie Panoitz, 1195 W. 11th street N. W., Cleveland, O., inquires for her brother, John Ernest Meyna, last heard from nine years ago. Anyone knowing his whereabouts please notify above address at once.

Miss Janet Crittenden, No. 40 Miller street, Mt. Clemens, Mich., is enquiring for her brother, John Crittenden, last heard from in 1907. Any one having information as to this comrade please notify the above address.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)
674 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....21 High Street
Telephone Bell 175 R
CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.
TOLEDO, O.....54 Main Street
Phone Bell 1890.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
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SUPERIOR, Wis.....213 Banks Avenue
Telephone, New Phone, Broad 155 L.
BAY CITY, Mich.....108 Fifth Avenue
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HOSPITAL AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.
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Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
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Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

UNIONS AND POLITICS.

By the Trade-Union Act, 1876, it is provided that the term "trade-union" means any combination for regulating the relations between workmen and masters, or between workmen and workmen, or between masters and masters, or for imposing restrictive conditions on the conduct of any trade or business whether such combination would or would not, if the Trade-Union Act, 1871, had not been passed, have been deemed to have been an unlawful combination by reason of some one or more of its purposes being in restraint of trade.

A trade-union of railway men was formed and registered under the Acts, the objects of which, according to the rules of the society, were to improve the condition and protect the interests of its members; to endeavor to obtain and maintain reasonable hours of duty and fair rates of wages; to promote a good understanding between employers and employed, the better regulation of their relations and the settlement of disputes between them; to provide various benefits for members and their families, and to use every effort to provide for the safety of railway work and railway traveling. There was also a rule providing for the establishment of a fund for the maintenance of a Parliamentary representative of the society, for which purpose 1s 1d was to be paid per year per member to the society. The object of the fund was stated to be to provide for the representation of railway men in the House of Commons, provided that all candidates should sign and accept the conditions of the Labor party and be subject to their whip.

The secretary of a local branch of this union brought an action against the society and its trustees for a declaration that so much of the rules as provided for using the funds of the society for the maintenance of a representative in Parliament bound to vote for a certain party were outside the powers of the society, and for an injunction to restrain the trustees from distributing any of the moneys of the society for any objects other than those mentioned in the Act of 1876 as the objects of a trade-union. The judge at the hearing in the Chancery Division gave judgment in favor of the defendants. The plaintiff appealed, and the Court of Appeal allowed the appeal making the declaration and granting the injunction claimed. The defendants appealed to the House of Lords.

The House of Lords dismissed the appeal affirming the decision of the Court of Appeal that it was illegal to use the funds of the society for paying members bound to vote in a certain way, and forbidding the trustees of the society from levying subscriptions for this purpose from the plaintiff or from applying the moneys of the society for the purpose objected to. Some of the Lords based their decisions upon the principle that as a trade-union has its objects and powers defined by an Act of Parliament, and owes its constitution and its existence entirely to an Act of Parliament, the society cannot apply its funds to any purpose foreign to the purposes for which it was created. Other Lords decided mainly on the broader principle that it is inconsistent with our Parliamentry Constitution and contrary to public policy for a society to compel its members to contribute to the expense of sending a member to Parliament pledged and bound to vote according to the directions of any body or individual.—The Amalgamated Society of Railway Servants v. Osborne, House of Lords, December 21, 1909.

ACCIDENTS TO RAILROAD MEN.

An article on "Accidents to Railroad Employes in New Jersey, 1888 to 1907," by Frederick S. Crum, Ph.D., is published in Bulletin No. 84 of the Bureau of Labor, Department of Commerce and Labor. This investigation was undertaken for the purpose of securing information as to accidents among railroad employes, especially in those occupations for which such information has heretofore been lacking. While excellent data are available in the reports of the Interstate Commerce Commission and certain of the State railway commissions for the larger groups of railroad employes, such as enginemen, firemen, trackmen, shopmen, etc., data are almost entirely lacking for such important groups as conductors, baggagemen on trains, signal men, track patrolers, etc., and fatal accident rates based on large groups composed of different elements are likely to be misleading. This article furnishes information as to accidents to railway employes in the smaller as well as the larger branches of the service in New Jersey. The figures were obtained by a detailed study of the accident returns of the various railroads of New Jersey printed in the annual reports of that State, entitled Railroad and Canal Reports, for the years 1888 to 1907, and these data were supplemented by the statistics of injuries to railway employes published in the annual reports of the bureau of statistics of labor and industries of New Jersey for the period of 1900 to 1908. The investigation covers a total of 18,555 accidents, for 18,002 of which the cause was reported.

Statements of the number and causes of fatal and non-fatal accidents and of the nature and extent of non-fatal injuries are given in detail for the various occupations. The occupations are grouped under the general heads of station men, trainmen, shopmen, roundhouse men, yard employes, maintenance-of-way employes, floating equipment employes, and miscellaneous employes.

The figures show that railroad employes working on or about tracks, trains, engines, or cars are exposed to a high accident liability. Of the fatal accidents to employes other than station men, shopmen, and trackmen in New Jersey from 1888 to 1907, 93.9 per cent were caused by moving trains, locomotives, or cars, while 100 per cent of the deaths of station men, 58.3 per cent of the deaths of shopmen, and 95.6 per cent of the deaths of trackmen were due to this cause. Of the total fatal railway accidents 93.5 per cent were due to the movement of trains, locomotives, or cars. The causes of accidents as given in detail also show that a considerable proportion of the employes were injured because of their own carelessness or that of their fellow workmen.

A canal across Scotland, large enough to accommodate the largest war ships, is being advocated as a military necessity, although it would cost in the neighborhood of $90,000,000.

London's 1,101,896 consumers last year used 46,403,853,000 cubic feet of gas, supplied by eleven companies.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

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The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

HALLEY'S COMET.

(Continued from Page 2.)

The normal comet such as Halley's develops marvelous changes as it nears the sun. When off in the cool realms of space it is probably nothing more than a globular body of material, dust or gas. As it approaches the sun it begins to "throw out its tail," that is to say, the head, or nucleus, seems to lose volume and throw off gas mostly in the opposite direction from the sun. In part this is due to the heat from the sun, but largely it is probably due to what is known as radial pressure—the pressure exterted by the rays of the sun. Now we know that this pressure is very slight, but if it is sufficient to push back enough of the comet's nucleus to make a tail many millions of miles long it is certain that much of the head or nucleus consists of exceedingly attenuated gas and that this is so is proved by the fact that we can even see very faint stars through the tail. Some one has suggested that the amount of matter in the tail of a comet does not exceed that of a grain of dust in one hundred cubic miles. Now a comet unless deflected by other bodies will not fall into the sun, but pass around it like the earth. But the tail constantly keeps away from the sun, owing to radial pressure, so that in going around the sun this tail sweeps through enormous distances at an incredible speed, keeping on the opposite side from the sun and starting back on its return tail first, but the tail rapidly collapses into the head and soon becomes normal when far from the effect of the sun's rays.

As before stated, Halley's comet travels in the opposite direction from the earth and passed behind it, so that for some time it was invisible only to reappear and come at us. It will not hit us, as the nearest point of its orbit to the earth is about 14,000,000 miles, which will be on May 20. There is no indication that the tail will brush the earth, but if it did we should never know it, because it is so attenuated as above explained. The earth has passed through the tail of a comet before without the slightest damage, no more than dropping a grain of sand in the ocean retards the tides.

The course of the comet is explained by the accompanying diagram. It has already pased behind the sun and is now visible just before sunrise on clear mornings, but it is so near the sun that it can be seen with great difficulty with the naked eye, if at all. On May 18 it will pass between us and the sun and before this will not be visible for some days; then it will get beyond the sun and we shall have a fine view of it for a short time, beginning May 20.

The situation may be explained thus: Supposing on a dark night you were walking leisurely on an open plain in the general direction of a bonfire, with the intention of passing considerably to the right of it, and, turning to the left, go around the fire and come back in a circle to the point of departure. This would represent pretty closely the course of the earth, the bonfire representing the sun. Suppose far to your left (as you approached the bonfire) you should see a man with a lantern running rapidly toward the fire, with the intention of passing around it to your left and coming back between you and the fire, before you had reached the latter. This would, roughly speaking, represent the path of the comet. As the man approached near the fire, you would hardly see the light of his lantern and as he passed behind it it would be eclipsed, but you would see it again to the right of the fire as he passed around it. This is the present situation. The comet can be seen near the sun (as the lantern near and to the right of the fire). But as the man circled further around and passed between you and the fire, you could not see his light because of the greater brilliancy of the fire. That will be the situation presently and will last some days. Then, as the man got past the fire, you could see his lantern to the left of it and could watch him until he got so far away that the light was invisible. That will be the situation in the latter part of May and June.

After May 20 the comet will become brilliant for a short time and then will decline rapidly in brilliancy and in a month will scarcely be visible to the naked eye. It will then be watched for a short time by astronomers, after which it will disappear, not to be seen probably for seventy-five or more years. There are few persons now living who saw the comet on its last appearance and few now living can hope to see it again.

After the comet passes between us and the sun it will recede very rapidly and by July 16 it will be 200,000,000 miles or more away from the earth.

It will go on traveling away from the earth for many a year to come and will not begin to take up its pilgrimage toward the earth again until some thirty-eight years have passed, when it will be at the other end of its orbit and will once more start to hasten in the general direction of our planet.

And why is it Halley's comet? This is a question which is asked very often these days. The comet is named after the great English astronomer, Edmund Halley, who lived between 1656 and 1742, because it was he who definitely fixed the orbit of this comet and who accurately predicted its return in the year 1758 after it had appeared in 1682. He died sixteen years before the comet returned, but by his prediction he established a fame which will endure as long as does the comet. He was the first to discover and prove that the comets which come within the range of man's vision have fixed periods of return.

He felt that he would not live to see again the comet now known as Halley's, but he realized that if his prediction was borne out that it would prove to posterity that he had made an amazing discovery. He relied on future generations to give him his due in fame, which they have done.

"If it (the comet) should return," he wrote, "according to our predictions about the year 1758, impartial posterity will not refuse to acknowledge that this was first discovered by an Englishman."

Sixteen years after his death the comet duly returned, as he had foretold, from which time the wandering constellation has been known as Halley's comet. Since then many famous astronomers, including Clairaut, Pontecoulant and Laplace of France, have calculated the dates for the comet's return. In 1835 the comet appeared within a few days of the prediction, while this time the comet has again kept to schedule.

Halley's comet isn't by any means the only comet whose orbit has been determined.

The orbits of 100 comets have been accurately calculated and determined.

Of these sixteen have known periods of short duration. Enke's comet has a period of three years and four months, while Peter's comet has the longest period of the sixteen. It runs to its perihelion at the end of fifteen years and eleven months. None of these nearby comets are visible to the naked eye.

The great comets which have been the cause of so much fear and trembling on the part of the ignorant and superstitious are those having long periods of revolution, ranging from Westphal's, with an orbit requiring sixty-seven years and eight months to traverse, to the great comet of 1864, which is calculated to return after 2,800,000 years.

The distinctive feature of the comet is the tail, although there are comets which are seemingly tailless. Pictures of some of the well-known comets show the remarkable variations of the caudal appendages of those heavenly bodies which are neither sun, moon nor stars.

The comet of 1861 had seven brilliant tails and several not so bright. The upper one resembled the wing of a flying fish. The Cheseaux comet of 1744 looked like an illuminated porcupine. The broad-tailed visitor of 1811 was notable for the two side stripes inclosing a thin veiling of gas through which many of the more brilliant stars were visible.

The most remarkable tail of all known comets was the one sported by Newton's comet of 1680. It looked like a titanic tapeworm and its length was 120,000,000 miles. Its nearest approach to our sun was 147,000 miles and it is due to return in the year 2355. This tail, however, was surpassed by the tail of the comet of 1811, which was 132,000,000 miles long. Besides these the tail of Halley's comet looks like a dot. It has been computed that in all there are probably about 7,000,000 comets dashing around through space, but space being so vast and limitless no apprehensions need be felt that they will come in contact with the earth. Of course, the possibility of such a thing exists but is so remote that it is almost improbable.

The coming of the comet will cause men to look upward and create a desire for further knowledge of nature and the universe. It will make them realize that they are a part of the great whole, no matter how insignificant they may seem and the position they occupy. They are part of the cosmos, without which it would not be perfect and complete in its harmony. Study the comet, and realize how infinitely small you are as a whole and yet how marvelously great you are as a part.—Machinists' Monthly Journal.

OCEAN TRANSPORTATION.

It has been announced that the Booth Lien has placed an order for a new steamer for its trade between Liverpool and the river Amazon. The vessel is to be a twin-screw passenger and cargo steamer of about 10,000 tons displacement and 400 feet long. It will have accommodation for 200 first-class and 460 second-class passengers. In addition to this vessel, the Booth Line has also placed orders for four new cargo steamers of large size for the same trade.

The German Imperial Health Office is experimenting with an antiseptic paint known as vitralin, which, applied to walls or furniture, is said to possess the power of destroying germ life.

The resistance to traction in dry weather is the least on brick pavements; in wet weather, on bithulithic roadways.

Domestic and Naval.

The North German Lloyd liner Main sailed from Bremen for Philadelphia on April 21 with 2400 passengers, the largest number for that port from any line in years.

The Metropolitan Steamship Company will inaugurate its all-water service between New York and Boston for this summer on Monday, May 23, when the Yale and Harvard will be placed in commission.

An iceberg 50 feet high and 200 feet long was passed by the British steamship Aras, which arrived at Philadelphia on April 27 from Belfast. The berg was sighted on the 21st, in latitude 43.52 north, longitude 49.10 west.

The Erie and Western Transportation Company, the Lake line of the Pennsylvania Railroad, has added another new passenger steamer to its fleet. This vessel, the Octorara, was placed in regular service on May 7.

The demand of the administration for two new battleships will be granted, the Senate Committee on Naval Affairs having practically decided on May 5 to accept the provision of the House bill on this subject.

Wooden partitions and bunks were utilized to keep steam up on the steamship Pescador, which arrived at New Bedford recently from Cape Verde. The vessel's coal supply gave out three days previous to her arrival, and every available piece of wood was secured for fuel.

Secretary of the Navy Meyer has sent letters of commendation to: John Bruce of San Francisco, Carl J. Hansen of Chicago, Martin F. Grimes of Vallejo, Cal., and Bartholomew Glynn of New York, for their conduct in an accident to the boilers of the cruiser Maryland on April 2.

Ninety-two sail and steam vessels were added to the merchant marine of the United States during April. Nine of these vessels were built of steel and their total tonnage aggregates 29,125 tons. The other eighty-three vessels were of wooden construction and aggregated 3080 tons.

The International Mercantile Marine Company has given orders to equip the steamships of the American and Red Star lines, trading between Philadelphia and Liverpool and Antwerp. The wireless system will be installed before the heavy summer passenger movement is under way.

The North German Lloyd liner Roland, from Galveston to Bremen with a cargo of cotton, which stranded on Currituck beach, N. C., fifty miles south of Cape Henry, on May 1, was floated on the 5th. She proceeded under her own steam for Newport News, where she was docked for examination.

After twelve years the ill-fated battleship Maine is to be removed from Havana harbor and the bodies which went down with the vessel will be interred in the National Cemetery at Arlington. A bill providing for such removal and burial, already passed by the House, was passed by the Senate on May 4.

Word was received at New London on May 4 that the steamer Ligonier and the steamer San Turce were in collision off Cape Cod; that the former was sinking and that the crew were being taken off. The message of the collision was received by the Scott Wrecking Company by wireless, stations having been recently established at New London and at Cape Cod.

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Oscar Pearson

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Allen, E. N.
Andersen, A. R.
Arntsen, John
Andreasen, O. L.
Balk, Marius
Berentsen, Aolf
Beahan, Ed.
Brown, Albert
Bauton, E.
Buckland, John
Caldwell, W. M. G.
Christensen, Vigo
Christiansen, N.
Christensen, O.
Didriksen, Kerlof
Elstid, John
Elwood, Alf
Eriksen, J. E.
Faroe, A. H.
Fensland, Wictor
Gudmunsen, Martin
Gunnarsen, John
Gustav, John
Gustafson, G. B.
Haakonsen, H.
Hakonsen, Ingar
Haltness, M.
Hansen, John
Hanson, Chas. S.
Hansen Axel M.
Haugen, Arthur
Henrcksen ,Adolf G.
Heltwood, — —
Helmroos, Gust
Hedemark, T.
Helmes, Gus
Higlund, Hans
Jacobson, Knut
Jamuson, James
Jahnson, C. J.
Jenson, John
ensen, A. G.
Jensen, Geo. Sofus
Jensen, Chas. -769
Johansen, Jack
Johannesen, J. H.
Johanson, Herman
Johanson, Geo. W.
Johnson, C. J. 1566
Johnson, Bernard
Kahlstrow, C.
Kahnow, A.
Kesher, K.
Kristoffensen, Emil
Kruetz, Karl
Laatz, L.
Lahtonen, F.
Larsen, Halfdan
Lewis, Geo.
Linsay, A.
Lorton, Carl
Lorin, Christ
Lund, C. 599
Lunder, Bjan
Manonen, Eric
Mitte, Richard
Mekelut, E.
Nelson, Fred
Ness, John
Nielson, Jorgen
Nurmi, V.
Nystedt, Albert
Olsen, Carl G.
Olsen, Just.
Olsen, C. E. 584
Olsen, Gabriel
Olsen, Eric K.
Olsen, Ramgould
Olsen, Johan
Osmundsen, Klaus
Ostertrahn, J. V.
Ouervick, Thos.
Paul, P. G.
Peterson, Oscar
Peterson, Knut
Petterson, Meyer
Petterson, Chas.-664
Pettersen, Carl Wiktor
Permin, Jens C.
Rasmussen, Akton
Rau, C.
Rimmer, Joseph
Robertson, M.
Ralstad, O. E.
Ryberg, Ove
Saari, K. G.
Schmah, M.
Schutte, R.
Smith, Johan
Staff, C.
Stapnas, L. L.
Stein, John
Svenson, G. A. 1295
Syvertsin, Ole
Thompson, James
Ticksman, Chas.
Tongersen, Ludwig
Udley, Harold
Verbrugge, D.
Wahlstedt, R. 778
Wang, Hakon
Wenneke, And.
Wikblad, O.
Wilson, P. S.
Yerka, Amil
Ylinen, Sam

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INFORMATION WANTED.

Louis Hayot, a native of Porto Rico, about 54 years old, is inquired for by Sandalio Bernard, Sailors' Union of the Pacific, San Francisco.

Jack McGrath, late master-at-arms on the revenue-cutter McCulloch, is inquired for. Address Coast Seamen's Journal.

Arthur Taplett, age 18, last heard from at Wilmington, N. C., in April, 1908, is inquired for by relatives. Please forward any information concerning him to Mrs. Eleanor M. Herman, R. F. D. No. 4, Box 310, Tacoma, Wash.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

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INFORMATION WANTED.

Any one knowing whereabouts of Harry Fields, sometimes called Martin Smith, kindly report to F. Ascher, 1817 Chapin street, Alameda, Cal.

Peter Nielsen, from Aarhus, Denmark, is inquired for by Christ Hansen, 230 W. Thirty-second street, Los Angeles, Cal.

Erwin Bausback, born at Weilheim, Germany, is inquired for by the German Consul, San Francisco. Royal Insurance Building, 201 Sansome street.

Fritz V. Jacobson is inquired for by his brother, Job Jacobson. He was last heard of in Seattle. Address Lake Seamen's Union, 70 Isabella street, Ogdensburg, New York.

William Beckman, a native of Bochum, Westfalia, Germany, is inquired for by his mother, who is at present in Los Angeles, Cal., at 317 Crocker street.

John Johnson, a native of Norway, born September 15, 1858, at Blegeleidet Bamle; last heard from in 1904 living at 230 Third street, San Francisco. Any one able to give any information kindly communicate with his nephew, M. Olsen, 165 Third street, San Francisco, Cal.

The five sailors who left the schooner A. J. West at Honolulu, on March 30, 1908, are requested to communicate with the Secretary of the Sailors' Union of the Pacific. The libel against the A. J. West has been adversely decided by the Federal Court at Honolulu.

Home News.

A coterie of wealthy women have formed a guild which will undertake the construction of a model tenement in Orange City, N. J.

Mrs. Lucy Phillips, colored, a former slave, died at Cheyenne, Wyo., on May 5, aged 106 years. She was the oldest woman in the State.

Great damage has been done to fruit crops in the Middle West and South by a spell of severe cold. It is estimated that the loss will amount to $50,000,000.

James P. Connery, president of a coal company, was named in an indictment returned at Chicago on April 30, charging that he swindled the city on coal contracts.

The Income Tax amendment to the Constitution of the United States was defeated in the lower branch of the Massachusetts Legislature on May 4 by a vote of 120 to 126.

Forty-five white men and between 130 and 140 negroes were entombed in No. 3 coal mine at Palos, Ala., on May 5, as the result of an explosion. It is believed all are dead.

President Taft on April 25 nominated Governor Hughes of New York to the vacancy on the United States Supreme Court caused by the death of Justice Brewer.

The proposed American South Polar expedition, under the joint auspices of the Peary Arctic Club and the National Geographic Society, has been abandoned for this year.

At the meeting of the United States Steel Corporation on April 26 the directors declared a regular quarterly dividend of 1¼ per cent on the common shares, thus increasing the rate from 4 to 5 per cent annually.

Eight indictments were returned against the Chicago and Alton Railroad by a Federal Grand Jury at Kansas City on April 30 on charges of having sold second-class tickets from that city to Chicago with first-class ticket privileges.

The Senate Committee on Judiciary has voted to conduct a thorough examination into the "third degree" methods of extorting confessions from persons charged with crime; also the practice of employing persons in the espionage of jurors.

Charles R. Heike, former secretary of the American Sugar Company, will be compelled to stand trial on an indictment for conspiracy to defraud the Government out of sugar customs, according to a decision of the United States Supreme Court.

Efforts of the United States to have modified in some way the new pulp policy of the Province of Quebec have been unsuccessful. The measure prohibits the exportation of timber cut on Crown lands except in manufactured form such as pulp and commercial lumber.

Dr. Frederick H. Millner, experimental engineer of the Union Pacific, has received orders to begin immediately the installation of his system of railway wireless telegraph on the Union Pacific. The first stations are to be at Kearney, Neb., and Cheyenne, Wyo.

By a decision of the United States Supreme Court on May 2 the Association of Retail Lumber Dealers in Mississippi and Louisiana was disbanded and the Standard Oil Company of Kentucky was ousted from Tennessee. In both cases the decisions of the State courts were upheld.

Labor News.

The Rural and General Workers' Union in New South Wales is steadily gathering into the union the laborers employed in agricultural districts.

There are now affiliated with the Building Trades Department of the American Federation of Labor 20 international unions, 25 State councils and 153 local councils.

The employes of the Cleveland Railway Company on May 4 presented demands for a flat wage rate of 32 cents an hour, instead of a sliding scale depending upon the length of service.

Refusing to accept a compromise of 47½ cents an hour, 5000 journeymen carpenters of Cincinnati on May 1 voted to go on strike. The men demanded 50 cents an hour. The present scale is 45 cents an hour.

The United States Steel Corporation on May 4 announced that it has established a fund of $8,000,000 for pension purposes and will consolidate this fund with the $4,000,000 fund heretofore created by Andrew Carnegie.

A meeting of the trustees appointed under the Workers' Dwelling Act was held in Brisbane, Australia, recently, when arrangements were made to give effect to the act. A few applications for loans have been received already.

Following the strike which closed the ore mines at Greenwood, B. C., the Miners' Union at Phoenix, B. C., on April 25, declared a sympathetic strike. This action puts 2500 men out of work at the Granby Smelter at Grand Forks, B. C. The total number of men idle at both places is 3600.

Advances in railway wages already made, or to be made the end of the year, are estimated at $100,000,000 for the entire country. Calculated on the Interstate Commerce Commission statistics as a basis, the wages paid to railroad employes under the new scale will amount to $1,227,233,000 a year.

The report of the Bureau of Labor upon the conditions at the Bethlehem Steel Works of South Bethlehem, Pa., which was submitted to the Senate on May 4, says that 2322 men worked twelve hours a day for seven days a week, a large percentage of these laborers earning only 12½ cents an hour.

Samuel Gompers, President of the American Federation of Labor, made a strong plea for a union of farmers and organized labor for better industrial conditions, in an address before the joint convention of Farmers' Unions at St. Louis on May 2. He denied he intended to organize a new political party.

A letter was read at a meeting of the Melbourne (Australia) Trades Hall Council recently from the Combined Unions Committee of Broken Hill, suggesting the advisability of having a general cessation of work throughout the Commonwealth for one week as a protest against the industrial laws of New South Wales.

Organized labor and organized farmers will work together hereafter in preserving the rights and liberties of both classes under the provisions of a resolution unanimously adopted by the executive committee of the Farmers' Educative and Co-operative Union at St. Louis on May 5. The Farmers' Union claims a membership of 3,000,000.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aase, Andrew
Adamsen, W. O.
Aguilar, Santos
Ahern, D.
Albrecht, Emil
Allen, G.
Amunsen, Daniel
Andersen, -1620
Andersen, Emil
Andersen, Martin
Andersen, Karl E.
Andersen, Adler
Anderson, -1124
Anderson, Ernest
Anderson, Axel
Anderson, Christian
Anderson, -1514
Anderson, Harold N.
Anderson, Gotfried
Andreasen, Hans
Andreasen, Mogens
Andersson, Viktor
Andreassen, 1136
Annus, Alex
Armstrong, Thos. L.
Asplund, August
Austin, John
Ayers, W. T.

Back, Edward
Backmann, Karl
Backtrom, Wm.
Bausback, -1511
Bendixen, Nik.
Berge, Johan S.
Bergman, Johan
Berntsen, Eilert
Bjorklund, Erik
Blank, Geo.
Bliesath, Max
Boers, M.
Boye, Axel
Boylan, C. F.
Boysen, J. J.
Brams, Carl
Brandt, Oscar
Brandon, Tom
Brander, Wm.
Bray, John K.
Bregler, Fred
Brox, Henrik
Bryde, C. M.
Burns, Thomas
Buchman, Aug.
Burr, Ed.

Callas, Aug.
Carlmark, B.
Carlson, Chas.
Carlsson, -861
Carlsson, Otto
Carlsson, Harry
Carlsson, Alfred
Carlstrom, A.
Casson, J.
Christiansen, Peter
Christiansen, N.
Christensen, Henrich
Christensen, J. C.
Christophersen, Andrew
Christophersen, 1288
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Dignes, Gustav
Ditaze, Louis M.
Dorles, H.
Duffy, John
Duncan, G. M.

Eckert, W. F.
Edman, Oscar
Edolf, C.
Edwards, J. H.
Egeland, Olaf
Eggers, Johan
Ekendahl, H.
Eliassen, Sigurd
Ellingsen, -594
Erdman, Bob.
Eriksen, -513
Eriksen, Gerhard
Eriksen, Lars H.
Erikson, Gus.
Ericksen, Geo.
Evans, E.
Evensen, Johan

Fagen, John
Farnen, Wm.
Faulkner, John E.
Ferwedow, R.
Fischer, Torsten
Fjellman, Jonas
Flem, Knut
Foss, Louis L.
Fradin, Louis
Frank, -499
Franzell, Adolf
Fredriksen, B. D.

Gad, S. V.
Gallovich, Geo.
Gardner, Jack
Gram, Eric
Gronman, H. R.
Grossl, Josef M.
Gundersen, Tom
Gunnarson, John
Gundersen, Ole

Haak, C. H. R.
Halvorsen, Anton
Halvorsen, Hartvik
Halvorsen, Wm.
Handt, Wm.
Hansen, Hans Chr.
Hansen, Julius O.
Hansen, Peter
Hansen, Mike
Hansen, Hans E.
Hansen, -1826
Hartog, John
Helsterman, Paul
Helme, Gust.
Henningsen, C. F.
Henrickson, Pet.
Henriksen, -1375
Henshaw, Frank
Hoderman, Max
Hoeppner, Henry
Hohn, John
Holm, John A.
Holmberg, Olaf

Illig, Gustav
Ingemand, Chris.
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Irwin, Robert
Isaksen, Kristen

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Jakobsen, Jakob
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Jansen, -944
Jansson, -1234
Jansson, E. N.
Jensen, -2014
Jensen, -1461
Jensen, Jens K.
Jensen, -1987
Jensen, Louis
Jensen, Robert
Jespersen, Martin
Johansson, Oscar
Johansson, -1171
Johannesen, -1549
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Jones, Harry
Jordfald, Theo.
Jorgensen, -1498
Jorgensen, Alf.

Kaold, John
Karlgren, -644
Karlson, Richard
Kavall, John
Kayser, Chas.
Kelly, W. E.
Kessa, Theo.
King, Harry
Klausen, John
Klebingat, F.
Kohlmeister, Otto
Kokkala, Herman
Kolkin, Fred.
Krogstad, H. E.
Kruse, Karl
Kugland, M.

Lahr, Otto
Langvardt, H. C.
Larsen, Louis
Larsen, Julius
Larsen, Peder G.
Larsen, Kristen
Larsen, Alfred
Larsen, -1290
Larson, Alek
Larson, -1508
Larsson, Lorens
Lau, Gustav
Laws, Harry
Lebrun, Ernest
Leech, W. A.
Leeberg, Gustav
Lehto, C.
Lersten, J. O.
Le Solle, Pierre
Lewald, H. A.
Lie, Ole
Lindeback, L.
Lindroth, Carl
Lindsay, Peter
Linholm, -454
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Ljunggren, J. A.
Lohne, -1483
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Lund, P.
Lundberg, Fred
Lyngaard, Jorgen

Macrae, Alex.
Madsen, -952
Madsen, G. F.
Mahsing, W.
Maherin, L. W.
Majuri, -1912
Malmin, Tom
Maripu, John
Marquart, Robert
Martens, -1892
Mathews, John
Martinson, David
McArthur, D. L.
McCarthy, T.
McGrath, Jack
Melin, -1712
Mersman, A.
Michaelsen, Johan
Miller, James
Moller, Leif.
Mordin, John
Morgensen, Walter
Morris, Francis
Morrison, Don
Muta, Gust

Nelsen, F.
Nelsen, Charley
Nelson, -641
Nelson, A.
Nelson, Daniel
Nelson, -1060
Nelson, Chas. M.
Nelsson, Nels
Nester, Wilson
Newman, Nels
Nicholson, Otto
Nielsen, -909
Nielsen, -544
Nielson, Martin
Nilsen, Andrew
Nilsen, Nils
Nilsen, -520
Nilsen, -972
Nilsen, Daniel
Nilson, Henning
Nord, G. E. C.
Nurmi, Victor

Oelrichs, Harry
Ofeldt, C.
Ogenes, Nils
Ohman, Mauritz
Oliver, Geo.
Olmann, P.
Olsen, Paulus
Olsen, Otto M.
Olsen, -499
Olsen, Sam
Olsen, Ole
Olsen, Marinus
Olsen, -991
Olsen, -1112
Olsen, Otto
Olssen, -478
Olsson, John H.
Olsson, A.
Olsson, Ernest
Olsson, -910
Osol, F.
Osol, Theo.
Ostrop, Olof
Ouchterlony, Fred

Pache, Paul
Partel, L.
Pedersen, N. B.
Pedersen, -563
Pedersen, -1289
Pedersen, S. R.
Pedersen, -1086
Pedersen, Olaves
Pedersen, Bertel
Pedersen, Peter
Pedersen, -1138
Pedersen, -1341
Pemberton, Dave
Quinn, Wm.
Peterson, Gust.
Petersen, Wm.
Petterson, Anton
Petterson, -851
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Petterson, -1227
Petoff, Savaty
Pietila, -1838
Pietschman, Geo.
Pitkanen, J. W.
Plaskette, Mike
Pommer, Alex
Price, C. G.

Raahange, J. F.
Randle, Dave
Randolf, D. W.
Rasmussen, Peder
Rasmussen, S. W.
Rasmussen, -497
Reid, Alf. E.
Reilley, L. W.
Remmer, L. E.
Richter, 756
Riska, P. Larsen
Roalsen, Fred
Robinson, Wallace
Rolkin, F.
Rosenthal, J.
Ryits, -819
Rylander, R.

Saarinen, H.
Samuelson, John
Samuelsen, Kristian
Sandstrom, O. H.
Sange, P. H.
Sauer, Emil
Savage, Roland
Schager, E. L.
Schmidt, Fritz
Schmidt, Hans
Seekamp, E.
Sharkey, Jas.
Shuls, -354
Sikman, A.
Sinyard, W.
Smith, Jas. P.
Smith, John A.
Snyder, Jack
Sonnenberg, J. C.
Sonson, S.
Sorensen, -1492
Sorensen, Edw.
Sowick, Hjelmer
Steen, H. D.
Stenroth, Alf.
Stensen, Andreas
Stensland, Paul
Stensloff, Emil
Stervik, I.
Strahle, Carl
Strand, -1786
Strautman, Fred.
Sund, Johan
Sund, Wm.
Sundberg, K. K.
Svendsen, Thorwald
Svensen, Anker
Svensen, Andrew
Svensson, Nic.

Teigland, Carl
Thomsen, Karl F.
Thompson, A.
Thureson, Arthur
Tidd, John
Ueback, Sigfrid
Thurson, John
Tiebelt, E. F. P.
Tipp, Joseph
Ursin, P.

Valbo, Hans
Verto, Herman
Verdick, C.
Vidal, Wm.
Vogel, Martin

Waikkala, John
Wagner, Paul
Walters, Henry
Wanquist, E.
Wedback, Sigf.
Wells, Geo.
Wetzel, Curt.
Wigsten, Hjalmar
Wikander, E.
Willman, -1020
Winberg, -958
Wittenborn, Hans
Wren, Wm.

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Andreasen, Hans
Carrick, Jas. B.
Christansen, N.
Curran, N.
Damiano, Alex.
Dyrness, L. E.
Flem, K. R.
Halvorsen, Eugene
Hansen, -1229
Hinner, Paul
Hogeler, Tom
Holden, Olaf
Hovland, P. S.
Jensen, -1342
Johanson, -1677
Johannessen, -1863
Kaald, John
Kirst, Hans
Leech, Wm. A.
Lewis, H.
Matisen, Nils
Mattler, Franz
Norris, Ned
Olson, Oscar
Petersen, Frank V.
Petterson, Axel
Sange, P. H.
Schager, E. L.
Siegurd, J. I.
Skold, C. A.
Thompson, A.
Torgeren, Kaspar
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Abbenseth, John
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Andersen, Fred
Alander, K. W.
Buchtmann, F.
Bjomsgaard, Kristen
Bergstrom, Paul
Bartels, Otto
Corty, Chas.
Caspary, Aug.
Doyle, W.
Dully, Alex.
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Nilsson, Karl Johan
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ALASKA FISHERMEN'S LETTER LIST.

San Francisco, Cal.

Letters at the Alaska Fishermen's office will be advertised for six months only and will be returned to the Post Office at the expiration of seven months from date of delivery.

Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

Alfonso, J. G.
Albertsen, P. H.
Antonsen, Carl
Anderson, Oskar
Benson, John
Balzani, Pietro
Benvon, Fred
Christiansen, Alfred
Cutino, Gaetano
Di Mauro, Giuseppi
Evald, Fred
Ellis, Wm.
Frazer, Jas.
Flyn, Wm.
Green, John
Gabrielsen, Knud
Gullivsen, G.
Hansen, A. E.
Hagen, G. L.
Hanez, L.
Johannessen, Engel A.
Johnson, George P.
Johnsson, Harry
Knudson, Oscar
Monteith, R. V.
Monroe, W.
Nicolarson, Otto
Olsen, Oskar
Peterson, Gust
Rouzie, H. S.
Romero, R.
Rensen, Albert
Swanson, Chas.
Tonnessen, Jorgen
Thompson, A.
Ybanes, L.

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Andersen, Lars T.
Andersen, John
Andersen, Olof
Anderson, S.
Armmi, Walter
Blunt, H.
Bostrom, C.
Brown, C. A.
Bryan, G. T.
Bulander, B.
Carlson, Gust.
Carlmark, Barthold
Counaughton, H.
Ekwall, G. A.
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Gunther, Theo.
Gustafson, Edvard
Gowjette, Joseph
Hollins, Frank
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Oman, Victor
Oterdahl, C.
Penney, Math.
Petterson, Aaskar
Ryberg, Ove
Syversen, Ole
Shulls, Christ
Sjelman, Jonas
Stabell, Frank
Svensen, Olof
Thoresen, Petter
Telgland, G.
Valkman, Otto
Weback, S.
Walbroth, Carl
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Yulmky, W.

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Anderson, Sam
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Andreson, -1283
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Bertelsen, Peder
Bensen, John
Boss, L. A.
Brander, W.
Brandt, Nils
Bregler, Fred
Caldwell, J.
Carlsen, Carl
Castel, G.
Christie, M. R.
Collens, F.
Cooley, Howard
Davis, John
Faccett, Sam
Fisko, Oluf
Gardiner, J.
Grass, Charles
Graves, Sam
Gunther, Hans
Hallberg, Oscar
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Hauser, Charlie
Hodberg, H.
Heesche, Henry
Hess, E.
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Jarf, K.
Jensen, T. M.
Jensen, L.
Johansen, H.
Johannsen, Carsten
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Loun, Martin
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Saland, Hans
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Sorensen, Karl
Sparre, L.
Squires, J.
Stenersen, Charles
Stevens, Scott R.
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Winters, C.
Wishaar, E. B.

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Ugla, Fred.

INFORMATION WANTED.

Wilhelm Pemoeller, a ship's carpenter, who was discharged from the German sailing vessel Nordsee on February 14, 1908, and Johs. Herm. Ditz, a machinist, who left the German steamship Arabia in September of last year, are inquired for by the German Consulate at Portland, Oregon.

Sigurd Orten, a member of the Sailors' Union of the Pacific, is inquired for by relatives. Address, Coast Seamen's Journal.

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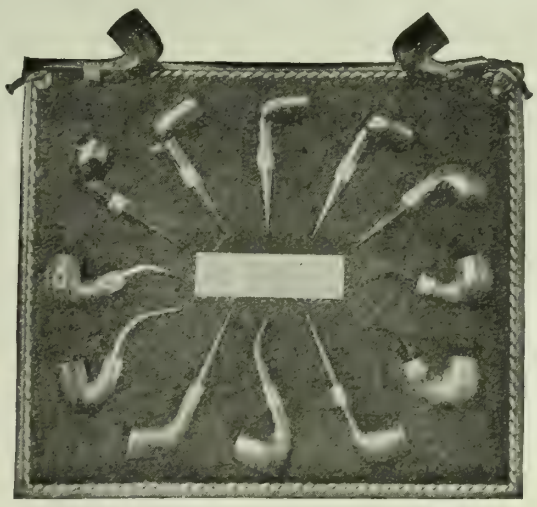
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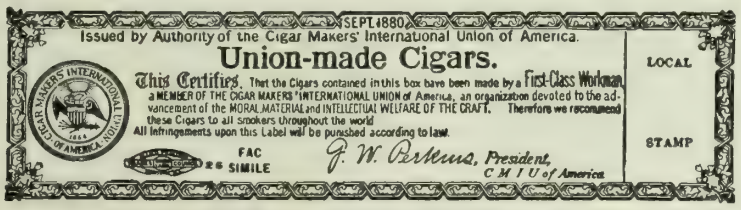
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INFORMATION WANTED.

Nils Reynolds, aged 47, is inquired for by his sister. Address, Coast Seamen's Journal.

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INFORMATION WANTED.

Josef Jurek, a native of Rosdzin, Germany, is inquired for by the German Consul, 201 Sansome street, San Francisco.

Any member of the crew of the barkentine Arago when John McLaughlin, donkey man, was injured while loading at Caspar, Cal., last October, please report to Attorney F. R. Wall, Merchants' Exchange Building, San Francisco. By doing so they will very much assist McLaughlin in obtaining his rights.

News from Abroad.

The town of Cartago, Costa Rica, was destroyed by earthquake on May 4. Over 1000 persons were killed. The earthquake was felt over a wide area.

King Edward VII of Great Britain died at London on May 6, aged 69 years. His son was immediately proclaimed King, under the title of George V.

Violent earthquake shocks were felt in the provinces of Olivenza and Badajose, near the Portuguese frontier, on May 2. No damage is reported.

A report was received at Peking on May 7 that 1000 Chinese soldiers, members of the garrison of Lhasa, have been killed as the result of a sudden uprising of Lamas.

Six aeroplanists made successful flights over the sea from Nice to Cape Ferrat and return on April 23, a total distance of about fifteen miles. Hubert Latham made the best time, which was 16 minutes 46 3-5 seconds.

Sir Christopher Furness, the shipowner, who, as a Liberal, has represented the constituencies of Hartlepool in Parliament since 1900, was unseated by a court on May 3 upon the ground of illegalities in his campaign.

Great Britain will be the scene of another competition for a prize of $50,000. The new prize will be given to the first British aviator flying from London to Edinburgh and back. The distance between the two points by railroad is 400 miles.

The Emperor of Germany from his private purse makes a grant amounting to about $15 on the birth of an eighth son in any family, of the same father and mother. The Emperor also promises to stand as godfather to the lucky eighth son.

King Frederick's University of Copenhagen, Norway, on May 6 conferred upon Theodore Roosevelt the degree of doctor of philosophy. It was the third time in the history of a century that the degree had been given to a foreigner.

The Russian agrarian bill, which is now under consideration by the Council of Empire, promises to revolutionize the land system in that country and will be an important factor in the future social and economic life of the empire.

In a quiet session, lasting two and a half hours, April 28, the British House of Lords, without division, passed the final stages of the financial bill. The measure was signed by King Edward. Parliament then adjourned to May 26.

The British steamer Kweiyiang, belonging to the China Navigation Company of Trade, is reported wrecked on Ockzu Island, between Amoy and Foochow. The steamer Kweiyiang is 1798 tons register and was built in Glasgow in 1890.

Commander Robert E. Peary on May 5 presented the Royal Geographical Society with one of the sleds which he took to the North Pole. He had named the sled "Beaumont," after Admiral Sir Lewis A. Beaumont, who was a member of the British Arctic expedition of 1875-76.

Reports were received at Hankow on May 4 of an agitation by natives in the province of Kiangsi. It is stated that 2000 Huanese have crossed the border from Hunan province and made their way into Hupeh province, reaching Tayeh. The situation is declared serious.

With the Wits.

My dear wife's memory is bad—
I tell this with regret;
For she remembers everything
She really should forget.
—Judge.

Slight Impossibility.—Ethel—Poor Harold—he has brain fever.

Bertie—Impossible. Could a worm have water on the knee?—London Opinion.

Unnecessary Accomplishment.—Stella—Here is a schedule that says you can feed a family on $20 a month.

Bella—Well, if you have enough brains to do that you can catch a husband with plenty of money.—New York Times.

The Social Lion.—"That man insists on considering himself a lion in society."

"Yes," replied Miss Cayenne, "and for no other reason than that he has a large voice and exceptional hair."—Washington Star.

Not Complaining.—"Don't you wish your wife would stay home with the children instead of going to card parties?" inquired the meddlesome person.

"No," replied Mr. Meekton. "The children are too young to learn to play bridge whist." — Washington Star.

Making Him Useful.—"Now," said an Irishman, after a serious accident to a fellow miner, "we'll have to send some man to break the news to Moriarity's wife."

"Send Hannigan," suggested one of the gang. "He's just the man to break the news gradual—look how he stutters."—Tit-Bits.

What a Difference Now.—"Are you going to visit those rural relatives of yours this summer?" we ask of our friend who so often has amused us with his accounts of vacations on the farm.

"I will if they invite me," he answers; "but they're so blamed rich and exclusive now, they make me weary."—Judge.

Children's Accounts

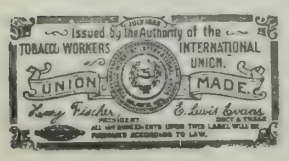
Your children should be taught to save. Open an account for each of them to-day. Show them by example that you believe in a savings account. They cannot start too soon.

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COAST SEAMEN'S JOURNAL

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Official Paper of the International Seamen's Union of America.

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VOL. XXIII, No. 35. SAN FRANCISCO, WEDNESDAY, MAY 18, 1910. Whole No. 2069.

HISTORY OF A FAILURE.

THE FOLLOWING comprehensive review of the Compulsory Arbitration Act of New Zealand, by the Hon. P. J. O'Regan, a prominent member of the bar in that country, is reprinted from the Single Tax Review:

The New Zealand Industrial Conciliation and Arbitration Act, a statute which has received an unusual share of attention throughout the civilized world, was passed into law in 1894, and has accordingly been now in operation fifteen years. We are thus able to say something of its practical effects, and, apart from the politico-economic standpoint, are in a position to judge to what extent (if any) it has realized the anticipations of its supporters.

The measure was passed in the first session of the Parliament elected in 1893, and practically it encountered no opposition in either Assembly. It had been fiercely debated in the House of Representatives during two sessions of the previous Parliament. In 1893 it was passed by the House of Representatives, but had been rejected by a large majority in the Legislative Council. The elections of 1893 gave the Seddon Government a large majority, and the result of the popular verdict was that all the policy measures of the Government were passed during the next Parliament with little or no opposition. It may be stated, by the way, that in 1890 the country had experienced the rigors of a general strike. It can not be said that many people realized all the potentialities of the Arbitration Act. Everybody had bitter recollections of the strike, and hence the temper of the country was favorable to any measure which promised to lessen their frequency or ameliorate their effects. Hence it was that the new measure was distinctly popular from the time it was forecasted by its promoter, the Hon. W. P. Reeves, and some of the most prominent of the Parliamentary Opposition were found in complete accord with the Government in connection with it.

The Act provided for the constitution of a Court of Arbitration and of a number of Boards of Conciliation. The Court consisted of three members, and the President was (and is) a Judge of the Supreme Court, the two lay members being representatives of the labor unions and of the employers respectively. The judge, like all our judges, is appointed for life, and the two representatives are elected for a term of three years. The court has jurisdiction throughout the entire country, and hence it is traveling continually. The country was divided into eight industrial districts, and within each of these a Board of Conciliation had a jurisdiction inferior to that of the Court of Arbitration. Each board consisted of five members, two representatives being elected by the labor organizations and employers respectively. If these failed to select a chairman, the Government appointed a person to fill that office. The boards, like the court, existed for three years. Here I may say that during the session of 1908 the Boards of Conciliation were abolished, and the Act amended by appointing three Conciliation Commissioners, each of whom presides over a tribunal chosen by the parties to every dispute. If a settlement is not brought about by this body (called an "industrial council"), the dispute then goes on as before to the Court of Arbitration, the jurisdiction of which body is final.

It is interesting to note that one of the first effects of the statute was to multiply the number of labor organizations. Until last year the minimum number of persons required to form a union under the Act was seven. Under the amending statute the minimum has been raised to fifteen. From the outset workers could not take advantage of the provisions of the Act until they had become organized as a union. Either individual employers or unions of employers may be parties to an award under the Act, but, strictly speaking, the individual worker can not be a party to an award at all. The parties to each dispute and each award under the Act are unions of workers on the one side and unions of employers and individual employers on the other. Every labor union has by virtue of the Act been given the status of a corporation or public company, and the secretary of each union is its official mouthpiece, just as the manager or secretary of an ordinary trading company is its agent or mouthpiece. Thus it has come to pass that practically all of the men generally styled labor leaders in this country are secretaries of unions.

But, although the Act has had the effect of accelerating the organization of labor, it can not be said that it has raised the standard of labor organizations. Realizing that, in order to benefit by the Act, they must form a union, men have been drawn into unions for the sole purpose of increasing the wages in their particular trade or occupation. They seldom look beneath the surface of things or trouble themselves about the cause of declining wages. Indeed some of the most influential unions are protectionist combinations, and have been found working in unison with their employers in lobbying a tariff into law! About the land question very few of them appear to trouble themselves, and if the land question is discussed by them at all, it is generally for the purpose of pushing some scheme of State land purchase for workmen's homes or settlements, all of which experiments have so far proved pitiable failures. At some of the union conferences resolutions are passed in favor of a Fair Rent Act, the object of which would be to arraign landlords who build houses before some such public tribunal as the Court of Arbitration, upon whom would devolve the duty of fixing a "fair rent." One would think that common sense, to say nothing of a knowledge of political economy, would convince men of the absurdity and utter impracticability of such a measure. High rents are caused by the holding of valuable land out of use. Often the man who builds a house—and this is invariably true of the man who purchased land during the last few years when values have been at a speculative limit—receives no more than a fair return for his outlay, owing to the price he had been obliged to pay. A Fair Rent Act would mean that the man who builds houses would be harried with further vexatious interference, while the mere speculator who does nothing to improve his land at all would escape as free as before. Yet these obvious facts never seem to dawn upon our official "labor leaders." It is no exaggeration, therefore, to say that the multiplication of labor unions since the Arbitration Act does not imply that higher degree of intelligence and political activity which one might expect to find accompanying the consolidation of labor.

When a union has been formed it formulates certain "claims." These are printed along with an attached list of all the employers whom it is proposed to bind under the Act, and are duly filed with the Registrar of the Court. That officer sends a copy of the union's claims to every employer mentioned, and fixes a time for hearing the dispute. As the Act stood at first, the dispute would first be referred to the Board of Conciliation of the particular district, which body had power to cite evidence. This was found to be a perfunctory and expensive procedure, however, and employers accused the labor representatives on the boards of fomenting disputes for the purpose of keeping themselves engaged. In 1900, accordingly, an amendment was passed into law enabling the employers, by complying with a certain procedure, to carry disputes direct to the court without reference to the board at all. Thus the boards became rapidly discredited, and last year, as already stated, they were abolished altogether.

If the board did deal with a dispute it had no power to make a final award. It simply filed its recommendations. Either party could within one month take these to the court; if this was not done the recommendations became what was termed an "industrial agreement," but it was often formally referred to the court to be pronounced an award. In the early stages of the Act this last process was very frequent, but of late years it became the exception, although now under the new system of industrial councils, fewer cases reach the court than in the later days of the Boards of Conciliation. No award can last longer than three years, and in practice an award is seldom given a longer duration than two years.

Once an award has come into existence all the employers mentioned in the citation list are bound by it, and so also is every employer commencing business in the particular trade affected after the date of the award. Employers in business at the date of the award are not bound, unless included in the citation list, but the Act provides machinery for having them made parties to the award. It is a punishable offense to employ anyone in contravention of an award—that is to say, for lower wages than the minimum fixed thereby, or for longer hours than those prescribed. No small portion of the duties of the Court of Arbitration until last year consisted in the hearing of cases of breach of awards, but now the work is divided with the ordinary Magistrate's Courts.

I have mentioned that one effect of the statute has been to multiply labor organizations. I may add that one other incidental effect has been to multiply the number of members of many of the organizations far beyond the number of really genuine unionists. Soon after the Act came into operation unionists complained that non-unionists were receiving all the benefits of the Act without any of the loss. Accordingly a strong demand set in for preferential employment of unionists, and finally a clause was adopted providing for preference to unionists if (and so long as) the entrance was maintained at a low figure, and the weekly or monthly subscriptions at a rate not exceeding a prescribed maximum and the candidate elected without ballot or test of any kind. This clause

has since become embodied in a very considerable number of awards, and its inevitable effect has been, as we see, to drag many men into the unions. Thus the unions have become strong financially, but their efficacy is by no means proportionate to their numerical or financial strength, for the obvious reason that persons have become unionists merely in name in order to obtain the preference of employment. The present depression—the first we have experienced for fifteen years—has brought home to everyone the utter uselessness of preference to unionists when employment is slack.

At first the Act was decidedly popular with the mass of workers. The reason was that increases were obtained in wages in nearly every case. After a time, however, the court refused to make further increases, and now-a-days each award is practically a re-enactment of its predecessor. The result is that the Act has lost much of its popularity. Disputes are now settled by industrial councils, not because the workers are satisfied, but because they feel convinced that they can get as much by that means as by invoking the machinery of the Court of Arbitration with its incidental expense and delay. The court has exclusive jurisdiction to deal with cases under the Workers' Compensation for Accidents Act, and were it not for this fact, there would now be very little work for it to do. It is safe to predict that at no distant date the Court of Arbitration will shrink into disuse, and will then be abolished.

Once an award has been pronounced or an industrial agreement arrived at, freedom of contract in that particular trade is gone, unless it be to work for fewer hours or at higher wages. Thus if an employer were to agree with a worker to pay him a wage lower than the minimum prescribed by the award, the worker would not be bound, but could recover the difference between the wage he received and the minimum wage. This is a natural consequence of the attempt to fix wages by law, as in the nature of the case the law would be useless if it were possible for the parties to agree to work for wages lower than the minimum prescribed. It is certain, however, that few if any critics have even yet realized what a sweeping change is involved in the curtailment of contract. It is not so much a legislative change as a revolution—a reversal of one of the basic principles of modern civilization. Edmund Burke rightly maintained that change should be in the way of development—the present growing out of the past and paving the way for the future. Hence it was that Burke denounced the French Revolution, as constituting a break with the past. I have touched on a very large question, no doubt, but I believe that Burke was correct, much as I differ from his "Reflections" in other respects. Again, according to Sir Henry Maine, contract is one of the marks of modern civilization. It is the predominance of contract that distinguished the modern from the ancient world. Hence his famous doctrine that through the ages human progress has been "from status to contract." In ancient Rome, for example, a man might be a citizen or a foreigner, a freeman, a freedman, or a slave, an infant, an "adolescens," or a "juvenes," a plebeian or a noble; and his legal rights, capacities, and incapacities, would differ accordingly. Thus it is that we have status rather than contractual capacity in Rome. In order to realize what this means we have only to picture to ourselves the caste system as it obtains in India to-day. In India we find the past reproduced in the present, for the civilization of India has remained stationary for ages, and modern India gives us a picture of the state of things which existed among our Indo-European ancestors. There are many who sneer at "freedom of contract," as though it implied the degradation of the laborer, and this view is not without its justification. But it by no means follows that freedom of contract, at any rate under social conditions that would leave the worker really free to make his own bargain, is necessarily a bad thing. At any rate it has been abundantly demonstrated in this country that to abolish contract by legislation is not to improve the condition of the laborer, while it entails consequences too injurious to justify the belief that the present system can long continue.

The reader will think, naturally enough, that the term, "dispute," as used in connection with the Arbitration Act, has the same meaning as the word has in the popular and ordinary sense. Such is by no means the case, however, as I shall presently show. An "industrial district" is necessarily extensive. The industrial district of Wellington, for example, covers nearly half the area of the North Island of New Zealand. Included in the district is the City of Wellington. Included in it also are many smaller towns and no few villages, while, needless to say, by far the greater portion of the district is rural territory. As a rule the "disputes" are commenced in the City of Wellington. There may be a dispute, using the word in the popular sense, in Wellington itself; but when a union comprising fifteen persons shall have filed its claims, there is a "dispute" within the meaning of the Act, throughout the entire industrial district. The result is that employers are frequently cited between whom and their employes no dispute really exists. It may be asked why the dispute should not be kept within its proper limits and the award made to bind only the parties between whom a dispute really exists. But if that were proposed, the employers themselves would be the first to object, on the ground

(Continued on Page 7.)

ABSURD COURT DECISIONS.

In an article entitled "Some Follies in Our Criminal Procedure," in McClure's Magazine for April Charles B. Brewer gives some of the examples which led President Taft to declare "that the administration of the criminal law is a disgrace to civilization." Here are a number of cases where convictions were upset by Supreme Courts, and why:

"Because the stolen shoes were not a 'pair,' as charged in the indictment. (The thief, in his haste, had picked up two "rights.") (3d Harring, Del., p. 559.)"

Because one member of a firm of three names from whom goods had been stolen was dead, and the indictment had named all three. (110 S. W. Reporter, p. 909.)

Because the indictment had charged the burglar with intent to commit a "theft" instead of intent to commit a "felony." (108 S. W. Reporter, p. 371.)

Because the indictment charged that the thief had entered the house of one Wyatt with intent to steal from him, and the defense was able to prove that Lamb also occupied the house, and it was Lamb's property the thief was looking for. (101 S. W. Reporter, p. 800.)

Because the accused had been indicted for attempting to murder Kamegay instead of Kornegay, the real name. (103 S. W. Reporter, p. 890.)

Because the murdered man's name was Patrick Fitzpatrick and not Patrick Fitz-Patrick, as charged. (3d Cal. Reporter, p. 367.)

Because the indictment named a specific though a correct date, instead of saying "on or about" a certain date. (Pa. Lower Court, Montgomery Co., 1908.)

Because the lower court had failed to advise the jury that the thief had stolen the goods "feloniously" or with "criminal intent." (89 Mon. Reporter, p. 829.)

Because the indictment had not stated that a "blackjack" (designed especially for cracking skulls) was a "dangerous or deadly" weapon. (60 S. E. Reporter, 782.)

ON THE MISSISSIPPI.

As a general rule, steamboating was not a paying industry, the most fortunate owners making but 6 per cent on the money invested.

Many a hungry mouth did the steamboat business fill in those days. In 1832 the number of men earning their living in the various departments of the trade has been estimated at 90,000; ten years later, counting only the laborers, engineers, pilots, repairers and others of actual crews, there were about 180,000 men employed. During the year 1830, there was $3,000,000 invested in steamboats, with a yearly expense of $1,671,840 for wages, $1,393,200 for wood, $835,820 for provisions and $743,040 for other expenses. In 1839 almost $2,000,000 was spent for wood alone along the shores of Western rivers.

The steamboat age began about 1821 and flourished for fifty years. As early as 1834 the number of steamboats on the Mississippi and its tributaries is estimated at 230 and in 1842 there were 450 vessels, with a value of $25,000,000. But the golden era was from 1848 till the war. Never did the valley and steamboating prosper more than then. Thousands of bales of cotton were annually shipped to Southern markets; and the wharves of St. Louis and Memphis and Vicksburg and other large ports were stacked with piles of merchandise and lined with scores of steamers. But the war came on, cutting off communications between the North and South, and sweeping the trade away. Iron-clads, built from former packets, paroled the mighty river. When peace was finally declared the survivors of the old steamboat days were dead, or engaged in other industries. The business picked up a bit then but fell off again before the cheaper and faster transportation of railroads. To-day the occupations of the wood cutters have vanished. A few packet lines control the Mississippi and Ohio River trade and along the levees of the big river cities only a half dozen or so steamboats can be seen at anchor, the last survivors of that gala period when the river was the great highway.—Travel Magazine.

UNCLE SAM'S CIVIL LIST.

The United States Government maintains the largest civil list of any nation in the world, having 370,000 functionaries with a pay roll aggregating more than $400,000,000, according to a computation of the Indianapolis News, and this gigantic sum is exclusive of the appropriations for the Army, the Navy and pensions, reaching into other hundreds of millions. It is estimated that the increase in the number of public servants is 14,000 per annum, adding $10,000,000 yearly to salaries paid.

No wonder we have come to the two-billion Congress, and the three-billion Congress is not far ahead, for it was but twenty years ago that the country was in a convulsion of horror because of a billion-dollar Congress in time of peace. If to the public servants of the Federal establishment should be added the State, county and municipal officials, doubtless the number would exceed 500,000 individuals to keep our governmental machinery going. It ought to be the best Government in the world. It costs enough.

John Randolph of Roanoke was one of the clearest thinkers and one of the most formidable debaters in the entire history of parliamentary government, here or elsewhere. One of his greatest speeches was made in opposition to a multiplicity of public servants, and it has been quoted with approval and as warning a thousand times since his death by statesmen and politicians from all sections and of all parties. In his day the Blue Book was a primer; now it is a stupendous lexicon of several volumes.

If the business affairs of the governments of the States and nation were administered by a directory composed of men like C. P. Huntington, Jay Gould, E. H. Harriman, J. J. Hill, J. P. Morgan, John D. Rockefeller, Andy Carnegie and others of that ilk, and they should bring to the work the same vigilance, economy, skill and intelligence they employed in their personal enterprises, the public expenses would be reduced one-half or more.

But that would not be representative republican government, and possibly such a system as we have is worth its price. The people can force reform when they set about it.—Washington Post.

The Siamese Government will spend about $1,500,000 for a new water works system for the city of Bangkok.

UNEMPLOYMENT IN DENMARK.

The First Secretary of H. M. Legation at Copenhagen, in a dispatch dated January 29th, forwards a copy, with analysis, of the second report of the Inspector appointed by the Danish Government to supervise the unemployment funds coming under the law of April 9, 1907. The period covered by this report is the first complete financial year since the law came into force, viz., from April 1, 1908, to March 31, 1909.

The law provided that funds formed by workpeople to insure their members against unemployment, and fulfilling certain conditions, might be registered, and thereby become entitled to an annual grant from the State of a sum equal to one-third of the premiums subscribed by their members. The total amount to be distributed by the State was not, under the law, to exceed £13,900 per annum. In the Budget for 1909-10, however, the State contribution was raised, and the sum accruing in this respect for the year 1908-9 is at the rate of one-half of the members' premiums, and amounts to £32,009.

On March 31, 1909, 44 funds, with a total membership of 83,836, were on the register, 10 new funds, with a membership of about 8800 members, having been recognized during the year. Of the 10 new funds, one, with a membership of 3662, had no members with the requisite qualification of 12 months' membership, and had therefore not begun to distribute relief.

The total income of the 44 funds during the year was £74,625, of which £59,321 consisted of members' contributions. The latter amount was in excess of the ordinary subscriptions, a special contribution having been required in order to cope with the unusually large amount of unemployment during the year. Their expenditure amounted to £80,474, of which £69,038 was in the form of daily allowances, £5240 in other forms of relief, while £1344 was for expenses relating to the labor registries which, at the close of the financial year, were attached to nine of the Unemployment Funds, having a total membership of 26,999, and £4852 was for expenses of administration. The expenditure of the funds exceeded their income by £5849, but at the end of the year their total assets, including the contribution due from the State in respect of that year, amounted to £50,087.

According to the Danish industrial census of 1906, there were 176,368 workpeople of both sexes over 18 years of age eligible for membership in an unemployment fund. Comparing this number with the total number of members of the registered unemployment funds, it appears that 57.8 of the total male workpeople of Denmark, and 15.5 per cent of the female, are insured against loss of employment in funds registered under the law.

Though the principle of the screw propeller was demonstrated in 1681 it was not put into practical use until John C. Stevens launched a boat thus driven on the Hudson River in 1804.

A novelty in the trunk line is the recent invention of a New Yorker, containing drawers so pivoted that they can be opened right side up whether the trunk is on one side or one end.

OIL FOR BATTLESHIPS.

Arousal of naval authorities at Washington to the immense advantages which would accrue to this country by the adoption of oil as a substitute for coal as fuel upon our men of war carries with it necessarily a broad-spread public interest. That oil is superior to coal in all of those points which may be deemed of the very first importance may be conceded without argument, since the British Admiralty has formally determined to abandon the use of coal upon all of its battleships now building and to re-equip as rapidly as possible its older vessels with oil-burning devices.

Primarily valuable from the standpoint of effectiveness in actual warfare is the immensely increased steaming radius acquired by a vessel which burns oil instead of coal. Nothing more increases the fighting capacity of a warship or the efficiency of a cruiser than an addition to its ability to remain longer than a foe away from its fuel base. It may reasonably be claimed that such an advantage alone might suffice in a war upon the seas to turn the scales of ultimate victory.

The experiences of Rojestvensky's fated voyage half round the world and of our battle fleet's circumnavigating tour in peace express with decisive emphasis the disabilities under which colliers place a squadron of fighting craft dependent upon their humble but necessary adjuncts.

In addition, oil promotes economy of room, absence of smoke, reduction of the nonfighting force, ability almost instantly to attain high speed efficiency and uniformity of feed. The absence of smoke is of inestimable importance, both because it permits a warship to approach the enemy unheralded by a black banner in disguise, and because it helps a weaker vessel to speed away.

Of all nations ranking among powers of first rank this is best equipped by nature to supply for its fighting fleets oil in quantity unlimited and at minimum cost. From the Alleghenies to the Gulf and westward to the Pacific Coast there exist stores of petroleum whose development already is enormous, and whose possibilities scarcely have been fathomed.

Priding ourselves upon our modernity, we should not hesitate to equip with all speed our great sea power with devices which it has been conclusively demonstrated are superior in all essentials to those in use for making steam. The twentieth century must continue to increase its lead over the nineteenth. Nelson would have had no chance off Santiago. Had the Russians burned oil, the history of the battle of the sea of Japan might have been differently written.—St. Louis Republic.

The largest order for radium on record recently was placed in England. It called for about one-quarter of an avoirdupois ounce for the Radium Institute, at a cost of about $150,000.

To enable a mechanic to bore holes in ceilings or overhead beams without using a ladder there was recently patented a tool mounted on a shaft, the foot of which may be braced against the floor.

The human body is a machine of such a degree of efficiency that one-fifth of the energy expended by it can be utilized as work.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Unions, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 85 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques v puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

World's Workers.

The number of old age pensions paid in Queensland, Australia, is 8177.

A deputation waited upon the New South Wales Minister for Labor recently respecting employment in the Chinese furniture trade.

The New South Wales Seamen's Union during the coal and coastal strikes paid £11,500 to members out of work, in addition to £66 paid to other unions.

Leave was obtained in the Sydney Industrial Court recently to prosecute two laborers employed by the North Shore Gas Company and three gas stokers, for having done an act in the nature of a strike.

The Sydney (Australia) Labor Council has decided to pay £3 per week to the imprisoned leaders of the miners and coal lumpers who were jailed during the recent coal strike in New South Wales.

The annual report of the New South Wales Amalgamated Railway and Tramway Association records that during the year the wages of the employes were increased by £100,000 through wages boards' awards.

The Queensland Minister for Public Works has approved of the constitution under the Wages Boards Act of 1908 of a board for the meat industry in the northern division of the State, and for the carting trade in the southern division.

We learn that a movement is afoot to form a Trades and Labor Council at Napier, New Zealand, and from accounts there should be little difficulty in amalgamating unionist bodies in Napier to bring them into line with other centers.

At the Sydney (Australia) Industrial Court recently the manager of Cormack's coopery at Darling Harbor was fined £4 with costs, for refusing permission for the Wages Board to enter his premises. This is the first case of its kind in the State.

The Newcastle (Australia) Federated Coal Trimmers' Union has decided to form a co-operative company to discharge and fill coal into vessels controlled by several companies, the object being to do away with the middleman.

At a recent Labor Conference at Newport, England, among the many briefly discussed resolutions, one was carried affirming that any child, certified as being badly nourished, should be compelled to attend the school meals, and that such children should be fed during holidays.

The New South Wales Typographical Association at a recent meeting voted £25 to the Fighting Fund of the Political Labor League. The Executive is also appealing to the various unions for financial assistance to enable it to carry on an effective campaign.

Twenty-one engine drivers and firemen whom the coal barons especially set for standing by the coal miners in the recent coal strike in New South Wales, agreed voluntarily to relinquish their claim for re-employment, thus allowing the strike to be brought to an end.

Judge Heyden, President of the New South Wales Industrial Court, has conceded to "free" laborers the right of representation on the Waterside Workers' Wages Board, in consequence of which the union wharf laborers are about to consider the advisability of withdrawing from the wages board altogether.

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JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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INFORMATION WANTED.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

San Pedro Letter List.

Anderson, Charlie	Lundquist, F.
Anderson, Gust.	Lyche, Harris
Andersen, P. T.	Lindroth, Gustaf
Andersson, Frank	Langvid, Ernest
Anderson, Sam	Leahy, Wm.
Anderson, W. -1240	Lister, W.
Alexandersen, Paul	Lindeback, Lenart
Anderson, Oscar	Lang, Gust.
Anderson, Carl	Lundman, C. -1533
Andersen, Harald	Le Bloa, Sylvian
Anderson, Charley	Larsen, J. -1542
Arthenius, Chas.	Larsen, Lars
Anderson, Werner	Maroth, Richard
Boylan, C. J. (pkg.)	Mueller, Hugo
Blumquist, C.	Mathiasen, Nils
Bordjelm, Alex.	Magnussen, E. W.
Brose, R.	Malmin, Tom
Bjorseth, Knut	Mathisen, H. O. -1757
Backman, Ernest	Nelsson, Karl J.
Bowman, K. Hj.	Nelson, John C.
Barth, V. F.	Nordgren, Chas.
Beyerly, Rupert	Nestor, Wilson
Bachr, Emil	Nilsen, J. -780
Boylan, J. (pkg.)	Norman, John
Boisen, P. A. -1500	Nord, Emil
Bell, Frank M.	Norman, L.
Christophersen, A.	Nelson, Eddie
Carlson, Markus	Olsen, Hagbart
Christenson, H.	Ohlsen, Ch.
Carlssen, C.	O'Brian, Jack
Christiansen, Chr.	Olsen, Pete
Carlsen, Carl	Olson, Carl
Cook, Walter	Olsen, George A.
Carlsen, Ed.	Olsson, L.
Collins, E. F.	Olsen, Ole A.
Christensen, N. -1066	Osterholm, G. W.
Durholt, Harry	Olsson, Johannes
Dreyer, Herman	Pierson, A. -1102
Dean, J.	Pettersen, Peder. O.
Dransman, Hans	Peratis, John
Doyle, William	Peterson, Chas.
Englebright, H.	Pedersen, P. -1093
Emanuelsen, Gust.	Peterson, Algate
Eugene, John	Peterson, T.
Eichel, E. -710	Person, Fritz
Fischer, Wilhelm	Pederson, C. H. -1149
Froberg, Fred	Petersen, Wilhelm
Gutman, E.	Quinn, W.
Garner, Louie	Quinn, Wm.
Gregorian, Ept.	Rasmussen, F. -341
Grass, Charles	Rokow, Stefan
Hansen, C. -1910	Rantio, J.
Hentschel, Otto	Reutern, Axel
Hengst, Otto	Rolf, Harry
Hamalainen, Paul	Rydholm, Harry
Hilke, Carl	Reinik, Harry
Hansen, N. -1867	Ramstedt, Aksel
Hansen, Peter K.	Sorensen, C. -1607
Hafstrom, Fred	Solle, Ingvald
Henrikssen, Albert	Steen, Hilmar
Hansen, Thron	Scott, E. G. -2041
Hedlund, Arvid	Spearing, Gustav
Halvorsen, I.	Sundqvist, Fred. (Reg. letter)
Hanze, Albert	Schmidt, E. -1670
Hassall, G.	Simpson, L. C.
Hansen, L. -794	Soderman, Victor
Hansen, Hans	Smith, John V.
Husby, Lars	Svensen, G. -1549
Johnson, Charles	Steinberg, Arthur
Johansson, J. -1821	Sorensen, James
Johansen, J. -1462	Sunde, Albert
Jobsen, Ch.	Scholl, Karl
Janson, Julius	Strand, Olav
Johansson, J. -880	Saarinen, H.
Jonasson, C. A.	Schibsted, John
Johnssen, J. E.	Saul, Fred
Kaasik, August	Schaab, Anton
Kahze, A.	Stephan, M.
Kolostoff, J.	Samuelsen, W. L.
Kustel, Victor	Steen, Mr. (Telegram)
Klaessen, Karl	Sorensen, Charles
Keilman, Joe	Sindahl, Jens
Koso, Pete	Thompson, W. J.
Kuhne, Wilhelm	Tufte, A. Paulsen
Kohler, K. -901	Tuominen, Alfred
Kusik, M.	Touanne, Walter
Kleishman, F.	Thomas, Paul
Kittelson, C. J.	Thorne, Aug. W.
Kure, Gidion	Utby, Carl
Lamo, Emil	Wahrenberg, Otto
Leith, Chas.	Wilemson, Hans
Louis, Michael	Zornow, H.
Larsen, Chris. T.	
Larsen, Christian	
Lange, Friedrich	

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INFORMATION WANTED.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England.

INFORMATION WANTED.

Henry Fauske, a native of Norway, aged 36, last heard of on the Pacific Coast 18 years ago, is inquired for by Mrs. Emma Fauske. Address St. Helens, Wash.

David Stove, age about 28, who is supposed to have shipped on some vessel from Puget Sound in January, 1901, is inquired for. Any one knowing his present whereabouts please notify Coast Seamen's Journal.

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Pacific Coast Marine.

William Gohl was found guilty of murder and recommended to mercy at Montesano, Wash., on May 11.

Record was made in the San Francisco Custom-house on May 11 of the change of masters of the steamer P. H. Patrol, Joseph J. Meany taking the place of W. T. Murphy.

Charged with having deserted from the British steamship Celtic King, five sailors were arrested at Union Bay, Wash., on May 11, and brought to Tacoma by immigration officers. They were locked up at the City Jail temporarily before being taken back to the ship in irons.

A cross libel suit was filed in the United States District Court at San Francisco on May 9 by the steamer Yosemite against the steamer Strathtay for $10,000 on account of a collision between the steamers in the fog April 18. A similar suit had already been filed by the Strathtay.

The following changes of masters were recorded at the San Francisco Custom-house on May 9: Steamer Sea Fox, Joseph Santos, vice P. I. Pedersen; steamer Aurora, C. F. Christensen, vice Charles N. King; schooner Lillian, A. C. Harn, vice A. C. Schlask. The steamer Fifield, C. P. Jansen master, was enrolled.

Ernest Perry, a seaman on the ship Lord Templetown, loading lumber at the Nelson-Johnson Mill, Tacoma, was seized by a deputy marshal on May 9 on a writ sworn out by the British Vice-Consul at the instance of Captain Burgess, charging the sailor man with "sassing" the mate and refusing to obey orders.

Basilio Hamos, formerly a fireman on the steamer F. A. Kilburn, was awarded $6500 damages for personal injuries received, by District Judge Donworth, in the United States Circuit Court at San Francisco on May 10. Hanos was scalded about the body and arms by the bursting of a water-tube in the boiler of the steamer.

Three hundred Indian salmon fishermen at Ketchikan, Alaska, have formed a union and struck against the attempt of the factories to reduce the price of fish from 6 to 4 cents. The Ketchikan factories preserve salmon by a mild-cure process and ship the product to Germany, where it is a favorite article of food.

The sailing ship Alexander Gibson will leave Puget Sound this summer for her last passage around the Horn. For two years she has been idle at San Francisco, but is no wengaged to carry lumber and heavy timbers from Tacoma to New York, where she will be sold and converted into a barge. The Pacific National Lumber Company is the charterer.

Under a time charter of £800 a month, the British steamship Riverdale will arrive at Portland early in June to load lumber for North China. She is in the Philippines, where she recently arrived from Newcastle, N. S. W., with a cargo of coal. The steamer is of 2752 tons net register and will take out about 3,500,000 feet of Oregon fir. She is in command of Captain Hay.

The following changes of masters were recorded at the San Francisco Custom-house on May 2: Steamer W. D. Grant, Joseph C. Bliss, vice Thomas L. Mathison; steamer Sea Lark, H. P. Marshal, vice L. L. Langren; steamer General Frisbie, Fred Olsson, vice Andrew Samuels. The schooner Horace Templeton, with R. H. Willey, Jr., as master, was enrolled.

Captain McGilvray of the steamer Bertha reported at Seward, Alaska, on May 4 that the wreck of the steamship Farallon, which went on the reef off Iliamna Bay three months ago, has disappeared. No sign of the wreckage remains on the beach in the bay, and it is believed that the hulk was carried out to sea by the moving ice.

Probably the first sailing vessel in the world to be equipped with wireless telegraph apparatus is the six-masted British barkentine Everett G. Griggs, Captain E. R. Sterling, which is soon to leave Royal Roads for Delagoa Bay with lumber. The Griggs has been fitted with wireless instruments at an expense of $700 by Captain Sterling, one of the owners of the vessel.

David Barwa, who was a seaman on the steamer Svea, filed an admiralty suit in the United States District Court at San Francisco on May 3, with a claim for $701.50 wages. He was employed October 28, 1909, for voyages between San Francisco and Gray's Harbor, but in November of that year, while in the harbor of Cosmopolis, broke his left leg and has been in the hospital since, with no prospect of working for three months more.

The notorious ship Balboa, which was used as a resort at Santa Cruz several years ago, has been sold to San Pedro parties and will be converted into a warehouse at the latter port. The vessel is now in Oakland Creek, where she has been lying idle for the past two years. Originally the Balboa was the full-rigged American ship J. B. Brown and for many years she was in the Cape Horn and coastwise trade.

The wreck of the German steamer Utgard, which went ashore in the Straits of Magellan, is still visible, according to the officers of the German steamer Augustus. The wreck's masts and funnels have disappeared, and all that remains is the battered-up hull, which lies well ashore on the south side of the channel, joining the numerous other old hulks partially buried in the sands in the same marine graveyard.

After a thirty months' cruise in Philippine waters with a party of scientists who discovered innumerable monstrous shapes in the deep, and sent most of them back to the Smithsonian Institution, the Fish and Game Commission's steamer Albatross arrived at San Francisco on May 4. The Albatross will undergo a thorough overhauling, after which she will go to Alaska to investigate the salmon fisheries.

Action in admiralty was filed in the United States District Court at San Francisco on May 5 by the Strathay Steamship Company, owner of the steamer Strathay, against the steamer Yosemite to recover $2000 damages caused by a collision between the two steamers. They came together off the Southern California coast in the fog on the morning of April 10. It is alleged in the libel that the navigator of the Yosemite was at fault.

The Navy Department has sent a letter of commendation to Robert Wade, a coal passer. Determined to commit suicide, a baker on board the receiving-ship Independence threw himself head first through a port into the water and mud surrounding the ship. Wade was working on a nearby dock. He stuck a boathook down and felt the man at the bottom, where he was imbedded head first in the soft mud, and then, hanging on to a raft with one hand, dropped into the water himself and rescued the man.

The steamers Lyra and Pleiades, of the Boston Towboat Company, the latter running under charter to the American-Hawaiian Company between the Coast and the Hawaiian Islands, are on the market, according to the annual report of the company. The Boston Towboat Company recently disposed of the steamer Hyades to the Matson Navigation Company for $225,000. It is reported that several inquiries have been received, which may soon lead to the Lyra and Pleiades changing hands.

Captain Lueder Hopken, veteran Pacific mariner and for many years San Francisco surveyor for the German and Austrian Lloyds, died at Alameda on May 1, aged 78 years. Captain Hopken was the only survivor of the brig Shellekof, which he owned and commanded and which drifted a hopeless derelict on the Pacific between San Francisco and Honolulu for 108 days, her crew and one passenger dying from thirst before the ship Moses Taylor, Captain Bennett, sighted the waterlogged brig and rescued Captain Hopken.

With British, German and Norwegian steamers carrying coal from Atlantic and Australia to the North Pacific, and all seeking outbound cargoes, shipping men believe that another field for tramp tonnage to the Coast has been created by the coal situation in Alaska. Within a few weeks the Japanese steamer Temiya Maru, with 3500 tons of coal from Muroran, will discharge cargo at Seward. It is understood that the vessel will come to Puget Sound seeking a lumber charter for a return across the Pacific.

It was announced at Tacoma on May 3 that the steamships Erna and Ella of the Jebsen-Ostrander line, operating between Puget Sound and Mexico, have been sold to Mexican capitalists, subject to inspection in Mexico. They are now on Puget Sound, sailing soon for Mexico. The Jebsen-Ostrander people are replacing these steamships with the large modern freighters Claverly, Hermine, Knight of St. George and others to follow. Meanwhile the company has arranged for the construction of several first-class freight steamships with passenger accommodations for the growing traffic between Puget Sound and Mexico.

Hans Benson and John Larson, two San Pedro fishermen, are held by the Mexican authorities at Ensenada under suspicion of being responsible for the death of Peter Hanson. News of their being held in a Mexican prison was brought to San Pedro on May 6 by Captain J. E. Swensen, master of the sloop Yankee Boy. While working in a small boat off Santo Tomas with Benson and Larson, Hanson was drowned. The body was buried on the shore and no suspicion of foul play was attached to the two men under arrest by the other members of the crew. A few days later, however, the Mexican authorities became suspicious and Benson and Larson were taken into custody pending an investigation.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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(Continued on Page 10.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, MAY 18, 1910.

FARMERS AND LABOR.

Several weeks ago the JOURNAL referred to the approaching convention of the Farmers' Union at St. Louis, and expressed the hope that good results would flow from the gathering. The hope thus expressed and shared by all classes of labor throughout the country has been fully realized. President Gompers, of the American Federation of Labor, appeared before the Farmers' convention, urging concert of action by the two great branches of industry, the agricultural and the manufacturing crafts. President Gompers was well received and his proposals were adopted. Thus another step has been taken toward the complete unification of the workers in the field and in the factory. Every wellwisher of the country and its people will welcome the coming together of these great factors of national life and support, morally and materially, the plans upon which the new alignment is based. Undoubtedly, the success of these plans will go far toward assuring justice in the industrial relations of the people and therefore prosperity to the whole nation.

Of course, the coalition between the workers in city and country has met with skepticism and opposition in certain quarters. The San Francisco Chronicle expresses its lack of confidence in the arrangement as follows:

> It is hard to think out any real bond of union between workingmen and farmers except the general bond of common humanity. Their economic interests are at opposite poles. The farmer is a capitalist making his own investment and working to develop it. The workingman, as such, is being taught to feel that the capitalist is his natural economic enemy, with whom there can be no dealings except at arm's length. The farmer wants to get the very highest price for the products which the workingman consumes, and the strength of the Farmers' Union is in its claim that it can help farmers to get the highest prices. The workingman wants to buy those products at the very lowest possible price, and when farmers were recently getting 11 cents a pound for hogs and corresponding prices for beef on the hoof, the workingmen started a boycott on meat, which some farmers of the Middle West undertook to offset by a boycott on the products of the industries in which the meat boycotters were engaged. The fact that both boycotts speedily petered out does not matter. The conflict of interest was plain.

The farmer will doubtless be thankful for the compliment implied by the assumption that he is a "capitalist"! The obvious error in this assumption lies at the bottom of the doubts as to the success of the plan to unite the farmer and the mechanic in a union for mutual benefit. The farmer is a workingman—a very hard-workingman—and his troubles are identical in cause and effect with those of other workingmen. Conversely, the remedy for these troubles is the same in one case as in the other, namely, organization and co-operation. The recent boycott on meat was not aimed at the farmer, but at the middleman. True, the farmer "wants to get the very highest price for the products which the workingman consumes," and the workingman is willing and anxious that he should receive that price. In fact the arrangement between the workers on the farms and in the cities is designed to accomplish just that object by a process of direct dealing, thus insuring higher prices to the farmer and lower prices to the consumer.

The Chronicle approaches the subject from another angle, as follows:

> The union workman wants the eight-hour day in all industries and enforces it wherever he is strong enough to do it. If he is not strong enough, he waits patiently until he is. The farmer works from ten to sixteen hours a day and expects his help to work as long as he does, and if there is anything which will drive the farmer wild it is the news that there is an "organizer" at work among the men available for harvest work. It is delightful to see two great classes of useful citizens working together in sweet accord, and it is really in the line of sound economics, for as a matter of fact no class can be prosperous unless all are prosperous. That, however, is a doctrine which has not hitherto been preached either by union workmen or union farmers. It is, therefore, a happy thing if there is real agreement in this case.

Here, again, the assumption is false. To say that the farmers and city workers are not guided by consideration of "sound economics" is to fly in the face of a well-established fact. The differing conditions of labor in the respective spheres are well understood by both classes, and there is not the slightest danger of a conflict of interests in the practical operation of their plans. The critics and skeptics of the arrangement between the Farmers' Union and the American Federation of Labor may rest assured that the danger from "organizers" is but a figment of their own imagination. The farmers are their own organizers, and they are not at all afraid of themselves. On the contrary, the farmer seems rather to admire himself in his new role.

As might be expected, the Chronicle concludes its remarks on this subject with a fling at President Gompers, as follows:

> President Gompers is a particularly shrewd gentleman. He has no illusions as to the respective interests of farmers and workingmen, and it is dollars to doughnuts that his real object in this case is to get votes to help beat such men as Joe Cannon when they are running for office.

Thus we perceive the animus of the criticism directed against the union of farmers and mechanics. The critics are in reality afraid that there may be "politics" in the plan. To justify this fear it becomes necessary to accuse President Gompers of deception, and so the accusation is made without reservation or compunction. The statements of the Chronicle are as insincere and baseless in the last instance as in the first. The alliance between the Farmers' Union and the American Federation of Labor is based, as is the labor movement at large, upon purely economic motives. In the one case as in the other, political action may follow, but only as an incident. Whatever action the Farmers may take in the way of politics will be taken upon the basis of the knowledge acquired through economic organization and will therefore prove good for the agricultural and all other legitimate interests.

STAY AWAY FROM ALASKA!

We are in receipt of a communication from the Miners' Union, of Nome, Alaska (Local 240, W. F. of M.), warning the people of the United States against the inducements offered by interested parties to those who may contemplate going North in search of gold. The situation at Nome is described in the following terms:

"As far as actual conditions are concerned, matters were never worse in the history of this camp. All the rich mines are practically worked out, and, although most extensive prospecting is all the time being carried on, absolutely no discoveries of any value have been made. On the other hand, there are hundreds here in Nome out of work. Some of them have been idle for over twelve months and some have worked for several months last summer and have never received a penny in wages. Wages have been reduced all along the line. The reported new strikes in the Iditerod and Squirrel River countries have proved to be the worst kind of fizzles, and anyone rushing to those camps will be sure to suffer nothing but hardships for his pains. The majority of the men working in this camp to-day are working on "bedrock," which means that they are promised their wages after the spring clean-up and after the grocer, coalman and banker get their share. It is safe to say that not one-fourth of those at present employed will get a cent for their share.

"There are enough men here now to do all the summer work that may be opened up and any one coming here, apart from the hardships he will work upon the men already here, will certainly run up against a tough proposition."

We commend these facts to all interested. Proper reflection before starting for the Nome "diggin's" will save a lot of fruitless regret. Nome is a long way from home and the walking in that locality is very bad.

The Supervisor of Census at San Francisco announces that the Census Office in that city (located at 507 Chronicle Building; Telephone, Sutter 551) will be open until June 1, for the purpose of receiving the names of those who have not been enumerated in the Census returns of 1910. Seamen arriving at San Francisco prior to that date and having their legal residence in that city should communicate personally or by phone with the Census Office, so that they may be enrolled. It is important that the Census shall be complete, and it is the duty of every citizen to aid the officials in making it so.

One of the most welcome items of labor news that we have noted in years is the decision of the Western Federation of Miners to re-affiliate with the American Federation of Labor. This step is to be commended upon a dozen grounds, not least important of which is the great truth thereby demonstrated, namely, that the workers of the world, however they may be divided by ignorance, intimidation or individual design, constantly tend toward unity under the attraction of a law as invariable and immutable as the law of Nature itself.

The union label is an absolute guarantee against Chinese, sweatshop and child-labor products.

HISTORY OF A FAILURE.

(Continued from Page 2.)

that they would be obliged to compete with men who worked longer hours and paid lower wages than they, and obviously there is too much force in the contention to ignore it. The consequence is that, though an award may be, and sometimes is, limited to a prescribed part of the industrial district, as a rule it covers the entire district. Hence many people are drawn into disputes who really have nothing in common with the parties primarily concerned therein, and there is much irritation in consequence, for an award of the Court of Arbitration is really part of the Act itself, to enforce which is the duty of State-paid officers. The reader can readily understand that the enforcement of the awards brings persons into the law courts who otherwise would never be seen there.

Notwithstanding its title the real effect of the Act has not been to imbue employers with a spirit of conciliation, but rather the opposite. It is no exaggeration to say that nowadays in this country industry, like government under our party system, is being carried on by two hostile factions. Once an award is pronounced each party is on the qui vive to have the other punished for its non-observance. Employers have their salaried representatives and the unions have their paid secretaries. After an award has been pronounced both sides "talk at" each other through the medium of press "interviews," and in these discussions one is reminded of the "rarity of Christian charity." If a serious difference of opinion arises between an employer and his men, organizations on both sides participate therein, and recrimination is indulged to an extent the reverse of reassuring to thinking men, though by many it has come to be regarded as a matter of course. If an award is not satisfactory to one side—and this is the rule—that side keeps its grievance alive with a view to getting better terms when the award shall have expired and the dispute reopened. To such a pass have we come in this country after fifteen years of industrial conciliation and arbitration.

When Mr. Ramsay MacDonald, M. P. for Leicester, visited this country nearly two years ago he delivered himself of some telling criticism of our labor laws generally and our Arbitration Act in particular. He pointed out that no matter how satisfactorily they might work in a sparsely populated country like ours, it would be absurd to infer that they would succeed equally well in a populous country like England. There industry was so subdivided that it would be impossible to solve the problem of expense of administration. Mr. MacDonald was unquestionably right, although such criticism comes rather unexpectedly from a gentleman who proclaims himself a Socialist whose object is to secure the nationalization (or socialization) of all industry. Already we have experienced something in this country which goes far to show the soundness of Mr. MacDonald's criticism. For example, there are employers in this country who are bound by as many as a dozen awards. A builder in the City of Wellington, for example, will be bound by a carpenters' award, a plumbers' award, a bricklayers' award, a drivers' award, a painters' award, a furniture workers' award, a plasterers' award, a building trades' laborers' award, and others. How many awards would there be in any one of the great world cities where industry is so minutely subdivided? Quite recently our Government resolved on a sweeping policy of retrenchment, in consequence of which it is anticipated a million and a quarter dollars will be saved in administration annually. This is a tacit admission that we have been having extravagant government, and we have been placed in that position largely owing to the fact that our restrictive legislation has necessarily involved expensive administration. Our experience goes far to prove the truth so often insisted on by Henry George—that the simpler and cheaper government is the better. But if Government is to be simple and cheap its functions must be limited.

Lord Palmerston once said that an Act of Parliament could do almost anything, except to change a man into a woman or vice versa. This was an intentional exaggeration; but there is no doubt a widespread and misleading belief in the efficacy of Acts of Parliament. Nevertheless, the fact remains that there are some things which no legislation can accomplish and that there are also many things which individual enterprise can accomplish much more satisfactorily. Without here attempting to define the real functions of the State, it is an historical fact that the State can not regulate wages, prices of commodities, interest on money, or hours of labor. The attempt has often been made, but it has always failed and will ever fail. New Zealand can not hope to succeed in accomplishing what other nations have failed to do. The functions of production and distribution are governed by natural laws, and human laws can succeed only in so far as they conform to these. The knowledge of political economy will explain the facts recorded by history.

The late Mr. H. D. Lloyd of Boston once wrote a book on New Zealand, in which he described us as "A Country Without Strikes." It is quite true that from the time of the passing of the Arbitration Act until and long after the date of Mr. Lloyd's visit to this country there were no strikes, although it is very questionable whether a strike now and then would not be preferable to the "armed peace" obtaining between the rival organizations of employers and labor unions. Still, within the past three years we have had several more or less serious strikes of the old-fashioned kind, and it is now clear to everybody that the Act gives no real security whatever against the occurrence of strikes. It is true that the Act contains provisions for the punishment of strikers by fines and by the dissolution ipso facto of their award. But it is quite certain that if any considerable number of men determined to strike they would do so in defiance of the law. Until the amending Act of last year it was possible to punish the non-payment of a fine for breach of the Act by imprisonment, but the popular dislike to imprisonment was so strong that Parliament abolished it altogether. Even now it is quite certain that organized passive resistance to an unpopular award would meet with a very considerable measure of support. The provisions of the Act forbidding financial aid to strikers can be easily evaded by paying the money to the wives and children of the strikers. Thus it is abundantly clear that the State becomes impotent when it attempts to legislate beyond its proper sphere. If Lord Palmerston were really sincere in the dictum I have quoted, it is clear that he had no experience of such a measure as our Arbitration Act, for it is certainly as impossible to fix hours and wages by law as to effect a change of sex! It is only the obvious impossibility in the latter task that prevents Parliaments from making the futile attempt. The former, however, is not less futile.

I do not deny that for the past fifteen years we have enjoyed exceeding prosperity. Mr. H. D. Lloyd was not inaccurate in describing conditions as he saw them in this country. It is unquestionably true that in many cases the Arbitration Act has secured shorter hours and better wages for a limited number of workers. It is quite obvious, however, from what I have stated that these benefits must necessarily be limited to laborers who are able to organize. Now there is a huge mass of labor which can not be organized, and this mass has not benefited by the Arbitration Act at all. A couple of years back an attempt was made in certain districts to organize the farm laborers, but the movement in every case came to nothing, partly because many of the farm laborers were either opposed or indifferent to organization, and partly because of the widespread discontent among the farming class at the prospect of having the hours of farm labor and rates of wages fixed by law. The visit of a conscriptionist officer to the French or German peasant, or of the process server to the Irish tenant, would be hardly less popular than the visit of a labor organizer or an inspector of awards to the cowshed of a New Zealand farmer. When the Act was passed nobody dreamed of its ramifications extending to farm laborers. Power is now given the court to refuse to make an award if it does not think fit so to do, and it is abundantly clear that the court will not make an award to irritate the farming community. Two years ago a movement was started to organize the domestic servants, but there were such strong expressions of discontent at the prospect of having the sphere of the housewife invaded by the inspector of awards, that provision was made in the amendment passed last session restricting the scope of the Act to purely industrial matters. Thus it has come to pass that Parliament has at last been compelled to recognize the limitations of the principle of industrial conciliation and arbitration.

In order to understand the cause of the extraordinary prosperity which this country has until very recently enjoyed it is necessary to get "back to the land." When the Liberal Party came into office in 1891 a Land Act was passed, the effect of which was to open vast areas of land under conditions which made it possible for men with little or no capital to get farms. Soon after this was passed an Act providing for the compulsory purchase of large estates, all of which were thrown open for settlement to the man of small capital. Last, but by no means least, a tax on land-values was imposed in 1892, the effect of which has been, in consequence of the abolition of all direct taxes on improvements, to encourage the beneficial utilization of land. All this has necessarily opened up opportunities for the employment of labor, and hence it is quite certain that we would have been prosperous had the Arbitration Act never been heard of. The inevitable effect of our prosperity, however, was to enhance the value of land. Hence it is no exaggeration to say that the increased money wages secured in many instances by the Act have been of no real benefit to the worker, for, as Mr. Tregear, the Secretary for Labor, pointed out some years ago, the increase in wages has not kept pace with the increase in rent. Land values have more than absorbed the benefits the laborer has received, and hence today, after fifteen years under the Arbitration Act, the laborer is as dissatisfied as ever he was, and has ceased to hope for better things through the State regulation of his hours of labor and of his wages. One reform, and that alone, will bring land values to their proper level, their adequate taxation. Sooner or later this reform will triumph with us as it will elsewhere, and I am bound to state that we have made a good beginning with it. We have made no more than a beginning, however, but little else that we have accomplished since the Liberals came into power is destined to endure. Certainly our boasted Industrial Conciliation and Arbitration Act cannot and should not endure.

Demand the union label on all purchases.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, May 16, 1910.

Regular weekly meeting was called to order at 7:30 p. m., Robert Rollo presiding. Secretary reported shipping slack. A donation of one hundred dollars was made to the striking Leather Workers. Ed Andersen was elected a delegate to the San Francisco Labor Council, vice Frank Johnson resigned.

E. ELLISON, Secretary pro tem.

44-46 East St. Pacific Phone Kearny 2228 Home Phone J 2228.

Vancouver, B. C., May 9, 1910.

General situation fair.

JOHN PEARSON, Agent.

122 Alexander St. P. O. Box 1365.

Tacoma Agency, May 9, 1910.

No meeting; no quorum. Shipping and prospects fair. Men scarce.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, May 9, 1910.

Shipping and prospects good.

P. B. GILL, Agent.

1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, May 9, 1910.

No meeting; no quorum. Shipping medium; prospects uncertain.

WALTER MOLLER, Agent.

229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, May 9, 1910.

Situation unchanged.

H. G. LUNDBERG, Agent pro tem.

P. O. Box 6. Tel. 225.

Portland, Ore., Agency, May 9, 1910.

Shipping dull.

D. W. PAUL, Agent.

51 Union Ave. Tel. East 4912.

Eureka Agency, May 10, 1910.

No meeting; no quorum. Shipping fair; prospects uncertain.

JOHN W. ERICKSEN, Agent.

227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, May 9, 1910.

Shipping and prospects fair.

HARRY OHLSEN, Agent

P. O. Box 67. Tel. Main 662.

Honolulu Agency, May 2, 1910.

No meeting; no quorum. Shipping and prospects poor.

CHAS. SORENSEN, Agent.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., May 12, 1910.

No meeting; no quorum. Shipping fair for waiters; plenty of cooks ashore.

EUGENE STEIDLE, Secretary.

Phone Kearny 5955.

Seattle Agency, May 5, 1910.

No meeting. Shipping slack.

LEONARD NORKGAUER, Agent.

P. O. Box 1335. Phone Sun Main 2233.

San Pedro Agency, May 10, 1910.

Shipping medium; prospects good; very few men ashore.

ED. BARRY, Agent.

P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, May 9, 1910.

Strike situation unchanged.

ALEX. McKECHNIE, Sec'y pro tem.

674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., May 11, 1910.

Shipping fair.

WM. H. FRAZIER, Secretary.

1½A Lewis Street.

DIED.

John Brown, No. 1686, a native of England, aged 26, drowned from the schooner Mary Winkelman, South Sea Islands, January, 1910.

Richard Foley, No. 32, a native of Ireland, aged 44, drowned at San Pedro, Cal., on May 10, 1910.

James Edward Healy, No. 619, a native of Virginia, aged 51, died on the steamer Missourian, at Honolulu, H. T., on May 1, 1910.

Peter Knudsen Hansen, No. 1603, a native of Denmark, aged 26, drowned at Point Santa Tomas, Lower California, on April 9, 1910.

Karl Hanson, No. 929, a native of Sweden, aged 31, died at San Francisco, Cal., on May 15, 1910.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

RULES FOR SOO RIVER.

On and after May 6, all traffic afloat will be forbidden to the eastward of the axis of the Sailors' Encampment (Canadian) range at Sailors' Encampment cut, St. Mary's River, Mich., from just below the Encampment crib light to the axis of the Point of Woods range lights. On and after that date the front light of the Canadian range and the Encampment crib light, fixed red, will be extinguished until further notice, and the navigable channel will be buoyed and lighted as follows:

TO MARK THE EASTERLY LIMITS OF THE CHANNEL.

1. A red gas buoy showing a fixed red light will be established on the axis of the Canadian range directly opposite Rains Island float light at the lower entrance of the channel.

2. A red spar buoy will be established on the axis of the range opposite the position heretofore occupied by the Middle Ground buoy, red and black horizontal stripe.

3. A float showing a fixed red light will be established about 1,100 feet from the lower entrance at a point about midway from there to the turn on to the Point of Woods range opposite Johnson's Point.

4. A float showing a fixed red light will be established directly opposite Johnson's Point.

5. Rains dock gas buoy No. 20, showing a fixed red light, ten seconds, eclipse ten seconds, will be moved due west, and moored on the axis of the Canadian range.

TO MARK THE WESTERLY SIDE OF THE CHANNEL.

1. Rains Island float, showing a fixed white light will mark the westerly limits of the lower entrance as heretofore.

2. Slocum's dock buoy, No. 15, will remain in place.

3. A float, showing a fixed white light will be established about midway between the lower entrance and Johnson's Point, and opposite the float showing a fixed red light on the easterly side.

4. Johnson's Point float, showing a fixed white light will continue to mark the westerly limits on the channel at the turn opposite Johnson's point.

Colonel Townsend has advised President Livingstone of the Lake Carriers that the westerly channel will have a width of 150 feet at the narrowest section. It will be carefully swept before opening so that it will be free from any obstruction. Vessels will be entirely safe in loading to full eighteen feet, which is the greatest depth that can be carried through the Poe lock.

A tug will be stationed at the Encampment at opening of the west side channel May 6, and will remain for the first ten days after the opening for the purpose of piloting any vessels through that their masters may desire.

The steamer Minnehaha, which went on the rocks off the Scilly Islands en route to the English Channel recently, was a sistership to the Minnetonka and Minnetoska, both of which were built at Cleveland, and were taken to the Atlantic Coast in sections about eight years ago.

TO MAKE GREAT HARBOR.

Washington, May 4.—The United States Steel Corporation is trying to get the aid of the Government for the establishment at Gary, Ind., of one of the greatest fresh water harbors of the world. What the company wants the Government to do is to permit it to fill in the Lake along its Gary plant—about a mile or more out to where the water is of a permanent depth of twenty-five feet. Representative Crumpacker has introduced a joint resolution giving the consent of Congress to such plans and hopes to get it passed. It would mean that the company would be permitted to "make" land with slag and the like about half a mile into the Lake or in all, about 300 or 400 acres.

Under the Indiana State law, the concern already claims the right to fill in the Lake out to the navigation line, or a depth of twenty-two feet, but says it wants to go out to the twenty-five-foot depth so that it may build slips for the big ore boats without dredging. But it is believed that the real reason for the resolution is to enable it to get around asking permission of the War Department to do the filling, some statesmen holding such permission is necessary, notwithstanding the Indiana law that permits the reclamation of submerged lands.

Yes, the United States Government will probably donate to the "steal" corporation all of the people's property it requires, build breakwaters around the Gary Harbor with the people's money, taxing the workers the greater proportion, and then allow the Steel Company to fence in the piers and breakwaters, and keep the "common people" off. This was done at Conneaut. The people pay the bills, but get none of the goods.

W. H. JENKINS.

Conneaut, O.

THE PRESIDENT AND HIS "CARD."

Recently there has been some newspaper talk about President Taft attending a Naps-St. Louis baseball game at St. Louis. The Naps, a Cleveland club, are under the ban of organized labor, because the owners employed scab labor in building their ball park at Cleveland. President Taft was made an honorary member of the Steam Shovelers' Union at the time he started the machine to dig the first shovelful of dirt at he Panama Canal, and, according to the current newspapers, Mr. Taft will be fined for attending the ball game. What rot! Why, oh why, will organized labor lay itself open to such ridicule? Think of it, William H. Taft, the original injunction judge, given an honorary membership in a labor union! Any observant man would have recognized the probability of just such a situation as has arisen in connection with the scab baseball grounds.

W. H. JENKINS.

Conneaut, O.

At high court justice sitting at Port Arthur on April 19 before Justice Latchford, Hugh Harmon of Cleveland was found guilty of manslaughter for killing Albert Walner on board the steamer Andrew Carnegie in Port Arthur harbor last August. Harmon, who was second-engineer on the Carnegie, was sentenced to three years in the penitentiary.

Captain W. L. Wright of Erie, Pa., commanding the steamer Muncy, of the Anchor line, suddenly died on April 18 aboard the ship while on the way to Houghton from Duluth. This was the captain's first trip on the Muncy.

SOME RESULTS OF "WELFARE."

Duluth, May 3.—The steamer Prentice and barge Halstead were damaged, near midnight last night, in an accident while entering the Government canal, and Capt. John Lundberg of the Halstead had his leg broken.

Laden with lumber for the Barnett & Record Co., the boats were impeded in making the canal by the strong wind which was blowing from the west. Under its pressure the tow veered sharply, striking the south pier.

The Halstead was considerably damaged and began to leak. The steamer ranged alongside to tow the damaged vessel into the harbor, but so rapidly did the Halstead fill she listed toward the Prentice, unshipping her deckload.

The mass of lumber slid on to the latter, the captain of the Halstead going with it. He was considerably bruised, aside from having his leg broken.

With the aid of the tug Favorite, the steamer St. Paul of the Mutual Transit Company's fleet was speedily released from the shore of the St. Clair River, below Port Huron. The St. Paul was not damaged.

The barge Halstead, which struck the pier at Duluth Sunday night, is on the bottom in Duluth Harbor. Her cargo of timber is being lightered.

Milwaukee, May 1.—That the hull of the steamer Iowa, which stranded near Racine during the storm on April 20 was badly strained is shown by the survey made of the boat after it was placed in drydock at the south yard on Saturday. It will be necessary to remove the entire sheeting in order to recalk all of the seams of the boat. A number of bottom planks were broken and these will be replaced while the recalking is going on. It is figured that it will take ten days to make the repairs.

The Goodrich line is not inconvenienced by the accident to the boat. The regular schedule was resumed the day following the accident by placing the steamer Georgia on the run.

Sault Ste. Marie, May 1.—The steamer Saronic, Northern Navigation Company, left here this morning after being detained since yesterday making repairs to her steerage gear and wheel. One blade was broken off and rudder injured while coming down lake. It was at first thought it would be necessary to tranship passengers here and have the boat towed to Sarnia, Ont., but the entire list remained on board. She will be met at Detour by a tug from Port Huron to assist her to her destination.

The steamer Martin Mullen, upbound with coal, parted her wheel chains and stranded on Striblings Point, St. Mary's River, last night. She was released and proceeded apparently uninjured. While making entrance to the Canadian Canal, the barge Harold took a shear and struck bank. One blade of the rudder stock was broken off. It

will be necessary to make repairs before she can proceed.

Sault Ste. Marie, May 4.—As the barge Tyrone lay alongside the steamer Schuck, waiting locking turn, the wind caught her and drove her against the steamer.

A hole 10x12 inches was punctured in the Tyrone's port bow just below the water line. Her No. 1 tank and forepeak are full of water. Repairs will be made here, and it is expected she will get away Friday.

Detroit, April 28.—The steamer Glenmount aground at St. Clair flats was released last night after lightering a portion of her cargo of oats and she passed down this morning. She is not believed to be injured.

The steamer Champlain, built at the Ecorse yard for the Northern Lakes Steamship Company, is on her maiden trip, having gone to Escanaba for a load of ore.

TO FIX HARBOR LINE.

Colonel John Millis, engineer in charge of the Cleveland district, on April 28, held two hearings at Lorain. The first was on the application of the B. & O. railroad for permission to fill in 500 feet square along the west pier in order to carry out its plan of dock improvements. The land to be made is to be used as storage ground.

The question of the city's riparian rights and the angles to be observed was discussed and Colonel Millis finally suggested that a permanent harbor line be agreed upon beyond which no private interests might encroach. This would leave the riparian owners to fight out their lines among themselves and through the courts. He will make several plans showing this permanent harbor plan before conducting another hearing.

The second hearing was on the request of the Board of Commerce that the Government establish the dock lines in the river providing for a 400-foot channel. Colonel Millis said there would be nothing in the way of such a recommendation, providing the city come to a settlement with the B. & O. Railroad with reference to the removal of a bend in the river just south of the Erie-road viaduct.

CONTRACT FOR DREDGING.

The Inland Improvement Company, incorporated recently, has been awarded the contract for dredging the upper river, extending navigation to the site for the new plant of the Great Lakes Engineering Works at Ashtabula. The bid was $281,000, being $8600 less than that of the Great Lakes Dredge & Dock Company.

Edgar C. Bowen, who has supervised the Lake extensions, and Donald McLennan, now in charge of the dredging in the west Neebish Channel, are principal factors in the Inland Waterways Improvement Company and will personally direct the work.

President Pessano and other officials of the Great Lakes Engineering Works will very soon begin construction of the new plant.

Conneaut and Ashtabula offices of the Lake Seamen's Union opened on April 15. The Ashtabula Hall is now located at the corner of High and Market streets, instead of 87 Bridge street, as formerly.

STRIKE
ON THE GREAT LAKES

COMRADES:

The strike of Sailors, Firemen and Cooks on the Great Lakes is still on. We appeal to all seafaring men to assist us in persuading seamen to stay away from the Lakes during this strike.

Any reports that the strike has been settled are false.

The Seamen of the Great Lakes are sticking together solidly, and will keep up the battle for freedom and decent conditions until the fight is won. "God Almighty hates a quitter." (So do we.)

Lend a hand, comrades, by inducing seamen to stay away from the Lakes while the strike is on.

Yours fraternally,

LAKE DISTRICT,

International Seamen's Union of America.

STRIKE ON THE GREAT LAKES KEEP AWAY!

ENGINEERS' LICENSES SUSPENDED.

Marine Inspectors William A. Collins and Frank W. Van Patton, of Milwaukee, have revoked the chief engineer's license of Edward Cramp, Philadelphia, and suspended William Oakley, Sturgeon Bay, for ninety days. Cramp was chief engineer on the steamer George C. Howe last season. While off Sheboygan on Thanksgiving Day the port boiler of the steamer was "burned up," and an investigation resulted. The second engineer of the boat sailed on the Atlantic during the winter and some delay was encountered in taking testimony. Oakley was chief engineer on the tug Lorene. In February the boiler of the tug came near being destroyed when a fire was started with but little water in it.

STEAMER IOWA ASHORE.

The steamer Iowa of the Goodrich line went aground near Racine on April 23. The vessel is in no danger and it is expected she will be floated in a short time. No injuries have been reported. The boat is firmly embedded in the sand. The depth of water forward is five feet while aft it is about nine feet. Two hundred and fifty feet due east there is a sand bar with only five feet of water and over this she must be moved before released.

It will be necessary to dredge a channel over a five-foot sand bar and one of the sand suckers of Milwaukee will be used for this purpose.

According to a dispatch from Detroit, the new steel steamer that is being built by the Great Lakes Engineering Works for the Jones & Laughlin Company will be named the Willis L. King, in honor of the vice-president of the Jones & Laughlin Company, one of the veterans of the iron industry in this country.

The wreck of the schooner Spademan, which was sunk in South Passage, Lake Erie, near South Bass light, has been removed, so there is now a clear depth of twenty-eight feet over the wreck. The buoy marking the wreck has been removed.

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Matt Moertel, No. 3522, L. S. U., is inquired for by his sister, Mrs. H. L. Everett, 202 E 51st street, Chicago, Ill.

Joseph Ward, No. 21241, Lake Seamen's Union, is inquired for by his mother, Mrs. Julia Ward, 223 Devoe street, Brooklyn, N. Y.

Comrade William Burke, of the Marine Firemen, Oilers and Water Tenders of the Great Lakes, is inquired for by his sister, Miss Ella Burke, Little Falls, New York.

Marie Panoitz, 1195 W. 11th street N. W., Cleveland, O., inquires for her brother, John Ernest Meyna, last heard from nine years ago. Anyone knowing his whereabouts please notify above address at once.

Miss Janet Crittenden, No. 40 Miller street, Mt. Clemens, Mich., is enquiring for her brother, John Crittenden, last heard from in 1907. Any one having information as to this comrade please notify the above address.

Range lights to Lorain Harbor to cost $19,800 were provided in the Lighthouse bill which passed the House on May 2. Huron gets $3,800 for range lights. For a light vessel for service between Point Abino and Sturgeon Point, Lake Erie, $75,000 was appropriated.

C. J. Magill of the Ferry Company thinks that from the description the body found in Canada is that of Patrick Keith, an oiler.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)
674 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....21 High Street
Telephone Bell 175 R
CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.
TOLEDO, O.....54 Main Street
Phone Bell 1890.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.
SUPERIOR, Wis.....213 Banks Avenue
Telephone, New Phone, Broad 155 L.
BAY CITY, Mich.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
KINGSTON, Ont., Canada.....(Box 96) King Street
ERIE, Pa.....328 German Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.
SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.
SANDUSKY, O.....510 Meigs Street

HOSPITAL AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.
RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Mich.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich	Toledo, O

PUTTING BACK THE CLOCK.

How slowly is the fight for freedom won!

There are times when we seem to carry the day by a grand coup, by a brilliant charge of all our chivalry, and the peans of triumph are raised. And then suddenly, when we thought the battle ended, it is borne in upon us, amazed, that it has to be fought all over again.

A king, impeached and found guilty, yields his life to justice, and the executioner exclaims, "Behold the head of a traitor!" and sweeping the superstition of divine right from their path, the multitude set up a Commonwealth of the common people. Surely never more can despotism reign upon a throne.

Or an outraged populace, armed terribly with pikes made in a night, hurl themselves upon the embattled fortress of tyranny, and tear it stone from stone as a thing accursed. And the song of liberty swells upon the air.

Or, after long years of agitation and social strife and suffering, a measure is carried in Parliament, and a great reform is added to the statute book amidst general rejoicing.

Men look at one another after such memorable happenings as these, and say, "It is won!" and the historian records the successful termination of an heroic struggle for the advancement of human happiness.

And then some morning we wake up to find it was all in vain. The monster we thought we had slain has but changed its form, like Proteus. The stones we tore asunder we have ourselves, not knowing, built up again as a stronghold for our enemy. The measure of reform so painfully striven for, so gladly achieved, becomes the cruelest mockery of our hopes.

This is our present experience in Australia. We flattered ourselves we had outstripped our fellow-workers of Britain in the march of progress, and to our shame we discover we are far away in the rear. Even the vantage ground they gained for us, long ago, we have lost!

Unionists have for generations believed it to be established beyond all question that the fullest right of combination was theirs—the right to decide together under what conditions they would sell their labor; which carried with it logically the right to refrain together from selling their labor when the conditions did not satisfy them.

They believed, in short, that they had made good their title to do as a body what they could lawfully do as individuals.

Premier Wade of New South Wales has taught them otherwise. They know now that they have been living in a fool's paradise, and that the rights they thought they enjoyed were the merest semblance of reality.

Peter Bowling has been sentenced to twelve months' imprisonment with hard labor, and three other unionists to eight months each. For what? Larceny, burglary, assault and battery, forgery, arson?—for any crime against the person or property? No. For attending a meeting of more than two persons with the object of aiding a strike.

Discontented with the conditions of their labor, which for years they had sought in vain to have improved, the miners of Newcastle had ceased work. And it is for the heinous offense of daring to help them to better their lot that these men are cast into jail, compelled to wear the livery of the convict, and be subject to the degrading toil inflicted as punishment on the vilest criminals.

Let unionists now thoroughly realize where they stand in New South Wales. A fundamental liberty has been taken from them. The right of combination has been blown away in a breath. They are thrown back on the position occupied a hundred years ago, when unionists had to meet in secret, hunted and harried by the law.

Let it be clearly understood that not only for aiding and abetting a strike may men be jailed in New South Wales, but for taking any part whatever in a combined cessation of work. Every miner who has struck is liable to the same prosecution; every coal-lumper and wharf-laborer who has "gone out" in sympathy with them may be seized under Wade's Act, and treated worse than thieves and garroters.

These latter at any rate are entitled to trial by jury. They are entitled to submit their defense to a selected body of their own countrymen, and make their appeal to them. For hundreds of years this has been deemed the palladium of civil liberty.

Judges have been the tools of persons and parties; more often they are the instruments of their own prejudices and the vehicles of legal pharisaism and class bias. A dozen men of the people, picked impartially at the last moment, are more likely to render justice, and temper the letter of the law with the humanity that takes note of mitigating circumstances, and makes due allowance for the weaknesses of human nature.

This right, too, has been snatched from unionists in New South Wales. Every liberty that the British race has prided itself upon they have been deprived of.

Their houses and meeting places may be broken into by the police without warrant, their property confiscated, and their persons laid violent hands upon and cast into prison. And no other charge need be made against them, in justification of this outrageous treatment, than that of having ceased work!

Stripped of legal terminology, that is what their offense would actually amount to. And for them the traditional safeguard of trial by jury would be abolished.

Under this iniquitous law Peter Bowling and his mates have been found guilty of helping their fellow workers to remedy intolerable grievances, and, arraigned before a judge without jury, have been sentenced to terms of imprisonment—to pick oakum or dig holes in the ground, while warders with guns in their hands stand over them.

This paper has always maintained that the right to knock off, to quit a distasteful employment, is superior to all enactments. It is as elemental as the right to breathe or to eat. If this does not exist, then freedom is dead.

In one dark period of British history laborers who left their work without the consent of their masters were seized and branded. That with a modification, is what happens to unionists in New South Wales today. It is criminal there also for a worker to leave the work he does not like, if others, acting in union with him, take the same action. There also the brand is applied, and not the less cruelly because its purpose is to

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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29 ERSKINE STREET, SYDNEY, N. S. W.

place a stigma on the character of honest men.

Australia alone, of all civilized lands, has such a measure of tyranny in force. What will be thought in Great Britain, in America and in the rapidly progressing countries of the European continent, when they learn that in Australia, where we were generally credited with having advanced, of all peoples, nearest to the goal of working-class dominance, men can be sent to jail for knocking off work, and when they learn, moreover, that the vaunted rights of trial by jury, granted to robbers and murderers and the lowest of the low, is in the case of unionists denied?

What will be thought of us when it is known that convicted and sentenced under one law, unionists may be convicted and sentenced again under another law, and suffer a double penalty for the same act?

Peter Bowling, condemned to jail under Wade's union-smashing law for aiding a strike, is now being indicted under the common law on a charge of conspiring to cause a strike, the purpose of his persecutors being to beat him twice for the one "offense."

Nothing in more brutal violation of the rudiments of liberty can be quoted from any land of barbarism.

It is a bitter lesson in what tyranny can do under the fullest and freest forms of democracy. Here, where we boast of a constitution placing all powers in the hands of the people, men are undergoing penal servitude for exercising a right as natural as the commonest bodily functions.

Australia ought to be flaming from end to end with indignation. That it is taken so calmly, with such seeming tameness, would fill us with despair of the future if we did not know the phlegmatic temperament of the British race, and its slowness to catch fire.

We are not a revolutionary people. We do not rise in passionate resentment of injustice, and break out in picturesque displays. Rather do we shrink from such demonstrations as theatrical.

But it does not necessarily follow that there is no feeling because it is not dramatically manifested.

In their own way the British people have fought for civil liberty as gallantly as any on earth, and have achieved perhaps more than most; stubbornness, dogged persistence, making up for what was lacking in intrepidity.

We cherish the hope that the ancient spirit of the race will assert itself here. We are a nation of constitutional reformers, with an inbred preference for unsensational methods of agitation.

But it is necessary that something should be done in emphatic protest against this Russian-like atrocity, and fortunately an opportunity in consonance with our national characteristics is presenting itself.

We have the franchise in our hands, and it may be utilized with even more dramatic effect than spikes made in a night. The Federal elections are only a few weeks off. A sweeping Labor victory at the polls would be a crushing intimation to Wade, and those who secretly support and incite him, of the temper of the Australian workers.

And in the meantime it is the duty of our public representatives, and of the leaders of unionism, to keep this question before the country, and stir up the public mind to a sense of the enormity that has been perpetrated in the name of the law.

Dislike of the personality of the chief victim of Wade's coercive measure should not be permitted to get in the way of a vigorous campaign of indignation. As much should be done, as great energy infused into the fight, by the prominent spokesmen of Labor, as would be the case if Andrew Fisher or Billy Hughes or Donald Macdonell had been jailed for devotion to the cause.

It is not Bowling and his fellow prisoners who are the chief concern. Through them the unions are treacherously struck at, and the rights that unionism has held as its most precious heritage from valiant predecessors are wrested from them by one of the foulest pieces of legislation that ever beslimed the statutes of a self-governing country.

Much is expected from our leaders in this crisis, yet do not expect too much. Above all, let it be shown that legalism, that dependence upon parliamentry action, that the easy habit of delegating our duties and entrusting our liberties to elected persons, has not killed the militant spirit of unionism in Australian workmen.—The Worker, Brisbane, Australia.

OLD-AGE PENSIONS IN FRANCE.

No one doubts that the British old-age pension system, so bitterly assailed at the time the legislation for it was pending, is permanent and destined to extension and "liberalization." No one doubts that other countries will find it necessary to deal in one way or another with the question of proper provision for "industrial veterans," although with us the constitutional guarantees preclude compulsory taxation for pensions outside the public service. Interest attaches, therefore, to every experiment or variation in the old-age pension idea.

The French Senate, a moderately progressive body, has just unanimously approved a pension bill which it has had under consideration for two years. The bill, already passed by the chamber, will affect about 17,000,000 persons, it is estimated, and will apply to wageworkers of both sexes, including agricultural laborers and small tenant farmers. Railroad men, miners and seamen are the great classes excluded from its benefits, but only because they are otherwise provided for.

English papers strongly commend the French scheme and declare it to be fairer and more statesmanlike than the British. It provides for contributions to the pension fund by employers, employes and the state respectively. The state's contribution is equal to the sum of the other two contributions. The full pension is limited to those who reach the age of 65, if they have paid for thirty years, but at 55 a smaller pension, to which the state contributes nothing, may be claimed.

The annual pension under the system cannot exceed $82.50 under the most favorable circumstances, but in France this will be sufficient to avert pauperism and misery in old age. The charge on the state treasury will be heavy, and the question of financing the scheme without unduly burdening the taxpapers has not yet been solved.

The measure, however, has been on the program of all progressive groups for several years, and its enactment into law is practically certain.—Chicago Record-Herald.

ACCIDENTS TO SEAMEN.

(1) Workmen's Compensation Act—Accident arising out of, and in the course of, the Employment: Unexplained Drowning of Seaman.

Compensation for injury by accident is not payable under the Workmen's Compensation Act, 1906, unless the accident was one arising out of, and in the course of, employment. Where a claim is made, the burden of proof that an accident did so arise is upon the claimant.

The mate of a steamship on a calm day, with a smooth sea, went on duty as officer of the watch at 4 a. m. At 6 a. m. he was supervising some men at work, but between 7 a. m. and 8 a. m. he disappeared and was never seen again; neither was any explanation forthcoming as to the cause of his disappearance, though he had complained of feeling unwell and sick the previous evening. His widow claimed compensation, but the claim was resisted on the ground that there was no evidence of any accident arising out of and in the course of the employment. The County Court judge made an award in the widow's favor. The shipowners appealed.

The Court of Appeal dismissed the appeal, holding that as the man was on deck in pursuance of his duty, although unwell, the County Court judge had properly drawn the inference that the accident causing death had arisen out of as well as in the course of the employment.—Rice v. Owners of ship "Swansea Vale." Court of Appeal, February 9, 1910.

While a ship was lying off the shore waiting for an opportunity to load, the captain landed late in the evening and went to a hotel about 100 yards from the pier. After being on shore for an hour he returned to the pier, and while hailing his boat to take him back to the ship he fell into the water and was drowned before the boat could reach him. His widow claimed compensation, and obtained an award in the County Court, the judge being of opinion that his going to the hotel was equally consistent with his going there in the course of his employment or for his own pleasure. The employers appealed.

The Court of Appeal held that it was for the claimant to prove affirmatively that the accident was one arising out of and in the course of the employment, and it was not enough to prove facts equally consistent one way and the other. No doubt the captain might have gone on the pier for the purposes of his duty, but the pier was not part of the area of his duty, and the claimant had not proved her right to compensation. The appeal was therefore allowed.—Hewitt v. Owners of ship "Duchess," Court of Appeal, February 16, 1910.

Although Alaska covers nearly 600,000 square miles, there are but a little over 300 miles of railroad, 425 miles of wagon road, 397 miles of sled road and 255 miles of improved trail.

There are 132 American educational and charitable institutions in the Turkish empire, and the use of the language is rapidly extending into the interior, especially in Asia Minor.

Demand the union label on all purchases!

Domestic and Naval.

The steamer City of Saltillo sank in the Mississippi River at Glen Park, Mo., on May 11, with a loss of twelve lives.

The longest motor boat race ever held is planned for the spring of 1911, the course extending from New York to Paris.

The torpedo-boat destroyer Sterrett was launched at the yards of the Fore River Shipbuilding Company at Quincy, Mass., on May 12.

The steamer Normandy sank twenty miles south of St. Johns, N. F., on May 7. All of the crew reached the shore safely in the steamer's boats.

Rear-Admiral Adolph Marix, who was in command of the little converted yacht Scorpion in the summer of 1898 while the Cuban blockade was in force, was retired on May 10.

Rear-Admiral Philip H. Hichborn, U. S. N. (retired), who was chief constructor of the Navy, died at Washington on May 1, after a long illness. Deceased was aged 71 years.

The New York Shipbuilding Company of Camden has secured a contract for building two 325-foot steamships for the Merchants and Miners' Transportation Company of Baltimore.

The British bark Reynard is reported ashore off Nuevitas and a total loss. All hands were saved and landed at Nuevitas. She was last reported in port at Cayenne on February 24, bound for Mariel.

The North German Lloyd liner Main arrived at Philadelphia on May 3 with the largest number of passengers brought by any vessel during the history of the port. She carried 2300 steerage and 50 cabin passengers.

After jettisoning part of her cargo, the schooner Annie F. Kimball, from Baltimore for Wilmington, which has been hard and fast ashore off Cape Fear, floated off without assistance and put in at Southport, North Carolina, on May 2.

Henceforth the three-masted schooner Hattie E. Giles will be in the "bald-headed" class. The edict, it is said, has caused sorrow among her crew, as the topmasts that made her a graceful-looking craft will no longer be seen on the vessel.

The United States Senate on May 12 passed the Omnibus Lighthouse bill, providing aids to navigation on practically every coast of the United States. It carries items aggregating about $2,500,000. The Senate added more than $1,000,000 to the House bill.

A wireless dispatch received at New York on May 8 from the steamer Oceania, tells of the drowning of three seamen who had gone in a lifeboat to rescue an Italian stoker who had jumped into the sea with suicidal intent. The Italian also was drowned.

The Bureau of Navigation reports that sail and steam vessels of 29,125 gross tons were built in the United States during April. The largest steam vessel included in these figures is the Charles L. Hutchinson, of 6377 gross tons, built at Lorain, Ohio, for the Raleigh Steamship Company.

The British steamship Lackawanna at Philadelphia recently from Manchester, reported that on April 20, in latitude 43 north, longitude 49.31 west, passed a large iceberg, 112 feet high and 270 feet at the base. The Lackawanna also spoke the French brig La Tour D'Auvergne, of St. Malmo, from St. Pierre, for Lisbon, on April 18, all well.

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Allen, E. N.
Andersen, A. R.
Arntsen, John
Andreasen, O. L.
Balk, Marius
Berentsen, Aolf
Beahan, Ed.
Brown, Albert
Bauton, E.
Buckland, John
Caldwell, W. M. G.
Christensen, Vigo
Christiansen, N.
Christensen, O.
Didriksen, Kerlof
Elstid, John
Elwood, Alf
Eriksen, J. E.
Faroe, A. H.
Fenslund, Wictor
Gudmunsen, Martin
Gunnarsen, John
Gustav, John
Gustafson, G. B.
Haakonsen, H.
Hakonsen, Ingar
Haltness, M.
Hansen, John
Hanson, Chas. S.
Hansen Axel M.
Haugen, Arthur
Henricksen, Adolf G.
Heitwood, — —
Helmroos, Gust
Hedemark, T.
Helmes, Gus
Higlund, Hans
Jacobson, Knut
Jamuson, James
Jahnson, C. J.
Jenson, John
ensen, A. G.
Jensen, Geo. Sofus
Jensen, Chas. -769
Johansen, Jack
Johannesen, J. H.
Johanson, Herman
Johanson, Geo. W.
Johnson, C. J. 1566
Johnson, Bernard
Kahlstrow, C.
Kahnow, A.
Kesher, K.
Kristoffensen, Emil
Kruetz, Karl
Laatz, L.
Lahtonen, F.
Larsen, Halfdan
Lewis, Geo.
Linsay, A.
Lorton, Carl
Lorin, Christ
Lund, C. 599
Lunder, Bjan
Manonen, Eric
Mitte, Richard
Mekelut, E.
Nelson, Fred
Ness, John
Nielson, Jorgen
Nurmi, V.
Nystedt, Albert
Olsen, Carl G.
Olsen, Just.
Olsen, C. E. 584
Olsen, Gabriel
Olsen, Eric K.
Olsen Rangoald
Olsen, Johan
Osmundsen, Klaus
Ostertrahn, J. V.
Quervick, Thos.
Paul, P. G.
Peterson, Oscar
Peterson, Knut
Petterson, Meyer
Petterson, Chas.-664
Pettersen, Carl Wiktor
Permin, Jens C.
Rasmussen, Akton
Rau, C.
Rimmer, Joseph
Robertson, M.
Ralstad, O. E.
Ryberg, Ove
Saari, K. G.
Schmah, M.
Schutte, R.
Smith, Johan
Staff, C.
Stapnas, L. L.
Stein, John
Svenson, G. A. 1295
Syvertsin, Ole
Thompson, James
Ticksman, Chas.
Tongersen, Ludwig
Udley, Harold
Verbrugge, D.
Wahlstedt, R. 778
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INFORMATION WANTED.

Louis Hayot, a native of Porto Rico, about 54 years old, is inquired for by Sandalio Bernard, Sailors' Union of the Pacific, San Francisco.

Jack McGrath, late master-at-arms on the revenue-cutter McCulloch, is inquired for. Address Coast Seamen's Journal.

Arthur Taplett, age 18, last heard from at Wilmington, N. C., in April, 1908, is inquired for by relatives. Please forward any information concerning him to Mrs. Eleanor M. Herman, R. F. D. No. 4, Box 310, Tacoma, Wash.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

Erwin Bausback, born at Weilheim, Germany, is inquired for by the German Consul, San Francisco. Royal Insurance Building, 201 Sansome street.

Fritz V. Jacobson is inquired for by his brother, Job Jacobson. He was last heard of in Seattle. Address Lake Seamen's Union, 70 Isabella street, Ogdensburg, New York.

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INFORMATION WANTED.

Any one knowing whereabouts of Harry Fields, sometimes called Martin Smith, kindly report to F. Ascher, 1817 Chapin street, Alameda, Cal.

Peter Nielsen, from Aarhus, Denmark, is inquired for by Christ Hansen, 230 W. Thirty-second street, Los Angeles, Cal.

Wilhelm Mahsing, last heard of as sailing on the Pacific Coast, is inquired for by his brother, John Mahsing, now sailing out of New Orleans. Address, Marine Firemen's Union, 514 Dumaine St., New Orleans, La.

The U. S. District Court in New Orleans has decided the case of John Kauer vs. the SS. Dover in favor of the libelant, and the New Orleans Agent has collected the money. Any one knowing the address of John Kauer, please communicate with the Sailors' Agent in New Orleans, George C. Bodine, 514 Dumaine St.

John Johnson, a native of Norway, born September 15, 1858, at Blegeleidet Bamle; last heard from in 1904 living at 230 Third street, San Francisco. Any one able to give any information kindly communicate with his nephew, M. Olsen, 165 Third street, San Francisco, Cal.

The five sailors who left the schooner A. J. West at Honolulu, on March 30, 1908, are requested to communicate with the Secretary of the Sailors' Union of the Pacific. The libel against the A. J. West has been adversely decided by the Federal Court at Honolulu.

Home News.

The total assessments on account of corporation tax to May 10 have been $26,023,879, and collections $224,-161.

Federal game wardens report that at least 50,000 deer have perished in Southeastern Alaska, because of the unusual severity of the winter.

An explosion on May 8 wrecked the plant of the General Explosive Company of Canada, near Hull, Quebec, killing fifteen persons and injuring fifty others.

The Burlington Railroad will spend $30,000,000 during the current year for the betterment of its system. Of this amount, $10,000,000, approximately, is to go for new equipment and power.

A wholesale interdiction against the publication of descriptions and pictures of prize-fights is proposed in a bill introduced in Congress on May 12 by Representative Smith of Iowa.

Frederick Augustus Heinze was acquitted at New York on May 12 of misapplication of the funds of the Mercantile National Bank while he was president of the institution in 1907.

De Kalb County's (Ill.) birth record was broken on May 6, when to Mr. and Mrs. John Alfred Johnson were born quadruplets, three boys and a girl, each weighing about four pounds.

In less than fifteen minutes the Senate on May 4 considered and passed the Pension Appropriation bill, carrying about $155,000,000. Senator Scott stated that 31,000 pensioners died last year.

A bill providing for the opening to agricultural settlement and development of the surface of lands which have been classified as coal lands was passed by the House of Representatives on May 12.

Former State Printer Mark Slater was sentenced to four years in the Ohio Penitentiary on May 9 by Judge Dillon of Columbus, O. Slater was convicted on the charge of certifying to false vouchers.

Wireless telegraph service from coast to coast is planned by the Continental Wireless Telephone and Telegraph Company, which was formed at New York on May 2, with a capital stock of $5,000,000.

The New York Assembly on May 4 passed without dissent the Uniform Divorce bill. It provides for a broader recognition of divorces granted by other States and for substitute service in divorce actions.

The Federal Grand Jury at Savannah on April 30 returned indictments against the Cudahy Packing Company, Schwarzschild & Sulzberger, Swift & Co., the Armour Packing Company and Nelson Morris & Co.

The will of Mark Twain, filed for probate at Redding, Conn., on May 3, leaves the entire estate to the surviving daughter, Clara Langshorne Clemens, wife of Ossip Gabrilowitch. The estate is valued at about $200,000.

The resolution pledging New York to the Income Tax amendment to the Constitution of the United States died in the Assembly on May 3, when a motion to reconsider the vote of two weeks ago failed of passage by a single vote.

The British Columbia Government on May 3 promulgated an order declaring a three years' closed season for Vancouver Island wapiti (American elk). The extinction of these animals is threatened by recent promiscuous slaughter.

Labor News.

Scottish bakers in 1888 only earned from 20s to 23s per week. The average wages now stand at from 28s to 35s per week.

The Labor Council of San Francisco has inaugurated a movement to raise a fund of $200,000 for the purpose of building a Labor Temple.

Arbitration proceedings between the forty-nine Western railroads and the organization of locomotive firemen opened at Chicago on May 13.

An agreement has been reached by the manufacturers and the unions engaged in the hat industry at Danbury, Conn., which provides for arbitration of all disputes.

With the exception of one American at the head of each different department, the entire staff of the Government Printing Office at Manila, P. I., is composed of Filipinos.

Five hundred employes of the United States Cotton Mills at Central Falls, R. I., were thrown out of work on May 11 by a strike of 120 weavers for wage increases of 10 per cent. The entire plant was closed.

Judge William Lee Chambers of Washington, D. C., was on May 10 appointed as third arbitrator of the controversy between forty-nine railroads, operating in the territory west of Chicago, and the Brotherhood of Locomotive Firemen and Enginemen.

Considerable trouble is anticipated over the proposed increase in wages demanded by the carpenters of Stockton, Cal., which they wish to go into effect July 5. The union wants 60 cents per hour, or $4.80 for a regular eight-hour day, as the minimum wage.

As a result of a referendum vote, the Western Federation of Miners will ask for a charter from the American Federation of Labor, the proposition carrying by 7500 votes. Out of the 265 locals in the Federation only five voted against the proposed affiliation.

An attempt of the Russian immigrants on April 29 to storm the Honolulu police station and effect the release of their leader, Vasilieff, has brought the Russian trouble to a head, and United States Attorney Breckons is taking steps to deport as many of them as possible.

It is now officially explained that Peter Bowling was leg-ironed while journeying to jail because the regulations provide such ironmongery for sentences of two years and over. When will New South Wales officialdom get the virus of Botany Bay out of its blood? asks the Worker.

The London Clarion acknowledges receipt of £13 11s from the Canterbury Trades ad Labor Council, bringing the New Zealand contribution to the Bread Fund for the relief of starving families in Britain up to £2479 19s, of which Otago sent some £1800.

The industrial agreement between the New Zealand Tailoresses and other clothing-trade employes and the Clothing Manufacturers has been filed with the Clerk of Awards, and will remain in force until May 26, 1912. The award embodies the agreement of the parties without alteration.

At the recent sitting of the Arbitration Court in Wellington, N. Z., application to add parties were granted in regard to the following awards: Carpenters' and Joiners' Award (country), Carpenters and Joiners (Wellington), Tailors', Tailoresses' and Building Trades and Laborers' Awards.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aase, Andrew
Adamsen, W. O.
Aguilar, Santos
Ahern, D.
Allan, Wm.
Allen, G.
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Boye, Axel
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Curran, N.
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Andersen, Fred
Alander, K. W.
Buchtmann, F.
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Barry, Thomas C.
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ALASKA FISHERMEN'S LETTER LIST.

San Francisco, Cal.

Letters at the Alaska Fishermen's office will be advertised for six months only and will be returned to the Post Office at the expiration of seven months from date of delivery.

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Alfonso, J. G.
Albertsen, P. H.
Antonsen, Carl
Anderson, Oskar
Benson, John
Balzani, Pietro
Benvon, Fred
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Cutino, Gaetano
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Bryan, G. T.
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Brandt, Nils
Bregler, Fred
Caldwell, J.
Carlsen, Carl
Castel, G.
Christie, M. R.
Collens, F.
Cooley, Howard
Davis, John
Faccett, Sam
Fisko, Oluf
Gardiner, J.
Grass, Charles
Graves, Sam
Gunther, Hans
Hallberg, Oscar
Hansen, -1576
Hansen, Ole
Haupt, E.
Hauser, Charlie
Hodberg, H.
Heesche, Henry
Hess, E.
Jacobsson, John
Jarf, K.
Jensen, T. M.
Jensen, L.
Johansen, H.
Johannsen, Carsten
Johansson, Teodor
Johansson, -2019
Johansen, -1593
Johansson, -1874
Johannessen, Josef
Johnson, Frank
Johnson, Hilmer
Johnson, Roy W.
Johnson, -1201
Johnasson, Axel
Jorgenson, Arthur
Isacson, -140
Karken, G.
Klahn, Karl
Langhelm, Paul
Langward, C.
Larson, Albin
Larson, M. A.
Lehtanen, John
Lorentzen, Ernest
Lind, Gust.
Lindroos, W.
Linquist, Gust.
Loun, Martin
Luhkenen, Peter
Lundgren, Chas.
Maibohm, Hans
Mattson, Karl J.
Nielsen, -1049
Nordberg, Julius
Nystrom, R. E.
Olsen, Valler
Olsen, Carl Oscar
Olsen, John
Olsen, Martin
Olsen, S.
Olsen, Sigfried
Olson, E. A.
Olson, Wiljam
Olson, Wilhelm
Olsson, E. -966
Orten, Sigurd
Osterlund, A.
Peterson, C.
Peterson, -2404
Peterson, O. -853
Petersen, Wilhelm
Pettersen, -1013
Pettersen, -1056
Petterson, Oscar
Pierson, Andrew
Polson, -641
Quinn, W.
Rasmussen, N. C. -485
Rosa, K. G.
Ryan, C. W.
Saarinen, H.
Saland, Hans
Sandqvist, G.
Saul, F.
Simon, August
Soderstrom, J. A.
Sorensen, Karl
Sparre, L.
Squires, J.
Stenersen, Charles
Stevens, Scott R.
Sunde, Albert
Sweedris, Albert
Swanson, M.
Thompson, C.
Thorn, Arvid
Tolepsen, A.
Tonnesen, A.
Torjussen, G. -41
Vurio, John
Vogel, M.
Wedequist, A.
Wells, Leo L.
Winters, C.
Wishaar, E. B.

PACKAGES

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Pedersen, -1093
Ugla, Fred.

INFORMATION WANTED.

Wilhelm Pemoeller, a ship's carpenter, who was discharged from the German sailing vessel Nordsee on February 14, 1908, and Johs. Herm. Ditz, a machinist, who left the German steamship Arabia in September of last year, are inquired for by the German Consulate at Portland, Oregon.

Sigurd Orten, a member of the Sailors' Union of the Pacific, is inquired for by relatives. Address, Coast Seamen's Journal.

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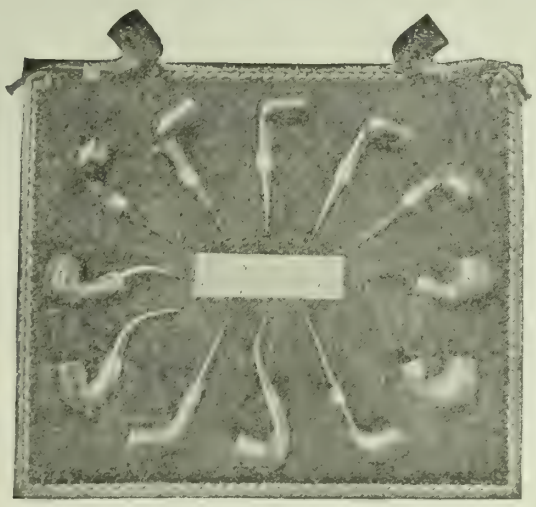
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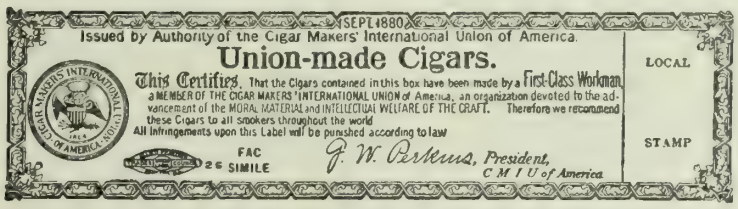
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INFORMATION WANTED.
Nils Reynolds, aged 47, is inquired for by his sister. Address, Coast Seamen's Journal.

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INFORMATION WANTED.
Josef Jurek, a native of Rosdzin, Germany, is inquired for by the German Consul, 201 Sansome street, San Francisco.

Any member of the crew of the barkentine Arago when John McLaughlin, donkey man, was injured while loading at Caspar, Cal., last October, please report to Attorney F. R. Wall, Merchants' Exchange Building, San Francisco. By doing so they will very much assist McLaughlin in obtaining his rights.

News from Abroad.

After five days' operations, the Turkish troops, with a loss of 200 killed or wounded, have cleared 4000 Albanians out of Tchernovola Pass, near Prierend.

The list of dead in the earthquake disaster which destroyed Cartago, Costa Rica, on May 4, now numbers not less than 1500. The earthquake lasted twenty-four seconds.

Two persons were killed and two seriously injured in a political riot at Vehseczy, Hungary, on May 10. The ex-Premier, Count Tisza, while returning from a political meeting, was stoned.

The total annual cost of Germany's land and sea defense is now $244,350,000, without taking account of the 600,000 to 700,000 able-bodied men who are kept from profitable employment, representing in productive capacity as much as $375,000,000 a year.

An Imperial Chinese edict issued on May 9 summons the National Assembly to meet October 3, and announces the appointment of ninety-six members representing all classes. The edict urges the people to prepare for a constitution and parliament

Several million pounds sterling of insurance on the life of King Edward will be paid by Lloyds and other companies. The promoters of many exhibitions and merchants who are likely to incur loss through the death of the King made a practice of carrying insurance on his life.

The Federated Painters of New Zealand held a conference in Wellington on March 26. Representatives from all centers of the Dominion attended. One of the many remits discussed was the proposed consolidation of Labor into a political party. Favorable answers were received from all quarters.

In the United Kingdom the membership rolls of trade-unions contain over two and a half million names. In Australia, where the first trade-union was formed about sixty years ago, there are nearly 300 unions, embracing all branches of industry, with over 120,000 members, and controlling funds to the value of over £100,000.

The recent Sydney Labor Congress adopted a resolution that the Industrial Disputes Act be amended to provide absolute preference to unionists. Resolutions were carried in favor of compulsory insurance against sickness, accident, old age and infirmity by the State, and also a proposal to establish a labor daily newspaper.

With regard to the wages clause in the Dunedin (N. Z.) Builders' Laborers' dispute, it has been agreed that the minimum rate of wages to be paid for hodcarrying, at scaffolding, men in charge of derricks, and men wheeling bricks on scaffolding shall be 1s 1½d per hour, and other laborers employed in building operations to receive 1s per hour.

As Dowager, the first England has had since Queen Adelaide, relict of William IV, the widow of Edward VII will be entitled to an annuity of $350,000. It is considered highly probable that the Government will provide for the upkeep of Sandringham or any other palace she may choose as her own, and may also increase her yearly allowance, for she is very popular with the English people and will be accorded liberal treatment.

With the Wits.

The Dachshund is a funny sight,
As on his way he calmly jogs.
Though short his legs, his pants are quite
As long as those of other dogs.
—Judge.

Resemblances. — "That flirtatious woman wears magnificent jewelry."

"Yes," replied Miss Cayenne, "she acts like the queen of hearts and looks like the ten of diamonds."—Washington Star.

Between the Lines.—Miss Pasleigh—I have had my picture taken once every year since I was ten.

Miss Youngthing—Oh, do let me see one of the old daguerreotypes. They're so quaint.—Roseleaf.

Rural Amenities.—Fair Passenger—But, good gracious, why didn't the train stop here? It is supposed to.

Porter—Yes, Miss, but the engine driver has quarreled with the station master.—Pele Mele.

Gave Him the Lemon.—Dibbs—What do you think? My wife has skipped to that divorce colony in Nevada. Isn't she a peach?

Dobbs—A peach? She's a peach o' Reno.—Boston Transcript.

Inside and Out.—Speaker Cannon, at a dinner in Washington, said soothingly to a young suffragette:

"After all, you know, there is room for both men and women in this world. Men have their work to do and women have theirs.

"It is the woman's work to provide for the inner man and it is the man's to provide for the outer woman."—Washington Star.

Her Markswomanship.—The militia boys were going away to camp on the morrow, and as Lieutenant Wellington Grant Smith parted with his sweetheart on the piazza, she said, "I shall stand here to-morrow as you march past, and throw a kiss at you."

But her soldier-lover said, "No, don't do that!"

"Why not?" she asked.

"Because," laughed he, "ten to one you'd hit the captain."—Judge.

Joint Accounts

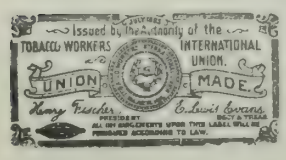
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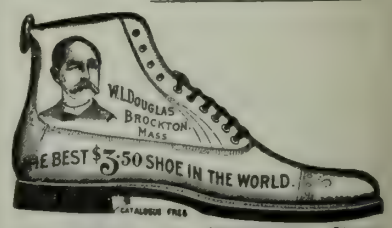
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FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXIII, No. 36. SAN FRANCISCO, WEDNESDAY, MAY 25, 1910. Whole No. 2070.

HEARINGS ON SEAMEN'S BILL.

THE REMARKS of Mr. Andrew Furuseth at the hearings on the Seamen's bill before the Committee on Merchant Marine and Fisheries of the House of Representatives, on February 24, were published in these columns several weeks ago. Following are the remarks of Mr. V. A. Olander upon the same occasion:

Mr. Olander: Mr. Chairman, I want to speak of the situation on the Great Lakes and to say that experience up there proves the necessity of some law, and we believe that the one contained in the bill before you is the proper one to compel vessels to carry a sufficient number of competent seamen. I am going to try to be just as brief as I can. The situation up there is this, that the entire deck crew, let us say of a steamer of 5,500 gross tons, a steamer about 600 feet long, when out of port consists of the following: One captain, 2 mates, 2 wheelsmen, 2 watchmen, and 2 deck hands. These deck hands usually work all day on deck scrubbing and painting, and are not required to have any particular knowledge of seamanship, and they sleep all night. Now, that leaves the watch during daylight to consist of 1 mate, 1 wheelsman at the wheel, 1 watchman anywhere about the ship, and 2 deck hands around the deck; at night, 1 mate, 1 wheelsman at the wheel, 1 watchman on lookout, looking after the lights, sounding the ballast tanks, and doing the other necessary work that has to be done even at night. That is her entire deck crew when under way on the Lakes.

Mr. Wilson: What is the average time for a trip of that vessel, how many days, and what distance does she travel?

Mr. Olander: The distance between ports will average about 800 miles. The time of the trip will average about twelve days.

Mr. Wilson: That is, going and coming?

Mr. Olander: Yes; going and coming. Probably a couple of days of that will be consumed in loading and unloading.

Mr. Wilson: These remarks of yours are being confined to cargo vessels, not passenger vessels?

Mr. Olander: This type of vessel is a cargo vessel.

The Chairman: How long has that been the practice, to carry that number of crew?

Mr. Olander: On cargo vessels that about illustrates the practice ever since I have been sailing, about nineteen years.

Mr. Hobson: Are these ore vessels?

Mr. Olander: With the ore vessels; yes. Let me say, however, Mr. Chairman, that there has been a great change in the character of the vessels on the Lakes within the last eight years. The big steam traders, 600-footers, have come out very recently, and there has been practically no increase in the crew to speak of.

Mr. Hobson: Do I understand those are the whalebacks?

Mr. Olander: There are only two or three whalebacks up on the Lakes now. They have practically gone out of existence.

Mr. Wilson: On that point, how many hours do these men put in of continuous work, if you know?

Mr. Olander: When under way out on the Lakes they stand watches of six hours on and six hours off. The whole deck crew, however, with the exception of the watchman, is required to be on deck while in port. They may, for instance, get into port at 6 o'clock in the morning. They are up all day and they may get unloaded about 10 or 11 o'clock at night, and leave port, and the watch that has been up then from 12 o'clock the previous night has got to go again on watch at 12 o'clock at night and stay until 6 o'clock the next morning. That is a common occurrence on the Lakes. A vessel, for instance, may arrive at the Soo; the wheelsman, who is off duty, is kept on deck while locking through the Soo. Occasionally they lock through there pretty lively. More often he loses three or four hours' sleep, practically breaking his entire watch below, and then after being on deck, being up about twelve hours, he has got to steer another six hours, most of that in the Soo River, which gives him practically an eighteen-hour watch, twelve of those hours being at the wheel.

I want to say, and I think this perhaps might interest the committee, that on the Great Lakes we have a fairly large percentage of native Americans sailing, and quite a large percentage when you take into consideration the naturalized citizens as well. Of native Americans, I find that the records of our union show about 60 per cent, and I estimate that fully 85 per cent of the men who sailed on the Lakes under normal conditions two years ago were naturalized or native Americans, and we find it is mighty difficult to get them to remain. Our organization, by keeping its initiation fee down, by trying to induce the young American to seek employment on the Lakes, has succeeded each year for several years past in bringing in a great many such men, but we find it almost impossible to keep them any length of time, to keep them sufficiently long to make able seamen out of them. They come, but they leave in very great numbers.

Mr. Wilson: Since this strike on the Great Lakes a year or so ago has the personnel of the seamen of the Great Lakes been changed to a material extent?

Mr. Olander: Of the men sailing, very decidedly; very much. Most of the vessels on the Lakes during the last year have been operating, with exception of the unlicensed men on them, with men almost entirely without previous experience, many of them unable to speak the English language.

Mr. Wilson: Then the condition you referred to previously was about the time before this strike occurred, was it not?

Mr. Olander: Yes; the condition I spoke of in beginning my remarks is the normal condition, without any labor difficulties.

The Chairman: What proportion do you say can not speak the English language—could not last year?

Mr. Hardy: When that strike was on and when those troubles were on?

Mr. Olander: That varied during the season. Early in the year there was a very large proportion. I would not attempt to make estimates on that. I could not be quite sure of them. There was a very large percentage. During the summer that percentage dropped, and it increased again in the fall. Most of those men who could not speak English were mill laborers from the steel mills either in South Chicago or Gary or from the Pittsburg district.

The Chairman: How do you know—by actual experience? Only from hearsay, I take it.

Mr. Olander: I have seen the men shipped aboard the vessels, Mr. Chairman; that is the way I know. I have stood at the locks at the Soo and seen them aboard of the ships, and have tried to talk with them. During the strike we were compelled to get out many thousand circulars in foreign languages in order to get the information to the men that there was a strike on. We had to use those foreign circulars in every port on the Lakes where we had any men stationed.

Mr. McKinlay: Has any attempt ever been made to take an exact record of the different nationalities of those who could not speak English at all, or is this just the result of your observation in a casual way?

Mr. Olander: We did not try to get figures on that, because we found the shifting was so tremendous it was almost impossible to keep track of them. There was a time last summer, basing our estimates on two points where the men came ashore, where there were leaving the vessels of the Lake Carriers' Association, each week over 2,000 men, and they were bringing in a like number to take their places.

Mr. Hardy: These who came in to take their places were largely from the steel works, Pittsburg and elsewhere?

Mr. Olander: The foreign-speaking element were from that district.

Mr. McKinlay: Will you state right there what wages were being paid at that time for common seamen or deck hands, or whatever you call them, for that work?

Mr. Olander: During the summer the deck hand gets $30 a month. The wheelsmen and watchmen get $50 a month. After October 1, for the months of October and November, that is increased to $40 a month for deck hands and $65 a month for wheelsmen and watchmen.

Mr. McKinlay: What experience would be required for wheelsmen and watchmen before they could perform the duties and receive those wages?

Mr. Olander: There is no standard, and last season, in fact the last two years, they took anybody for those positions, of course with officers to break them in.

Mr. McKinlay: What standard do your union rules require?

Mr. Olander: We have an examination. We insist that a man shall have one year's experience as a deck hand before he qualifies for a watchman, and that he shall have had some experience as a watchman, and we usually require some recommendation, not necessarily written, from some of the men he has sailed with, before we accept him as a wheelsman.

Mr. McKinlay: Of character or efficiency?

Mr. Olander: Character and efficiency, both.

Mr. McKinlay: And he must have experience before he is employed as a deck hand?

Mr. Olander: No; we have no standard there.

Mr. McKinlay: Are these your union rules, or do you endeavor to have the boat companies adopt the rules?

Mr. Olander: Those are the union rules.

Mr. McKinlay: Yes.

Mr. Olander: Up to two years ago, however, they were enforced with the consent of the ship-

owners; that is, there was no objection on their part.

Mr. McKinlay: Until this strike came they recognized your union regulations and hired their men accordingly?

Mr. Olander: Yes.

Mr. McKinlay: Up to the time of the strike?

Mr. Olander: Yes; there was never any dispute between the owners and ourselves on that question.

The Chairman: Is the strike still in force?

Mr. Olander: Yes, sir.

Mr. McKinlay: What was the main point in dispute in that strike?

Mr. Olander: After several years of trade agreements, in the spring of 1908 the Lake Carriers' Association ignored the request of the unions for the usual conference and adopted a resolution which they claimed was a declaration of an open-shop policy; and some weeks later enforced that so-called open-shop policy by going to the men, our members, aboard of the ships, and saying to them: "This is open shop. You must give your union book to us and renounce membership in the union, or we will discharge you." That prevailed throughout the season of 1908. It was a lock-out, and the unions set to work to break through it. We did that by the members denying their membership in the unions and hanging on to their jobs. In the spring of 1909 the Lake Carriers' Association inaugurated an industrial passport system which they denominated the "Welfare" plan, and against that the men struck, and they have been on strike since the 1st of May.

Mr. McKinlay: How about the wages; have they been reduced or raised, or has there been any difference in any way?

Mr. Olander: Just previous to the strike a number of the vesselowners—I am not certain that the Lake Carriers' Association took this action—but a number of the larger vesselowners decided that they would not pay the usual fall increase that year, and when the season opened they paid the same scale, but when the 1st of October came they had evidently changed their minds upon that subject, and they paid the usual scale of $40 and $65 also.

Mr. McKinlay: As against $30 and $40?

Mr. Olander: Yes.

Mr. McKinlay: That was a raise?

Mr. Olander: Yes, as against $30 and $50. They paid the men the usual scale.

Mr. Wilson: Those that came in to take the places of the union men, they paid them the same wages?

Mr. Olander: They paid them the same wages, and a great number of our men have reported to me that they had received word from their former captains, captains of ships that they had sailed on before, that if they would consent to ship, in order to get experienced men on board of that ship they were willing to pay a great deal more than the usual scale of wages.

The Chaiarman: But they reserved the right to employ whom they pleased; is that it?

Mr. Olander: The owners of the vessels on the Lakes now while engaged in the strike will take anybody who wants to work upon the vessels, regardless of who they are. That is in order to break the strike. Previous to that they would not employ any man—that is during the season of 1908 they would not employ any man—who had never sailed on the Lakes before, who could not produce a union book and turn it over to them and renounce his allegiance to the organization. They required after that, during 1908, that they sign declarations, and after that in a great many instances that they take an oath, renouncing all allegiance to the organization.

The Chairman: Was that in the Lake Carriers' Association or outside of it?

Mr. Olander: That was entirely in the Lake Carriers' Association.

Mr. Wilson: Have you any of those affidavits and statements which were signed by those men?

Mr. Olander: Yes.

Mr. Wilson: I would like to see them.

Mr. Hardy: I would like to have them incorporated in the record.

Mr. Wilson: Certainly.

The Chairman: I think in the last hearing, when that question was raised, Mr. Livingstone stated that in every instance, whenever it came to his knowledge that such a thing had been done, it was immediately revoked.

Mr. Alexander: That is, the continuance of the practice was forbidden.

The Chairman: Yes.

Mr. Hobson: Do I understand that membership in the union disqualifies a man for being shipped?

Mr. Olander. Yes.

The Chairman: That was denied by Captain Livingstone, of the Lake Carriers' Association, at the last hearing. He said whenever such a thing was brought to his notice, orders were given to have the practice immediately stopped.

Mr. Hardy: And the people who made that statement were asked to produce affidavits, and these are such affidavits?

Mr. Olander: Yes, sir.

The Chairman: He did not say it never was in use, he said that it was in use, and when the practice came to his notice he immediately gave orders stopping the practice. I think that is what was stated in the testimony.

Mr. Olander: Yes.

Mr. Hobson: Can you give us an idea of the number of union books that were required to be surrendered, or the number of men you estimate had been approached and called on to renounce their allegiance?

Mr. Olander: Probably in the neighborhood of 6,000.

Mr. Hardy: Will you in that place explain the welfare proposition?

Mr. Wilson: Right there, while you are on that, how many members, or employes, we will say, are there on the Great Lakes in the transportation business running vessels? What I am getting at is, how many men are used in the transportation work of the Great Lakes?

Mr. Olander: Not counting those employed on tugs or yachts, and small craft of that description, I would estimate there are about 20,000 men employed on the Lakes, counting the officers of the ships as well.

Mr. Wilson: Right on that point also, of those 20,000 men, say up to 1908, how many belonged to the unions, so employed?

Mr. Olander: The organization that I represent has in its membership the unlicensed men composing the deck crew. They would number, in rough figures, I should judge, about 9,000 men. Practically all were members. Practically all of the firemen were members of the firemen's union, and practically all of the cooks were members of the cooks' unions. The licensed men during recent years have not had any organization, and my opinion is that practically all of the marine engineers belong to the marine engineers' union.

Mr. Hobson: Could you give us an estimate of the length of time over which the practice of calling on the men to renounce their allegiance to the union extended?

Mr. Olander: It extended from about June 10, 1908, up to the close of navigation of that season.

Mr. Hobson: Was it extended into 1909?

Mr. Olander: In 1909 they inaugurated the industrial passport system, or the "Welfare" plan, and the ships had just about got started, and the crews were just about getting aboard, and everyone knew there was a strike coming, but that movement had not been begun then. The members of the organization that I represent directly, in considerable numbers, went into the Lake Carriers' offices, acting upon advice given by myself, and got out those books and took the "Welfare" book. I want to frankly state that our intention was to take them. We knew it was coming under that system, and we proposed to take as many as we could get apiece. We knew that it was a blacklisting system, and we went in there with a view of getting two or three apiece to hold until later in the season, and then inaugurating a strike. We had to strike a little earlier than contemplated.

The Chairman: Will you furnish us a statement as to the quarters furnished the crews on the Lakes, as compared to what they are in other vessels?

Mr. Olander: Yes, sir.

The Chairman: I think this whole subject you are on was fully gone over in the last hearing, and both sides were heard fully, and both sides were given opportunity to present the facts. I do not see why it should be duplicated. I mean the facts you have stated with regard to the employment and pay of the employes were gone through fully at the last hearing.

Mr. Wilson: When was that hearing?

The Chairman: A week ago to-day. We sat here from half past 10 until a quarter past 2 o'clock.

Mr. Hobson: Mr. Chairman, I was not able to be at that hearing.

The Chairman: Everything will be printed. All the hearings of both sides will be printed.

Mr. Hobson: May I ask that this witness be allowed, without going into the reading of his papers, to file any papers bearing on that point of the disqualification?

The Chairman: Papers were filed in the other hearing, and we ought not go to the expense of duplicating them.

Mr. Hardy: I thought there was quite a controversy between the two sets of witnesses.

The Chairman: Yes; but all the facts were filed at that time, just the same.

Mr. Hardy: But this side was allowed to produce these very affidavits and to bring further evidence in substantiation of their claims.

The Chairman: Yes; they had permission to furnish them to go in that hearing.

Mr. Hardy: I thought they came back here to-day for the purpose of presenting those affidavits and substantiating the claims they had made.

The Chairman: No; this is a different bill that we are on to-day.

Mr. Hardy: Yes; it is a different bill, but these matters were along that line.

The Chairman: One side stated one thing and the other side stated another thing.

Mr. Hardy: These matters have been filed in the record?

The Chairman: Yes.

Mr. Hobson: Mr. Chairman, the point comes out in connection with your statement that an official of the shipowners stated the other day that they did not intentionally and willingly forbid membership in the unions, and I simply ask that if there is any documentary evidence in refutation of that, without taking the time of the committee, they be allowed to file that evidence with the committee.

The Chairman: There was documentary evidence a week ago, showing that, and that certain cases had arisen, and that documentary evidence was filed. The agreement was last week that we would hold the report of the hearing, and that any documents they wished to file would go in the hearing of last week. I am now holding that hearing.

Mr. Hobson: Let these documents go in that hearing, then.

Mr. Alexander: They are not germane to this matter.

Mr. Olander: To get right down to the necessity of the law specifying some standard of efficiency and the number of crew, here are some copies of some advertisements that appeared in some of the papers on the Great Lakes. This advertisement appeared in the Ashtabula (Ohio) Beacon-Record, in the month of July or August, 1908:

"Sailors wanted. Young men from 18 to 30 years of age, who have never sailed before, are wanted at Lake Carriers' shipping office, harbor. Wages from $30 to $50 per month and board. Good chance for energetic young men who will devote themselves to the business. Gus. J. Hoffman, Shipping Master, Kahne Block Harbor."

Then follows this clipping from the Ashtabula (Ohio) Beacon-Record of June, 1909:

"Wanted—Firemen and deckhands; experience not necessary. Wages, $30 to $50 per month and board. Apply Lake Carriers' shipping office, Ashtabula Harbor, Ohio."

(At 12 o'clock m. the committee adjourned until to-morrow, Friday, February 25, 1910, at 10:30 o'clock a. m.)

Committee on the Merchant Marine and Fisheries

Friday, February 25, 1910.

The committee was called to order at 10:50 a. m., Hon. William S. Greene (chairman) presiding.

Mr. Olander: Mr. Chairman and gentlemen, as further evidence of the necessity for the enactment of a law setting a definite standard of individual efficiency, skill, and number of the crew, I want to read and afterwards file some extracts from the printed proceedings of the fifth annual convention of the Pittsburg Steamship Company's Masters and Officers, which was held at Cleveland, Ohio, in January, 1909. Mr. Coulby, who is referred to in these proceedings, is the president and general manager of that company. Mr. Kelley is their attorney, or one of their attorneys, and the others are captains in the employ of the company.

Mr. Goulden: Will you please tell us just what the Pittsburg Steamship Company is made up of; who are they?

Mr. Olander: It is a company owning a fleet of about 100 vessels, possibly more.

Mr. Goulden: Lake vessels?

Mr. Olander: Yes, sir. It is the Lake end of the United States Steel Corporation.

Mr. Goulden: I just wanted to know who they were and what they represented.

Mr. Olander: The portion of the proceedings that I refer to are as follows. On page 25, Mr. Kelley, the attorney for the company, is speaking. It is as follows (reads):

"Mr. Kelley: * * * What I am looking at is this—and I am not prepared to put myself across the railroad track at all—but what I am afraid of is, that, at least for a time, until we can educate the courts and lawyers on the other side, we are going to be met when we go into court by 'What was your position on the boat?' 'I was an able seaman.' I hope that the judge would be big enough to see through it, but they might not know what an able seaman was and it would take quite a while to make them see. My impression is that we would be met with a howl from the other side with what they called an able seaman, etc., and that for a time at least, it would make the legal department some trouble. This may not be a fact that would be worth while considering, because I realize the real fact that you would have a man who would possibly be above the ordinary watchman. What is the object to be gained by it?

"Mr. Coulby: The object to be gained is this: We are paying wheelsmen and watchmen the same monthly wage. The wheelsmen have a tendency not to do anything but steer and in a good many cases the men shipped as watchmen have never been on a ship before. I do not think this is right. I believe when we pay $50 per month we should have a man with experience enough to be a good lookout and also stand his trick at the wheel, so that they can relieve each other.

"It amounts to this: we will carry four wheelsmen and we will use two of them as lookout men.

"Mr. Kelley: I don't know as I can see any objection to that.

"Mr. Coulby: The only point I care to have cleared up is the one that Captain Leisk raised, that the Rogers is not supposed to go out without she has two wheelsmen and two watchmen or lookout men, and as I understand it, Captain Leisk, that is stipulated in your inspection papers?

"Captain Leisk: Yes, sir; that's it.

"Mr. Coulby: Well, then, Mr. Kelley, will you look that up and give us a report in the morning? I suppose I could cut out the wheelsmen and watchmen and carry six mates if I wanted to, etc.

"Mr. Kelley: I don't think that objection would amount to much. Your papers, Captain

(Continued on Page 7.)

ATLANTIC NOTES.

Much has been said in criticism of the number of delegates employed by the affiliated unions in the port of New York by those who do not know the port fully. For the benefit of those "kickers" the following clipping is inserted:

New York's Water-front.

Any one who would take in the entire water-front of New York City would travel a journey of 341 miles.

Didn't know New York was so big, hey! Well, it is; and what is more, the representatives of the unions are compelled at times to visit some of the outlying ports in Jersey and Long Island.

The bill to repeal the State law that made it a crime to "persuade or attempt to persuade, assist or attempt to assist a seaman to leave his vessel before the expiration of his contract of service therein," was introduced as usual in the Massachusetts Legislature, and in due course of time we had a hearing on the matter, as has been noted in the JOURNAL.

On April 8 a bill was reported in the Senate as a substitute for our bill. This Senate bill repealed only the "assisting or attempting to assist."

This bill was adopted by the Senate and the matter went over to the House, where, through the efforts of Representative Fogg, of Newburyport, our bill was substituted for the Senate bill.

It then went back to the Senate, and there it had a stormy passage, roll call after roll call at every stage, but through the persistent work of Senators Bunting, Teeling and Mahoney, it was passed to be engrossed on May 5, and immediately upon the motion of Senator Mahoney, the rules were suspended and the bill enacted. It is now before the Governor and it is generally conceded at the State House that he will affix his signature.

A bill of great interest to labor has also just passed both Houses of the Massachusetts Legislature and now awaits the Governor's signature. It is known as the "Peaceful Picketing Bill," and provides that no injunction shall be issued against the peaceful persuasion of anyone to do anything that is lawful for him to do. I don't think it of much good, but at the same time it will not do much harm. There was an effort made to insert an amendment to the effect that there should be no persuasion to break any existing contract, but the amendment was defeated.

The "Eight-Hour" bill passed its last stage in the Senate on May 11, and will be presented to the Governor within a few days in its original shape. During the last campaign the Governor promised that if this bill was again presented to him in this shape that he would again veto it, and it is expected that he will keep his word—veto the measure.

The objection he raises is to Section 5, which provides that any one working more than eight hours on any public works shall constitute prima facie evidence that the contractor is violating the law.

A resolution asking for a National Convention for the purpose of amending the United States Constitution to provide for the election of United States Senators by popular vote, was passed to the third reading on May 10 in the House, after a very long and hot discussion. It seems that at the bottom of the whole thing is an effort to remove from Washington our senior Senator. It is doubtful, however, if the resolution will pass the Senate, as undoubtedly the whip will crack.

In watching the Massachusetts Legislature in the matter of labor legislation, a very peculiar condition is brought to mind. At the first of this session a bill was introduced known as the Fifty-four Hour bill for women and children, providing that no woman or child shall be required or permitted to work longer than fifty-four hours per week. The bill went through the House all right, but was killed in the Senate by a tie vote, the Speaker voting in order to make the tie. On the other hand they passed a very effective Eight-Hour bill for men, a bill that will fine very heavily the employer that will allow or permit any employe on public work to work more than eight hours in any one day. This bill passed the Senate by a vote of twenty-two to fifteen. Funny how much difference the right of franchise will make at times!

The Clyde and the Morgan lines, out of New York, have been "persuaded for the good of the service" to increase the pay of the deck crew $5 all around for the unlicensed men. It looks as if some of the other lines may be induced to follow suit shortly, as seamen have been getting scarce on the Coast lately, as many are leaving the merchant ships to go yachting, and, as a matter of fact, the steamship people have lately been getting a taste of what it means to have competent men, and they are anxious to keep that class of men.

The experience of the master and the owners of the steamship Santurce, when she was in collision with the oil tank Ligonier, when the crew of the former deserted the ship, immediately jumping on board the Ligonier, leaving the officers to beach the ship. Inefficient "land-sailors," of course.

WM. H. FRAZIER.

Boston, Mass.

A local mining company has recently struck a 30-foot seam of iron ore near Halifax. The tunnel leading to this seam is 1½ miles long under the sea. The same company is also interested in coal mining. Its output for 1909 will be at least 800,000 tons of coal.

An American owner of a pig ranch on the site of the volcano of Kilauea, on the island of Hawaii, makes use of the crater's heat to cook for his stock vegetable food raised on his property.

Recent improvements in machinery for spinning asbestos have resulted in the manufacture of thread from the mineral so fine that a mile of it weighs but a pound and a half.

A New York man has been granted a patent on a refrigerator to be suspended from a window sill. The sides are made of netting, to permit free circulation of air, at the same time keeping out insects.

Demand the union label on all purchases.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Unions, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 85 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques v puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

World's Workers.

The Stage Employes' Union in Australia having federated, an injury to one is now an injury to all of them.

A disinclination by employers to engage married couples with children has been noted by the New Zealand Government.

Negotiations are proceeding for the federation of the bakers' and pastry cooks' unions of New Zealand, and to that end a conference will shortly be held.

The Amalgamated Society of Carpenters and Joiners in Victoria has applied for registration under the Commonwealth Conciliation and Arbitration Act.

Bricklayers and masons at Port Pirie, Australia, on the Broken Hill Proprietary Works, have come out in sympathy with the action of the executive of their unions in Adelaide.

The dispute between the Canterbury (New Zealand) Brick, Tile, Pottery and Clay Workers' Union and the employers in the trade has been referred to the Arbitration Court for settlement.

The Dunedin (N. Z.) Trawlers' Industrial Union of Workers has been registered. It comprises thirty members, who laid certain demands for altered conditions of work and increased wages before employers.

The "free" wharf laborers of Sydney, disgusted at employers rejecting them for union men as soon as strike troubles were over, have formed themselves into a "union," and obtained recognition from the Wages Board.

The award of the Wages Board in the Brisbane (Australia) furniture trade has failed to give satisfaction, and the employes in the polishing department of a certain firm struck work. The award is 1s 2d per hour for forty-four hours.

The Newcastle (Australia) Wharf Laborers' and Coal Trimmers' unions have completed the formation of a co-operative company to do the stevedoring work at that port. It is stated that several big shipping companies are standing behind the unions.

In existence for close on twelve months, the Locomotive and Cleaners' Association of New Zealand has now attained a membership of 1000. The union is an offshoot from the Amalgamated Society of Railway Servants, and aparently is going to develop.

The Wellington (N. Z.) Branch of the Amalgamated Society of Engineers has cited 144 employers in Wellington district as parties to an industrial dispute between men and masters. The demands came before a Council of Conciliation on April 13.

The Sydney (Australia) Clerks' Union has published a report giving rates of wages paid in that city. In one bank the scale of salaries is reported to run: First year, £40; second year, £60; third year, £80; fourth year, £101. "The position after the fourth year," the report adds, "is heaven help you."

In the Government labor exchanges in Berlin there is a large assembly hall, to which work-seekers are able to resort during the day, with galleries which alone seat 1400 persons, a reading-room supplied with books and newspapers, a canteen, workrooms for tailors and shoemakers, in which repairs are made at the all-round charge of just over a penny, a miniature hospital, with a series of bathrooms below in which hot, cold, and shower baths can be had at all hours of the day for a halfpenny.

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BELL BRAND COLLARS AND CUFFS—UNION MADE.

We make a specialty of handling only the Best Union-Made Goods manufactured for Seamen.

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532 BEACON & 531 FRONT, next to Fritz & Ernest

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COMPLETE SEAMEN'S OUTFITTERS

Union Goods for Union Men

SAN PEDRO WHOLESALE CO.

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Bottlers of San Francisco and Los Angeles Beers.

All goods sold at lowest San Francisco prices. We buy direct from Kentucky Distilleries and our California Wineries. Seafaring men invited to inspect our stock.

Beacon Street, near Fourth, SAN PEDRO, CAL.

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THE SAN FRANCISCO STORE
Now Located at San Pedro,
427 FRONT STREET.

I carry a full line of San Francisco goods for the seafaring people, having been established since 1886, and continually serving the seafaring. I am in position to know the class of goods you want. The San Francisco Hickory Shirt at 50 cents.

UNION LABEL OF THE
United Hatters of N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.
MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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Sixth and Beacon Sts., San Pedro, Cal.
Dealers in
CIGARS, TOBACCO, STATIONERY.
Los Angeles Examiner and All San Francisco Papers on Sale.
Agents Harbor Steam Laundry.

INFORMATION WANTED.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Named shoes are frequently made in Non-Union factories.

NO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INFORMATION WANTED.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England.

CAN'T BUST 'EM
OVERALLS & PANTS
UNION MADE
ARGONAUT SHIRTS

San Pedro Letter List.

Anderson, Charlie	Lundquist, F.
Anderson, Gust.	Lyche, Harris
Andersen, P. T.	Lindroth, Gustaf
Anderssen, Frank	Langvid, Ernest
Anderson, Sam	Leahy, Wm.
Anderson, W. -1240	Lister, W.
Alexandersen, Paul	Lindeback, Lenart
Anderson, Oscar	Lang, Gust.
Anderson, Carl	Lundman, C. -1533
Andersen, Harald	Le Bloa, Sylvian
Anderson, Charley	Larsen, J. -1542
Arrhenius, Chas.	Larsen, Lars
Anderson, Werner	Maroth, Richard
Boylan, C J. (pkg.)	Mueller, Hugo
Blumquist, C.	Mathiasen, Nils
Bordjelm, Alex.	Magnussen, E. W.
Brose, R.	Malmin, Tom
Bjorseth, Knut	Mathisen, H. O. -1757
Backman, Ernest	Nelsson, Karl J.
Bowman, K. Hj.	Nelson, John C.
Barth, V. F.	Nordgren, Chas.
Beyerly, Rupert	Nestor, Wilson
Baehr, Emil	Nilsen, J. -780
Boylan, J. (pkg.)	Norman, John
Boisen, P. A. -1500	Nord, Emil
Bell, Frank M.	Norman, L.
Christophersen, A.	Nelson, Eddie
Carlson, Markus	Olsen, Hagbart
Christenson, H.	Ohlsen, Ch.
Carlssen, C.	O'Brian, Jack
Christiansen, Chr.	Olsen, Pete
Carlsen, Carl	Olson, Carl
Cook, Walter	Olsen, George A.
Carlsen, Ed.	Olsson, L.
Collins, E. F.	Olsen, Ole A.
Christensen, N. -1066	Osterholm, G. W.
Durholt, Harry	Olsson, Johannes
Dreyer, Herman	Pierson, A. -1102
Dean, J.	Pettersen, Peder. O.
Dransman, Hans	Peratis, John
Doyle, William	Peterson, Chas.
Englebright, H.	Pedersen, P. -1093
Emanuelsen, Gust.	Peterson, Algate
Eugene, John	Peterson, T.
Elchel, E. -740	Person, Fritz
Fischer, Wilhelm	Pederson, C. H. -1149
Froberg, Fred	Petersen, Wilhelm
Gutman, E.	Quinn, W.
Garner, Louie	Quinn, Wm.
Gregorian, Ept.	Rasmussen, F. -341
Grass, Charles	Rokow, Stefan
Hansen, C. -1910	Rantio, J.
Hentschel, Otto	Reutern, Axel
Hengst, Otto	Rolf, Harry
Hamalainen, Paul	Rydholm, Harry
Hilke, Carl	Reinik, Harry
Hansen, N. -1867	Ramstedt, Aksel
Hansen, Peter K.	Sorensen, C. -1607
Hafstrom, Fred	Solle, Ingvald
Henrikssen, Albert	Steen, Hilmar
Hansen, Thron	Scott, E. G. -2041
Hedlund, Arvid	Spearing, Gustav
Halvorsen, I.	Sundqvist, Fred.
Hanze, Albert	(Reg. letter)
Hassall, G.	Schmidt, E. -1670
Hansen, L. -794	Simpson, L. C.
Hansen, Hans	Soderman, Victor
Husby, Lars	Smith, John V.
Johnson, Charles	Svensen, G. -1549
Johansson, J. -1821	Steinberg, Arthur
Johansen, J. -1462	Sorensen, James
Jobsen, Ch.	Sunde, Albert
Janson, Julius	Scholl, Karl
Johansson, J. -880	Strand, Olav
Jonasson, C. A.	Saarinen, H.
Johnssen, J. E.	Schibsted, John
Kaasik, August	Saul, Fred
Kahze, A.	Schaab, Anton
Kolostoff, J.	Stephan, M.
Kustel, Victor	Samuelsen, W. L.
Klaessen, Karl	Steen, Mr.
Kellman, Joe	(Telegram)
Koso, Pete	Sorensen, Charles
Kuhne, Wilhelm	Sindahl, Jens
Kohler, K. -901	Thompson, W. J.
Kusik, M.	Tufte, A. Paulsen
Kleishman, F.	Tuominen, Alfred
Kittelson, C. J.	Touanne, Walter
Kure, Gidion	Thomas, Paul
Lano, Emil	Thorne, Aug. W.
Leith, Chas.	Utby, Carl
Louis, Michael	Wahrenberg, Otto
Larsen, Chris. T.	Wilemson, Hans
Larsen, Christian	Zornow, H.
Lange, Friedrich	

Notice.—All members having clothes in the baggage-room in San Pedro Branch will have to remove them by June 10, 1910, otherwise the same will be disposed of.

INFORMATION WANTED.

Henry Fauske, a native of Norway, aged 36, last heard of on the Pacific Coast 18 years ago, is inquired for by Mrs. Emma Fauske. Address St. Helens, Wash.

David Stove, age about 28, who is supposed to have shipped on some vessel from Puget Sound in January, 1901, is inquired for. Any one knowing his present whereabouts please notify Coast Seamen's Journal.

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Pacific Coast Marine.

The United States Senate Committee on Immigration on May 18 agreed to report favorably a bill providing for the establishment of an immigration station at Seattle.

The steam-schooner Washington, which has been lying idle in the Willamette River for more than two years, has been put in shape for service as a lumber carrier between Portland and San Francisco.

The gasoline schooner J. Marhoffer was destroyed by fire twenty miles north of Yaquina Bay, Or., on May 18. All hands, except the cook, who died from injuries and exposure, reached land in the boats.

A change of masters was recorded at the San Francisco Custom-house on May 19, Steffens Curtis taking the place of C. H. Winnett on the steamer Santa Maria. The steamer Etta B.. P. Pohl, master, was enrolled.

One change of masters was recorded at the San Francisco Custom-house on May 13, Hans Hansen succeeding M. M. Johnson as master of the schooner Louise. The steamer Coaster, James F. Higgins master, was enrolled.

The people of Bandon, Or., have petitioned the Government to remove the light at the Coquille's mouth and make other changes in aid to navigation there. The lighthouse in its present position is said to be a menace rather than aid to navigation.

Manuel Molino, deckhand on the steamer San Jose, upon conviction of an assault upon O. Rick, chief officer of that vessel, in the United States District Court at San Francisco, on May 14, was sentenced to the Alameda County jail for three months.

The whaler Sorenson, owned by the Tyee Whaling Company of San Francisco, was wrecked by a blow from the tail of a whale off Cape Ommaney on May 12, and sunk in four minutes, giving the crew barely time to escape in the small boats.

The German steamers Ella and Erna, it is reported, have been sold to the Compania del Pacifico of Mazatlan subject to inspection. The steamers are now at British Columbia and are to leave for Mazatlan, where they will be looked over by their prospective buyers.

The charter of the British steamer Hendonhall, 2588 tons, to carry coal from the Atlantic range to Manila for the United States Government is announced. The Hendonhall arrived on the Atlantic Coast recently with sugar from Java. She gets a rate of $2.85 and is taken for prompt loading.

Reports that the Japanese seal poachers intend to utilize motor-boats during the coming season have raised the question as to whether it will be necessary to increase the revenue-cutter patrol at the Pribyloff Islands. Secretary Nagel is giving the matter consideration. Three revenue-cutters will do police duty in the vicinity of the islands this year.

The following changes of masters were recorded at the San Francisco Custom-house on May 10: Steamer Tamalpais, Jorgen Hansen, vice F. E. Anderson; steamer Gwendolyn, F. C. Lawritzen, vice Raymond Holdworth; steamer W. D. Nutz, F. J. Alven, vice William H. Walker. The steamer Grace Dollar, B. Lee master, was enrolled.

The libel placed upon the American schooner Inca recently, when James Robson, a member of the crew, began action to recover damages for alleged injuries received on the ship, was temporarily withdrawn when George E. Billings of San Francisco, owner of the vessel, furnished a $3000 bond to Federal Judge Hanford to cover Robson's claim if awarded.

The first case of mutiny ever tried in Hawaii resulted on May 3 in a verdict of acquittal of the twelve defendants who were formerly the crew of the American ship W. F. Babcock, which put into the port of Honolulu in distress on account of damages received in a severe storm during the passage from the Sound en route to South Africa. The defense showed that the men were justified in refusing to work on the ground of ill treatment.

Officials of the Pacific Coast Steamship Company announce that the steamer State of California will be placed on the Eureka-San Francisco run at the earliest possible date, and that she has been ready and waiting to be placed on this run for over two months past. According to the captains that cross Humboldt bar it is deepening a little, and it is thought that it will be safe to place the big boats on this run in about a month.

Dr. Dunlop Moore of the United States Marine Hospital Service, who was recently exonerated as a result of an investigation of the charge that he had beaten a patient, has been transferred from the hospital to Baltimore. It is claimed that this transfer was not the result of the investigation, but merely in the course of routine. Another transfer recently made is that of Dr. Samuel Hotchkiss, who sailed on the revenue-cutter Bear.

The steamer Bertha, from Northern Alaskan ports, brings news that Cook Inlet and a part of the Susitna River were navigable when she left, and that the whole of the Susitna must be clear of ice now. This is important for the two Mount McKinley expeditions, which had feared they might be delayed a long time by ice. A furtrader who returned from the inlet reports a disastrous season. The natives have obtained catalogues of Eastern fur houses and have increased prices.

The following changes of masters were recorded at the San Francisco Custom-house on May 16: Steamer Crolona, R. W. R. J. Dabell vice S. B. Randal; steamer Sea Queen, E. A. Sandstron vice W. Bandall; steamer Sea Lark, George Pavarsick vice H. P. Marshall; steamer Venice, Walter Stewart vice William Parry; steamer Marian Karl, E. Karlson vice Herman Johnson. The steamer Phoenix, A. J. Markwell master, was enrolled.

The superseding of British officers by Japanese on the Japanese transpacific liners, the officers being removed one by one, generally at this end of the run, is said to be due to the pressure exerted by Japanese public opinion, which demands the manning of Japanese vessels entirely by Japanese. The companies would like to retain white captains and chief engineers, but will not be able to keep even these. Each month sees fewer white officers on the Japanese liners that arrive on Puget Sound.

Within a short time the steamer Santa Clara, recently disabled and abandoned off Table Bluff, will be ready to resume her run for the North Pacific Steamship Company between San Francisco, Eureka, Astoria and Portland. The Santa Clara is now on the drydock at the Union Iron Works being repaired and remodeled. Among the changes that will be made on the steamer she will be equipped with an oil-burning plant, which it is expected will make her a faster vessel than when she burned coal.

The sealskins of the seized Japanese schooners Kinsei Maru and Sakai Maru, which were sold at auction by order of the United States Government at Unalaska, brought a large price. The catch of the two schooners, 416 of the Kinsei Maru and 244 of the Sakai Maru, were sold for $35 each. The two schooners were sold very cheaply. The Kinsei Maru, with her boats and gear and equipment, was sold for $4600, while some one got a great bargain in the purchase of the Sakai Maru and her outfit, which was knocked down for $150.

Following instructions received from the War Department, the Grays Harbor Construction Company is now engaged in installing a number of large beacons along the upper channels of Grays Harbor. The company began by placing the light beacons around Cow Point. When this work is finished the new channel between Hoquiam and the old Grays Harbor city dock will be marked in the same way, after which the beacons will be placed along the lower channels. This important work, which has long been needed, will when finished give a harbor that will be as well marked as any on the Coast.

According to rumor a big steamship war between the Pacific Coast Steamship Company and the San Francisco-Portland Steamship Company is not unlikely, if the latter concern places the new steamers Bear and Beaver in the service between the Columbia River and Southern California, via San Francisco. Should the San Francisco-Portland Company invade the southern field it is said the Pacific Coast Company will have the President and Governor call at Astoria and Portland en route from Seattle to San Francisco and Los Angeles. The two companies are supposed to have an agreement whereby the Harriman interests are to keep out of Puget Sound and Southern California territory.

The Matson Navigation Company has completed arrangements with the Union Steamship Company of Australia, whereby passengers will be booked through, going to and from the Colonies via Honolulu. The Matson steamer Wilhelmina, which sailed from San Francisco on May 10 for Honolulu, carried half a dozen passengers who will connect at the Island port with a steamer of the Union line. The new service is calculated to attract considerable business. Passengers leaving here on the Matson steamer for Australia will have the opportunity of lying over several days at Honolulu. Coming this way the schedules of the two companies are such that there is but little delay at the Island port.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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(Continued on Page 10.)

Coast Seamen's Journal

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, MAY 25, 1910.

BRUTALITY ON THE BABCOCK.

Instances of brutality to seamen on American ships are by no means as common nowadays as formerly. A combination of circumstances, chief of which is the ability of the seamen, through organization, to protect themselves against the bucko mate, is responsible for this fact. The remarkable feature of the situation is that buckoism should survive at all in an age and among a people professing respect for the rules of common humanity. That buckoism has not been killed, but merely scotched, is evidenced by the recent experience of the crew of the American ship W. F. Babcock.

The Babcock put into Honolulu for repairs, en route from the Coast to South Africa. When ready to proceed to sea the crew "refused duty," upon the ground that the first-mate had brutally assaulted several of the seamen. One member of the crew, who had been brought on board while drunk by Shipping-Commissioner Almy, was beaten and kicked by the mate because, as is alleged, he was unable to work. The crew demanded that the mate be placed under arrest, and, this demand being refused, they declined to go to sea. Shipping-Commissioner Almy brought on board a new crew, while the old crew were taken ashore and placed on trial for "mutiny."

The case was tried during the first week of the present month before Judge Robertson. District Attorney Rawlins prosecuted, and the men, nine in number, were defended by Attorney Leon Straus. Only two witnesses, Shipping-Commissioner Almy and J. S. Low, appeared for the prosecution. The alleged mutineers were placed on the witness stand. The cross-examination of the men proved the justice of their complaints. The jury, after being out but seven minutes, brought in a verdict of not guilty. Meantime the Babcock had proceeded to sea with the bucko mate still in charge. Thus the acquittal of the seamen is only half a victory for law and justice. Whatever may happen on board the Babcock during her passage to South Africa can only be conjectured. The mate of that craft will bear watching by the authorities at home and abroad, with a view to relieving the seafaring craft of an unwelcome survival of its blood-stained traditions.

The evil reputation of the American ship in the matter of the treatment of seamen has had as much bearing upon the decline of foreign-going shipping under the Stars and Stripes as any other single incident. The American people have turned their backs upon the American ship because the associations connected with the latter have been disgraceful and humiliating to national pride and common decency. So long as these associations continue to exist, just so long will the American people strive to forget the American ship and regard with complacency, if not satisfaction, the passing of their flag from a field in which it stands not for Americanism but for brutality and inhumanity. Buckoism should be stamped out ruthlessly and permanently. Any and every official of the Government who lends himself, by act of omission or commission, to the recrudescence of buckoism should be called to strictest accountability by the authorities responsible for the good name of the American merchant marine.

The Steel Trust is making much ado in the press of its recently established pension fund of $8,000,000. Nothing, however, is said of the conditions prevailing among the workers in its various plants. These conditions are suggested by the report of the Bureau of Labor upon the situation at the Bethlehem Steel Works, in which it is shown, among other equally impressive features, that 2322 men worked twelve hours a day for seven days a week, and that a large percentage of these received only 12½ cents per hour! Pensions may indicate philanthropy, but the facts in the case of the Steel Trust and its employes betoken a condition of brutality, inhumanity and greed that is a disgrace to the nation and to the Government which fosters it under the pretense of "protection to labor."

Captain Robert Peterson, of the barkentine Jane L. Stanford, was arrested recently at Honolulu on a charge of brutally maltreating a seaman named William Smith. The latter was sick, having injured his knee in such a way that he could hardly move. Captain Peterson dragged Smith from the forecastle and compelled him to work while in this condition. Should the charge against Peterson be proved, it is to be hoped that he will receive a salutary lesson from the court. Buckoism has long been extinct in the coastwise trade, thanks to the Sailors' Union of the Pacific, and it must not be permitted to gain a new footing in these waters.

The progress already made by the so-called "Spanish element" among the seamen of the Atlantic Coast is evidenced by the publication of a paper named "Cultura Proletaria," issued at Brooklyn, N. Y. Our new contemporary is filled with labor matter of special interest to the seamen and other workers of Spanish birth, and will doubtless prove a strong factor in spreading the gospel of unionism among its readers. We wish it the very best of good luck.

Demand the Bakers' label when purchasing bread, pies, pastry, etc., and thus help secure and maintain clean and sanitary conditions in the bakeshops.

LABOR IN THE ISLANDS.

The labor problem in the Territory of Hawaii is still a thing unsolved and, according to present appearances, unsolvable. A week or two ago the so-called leader of certain Russian immigrants was clapped in jail at Honolulu upon a charge of "vagrancy," said charge being the legal term for "refusal to work." The latter is not of itself a legal offense, as yet; hence the charge of vagrancy. It is difficult to determine the merit of the attitude assumed by the Russians in the Islands, but it is easy to say offhand that the imprisonment of their "leader" is the very worst way of dealing with the labor problem there or anywhere else. Were it possible to solve the labor problem by imprisoning those who won't work, that problem would long since have ceased to be. The fact, however, is that the problem in question has continued to bother mankind in spite of imprisonment and other even more drastic remedies (?).

The people of the Islands have made little progress in the solution of the labor problem during the twelve years that have elapsed since annexation. A great deal of money has been expended and many experiments have been made in the effort to secure a supply of "cheap and reliable" labor. Portuguese, Japs, Russians and Filipinos alike seem to lack the desired qualities. In the absence of a better explanation, it may not be amiss to suggest that the planters have gone on the wrong tack in their effort to solve the labor problem. In the view of that class the labor problem seems to be merely a matter of securing a sufficiency of workers, without reference to the conditions of remuneration. The immigrants have been treated as peons, a method which, however successful in Mexico, is bound to fail in any territory under the jurisdiction of the United States. This situation was foreseen at the time of annexation by those who opposed that step. Had the planters been wise in their generation they, too, would have opposed the annexation of their slave territory to a nation of Free Soilers. However, the fat is in the fire. The Hawaiian planters must either conform to modern conceptions of the relations between labor and capital, or they must resign themselves to a labor problem that is unsolvable upon any other basis than that of the equitable treatment of their "hands."

The Anti-Jap Laundry League of San Francisco is doing much good work in support of those crafts which come into competition with Asiatic labor. It should receive the support of organized labor and the community at large. Every dollar spent on the products of Asiatic labor is a blow at the supremacy of the white race in California.

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HEARINGS ON SEAMEN'S BILL.

(Continued from Page 2.)

Leisk, would be lived up to if you carried four competent men, as Mr. Coulby says.

"Captain Morgan: You are going to conflict with something you have been trying to carry out. You want a watchman on lookout all the time. You have a man on lookout and a man at the wheel. This man on lookout goes and takes the wheel. This man going off watch at the wheel has to go and put his oilskins on. Who is on lookout while he goes and changes his clothes?

"Captain Moody. Let him bring his oilskins up.

"Captain Hunt: Let your spare deck hand take the watchman's place.

"Captain Montague: The Eads only carries one."

The Chairman: I would suggest, in connection with this, that as there are others waiting to be heard, that it might be better to file such matter as you feel that you ought to read, instead of taking up the time in reading it. I merely speak of this in justice to those who have come from a distance to attend this hearing.

Mr. Olander: I would like the privilege, Mr. Chairman, of calling your attention to a few specific points in some of these things, and it will not take up much time.

The Chairman: I only spoke of it in justice to those who have come a considerable distance to appear here, and the fact that we shall probably be obliged to adjourn just before 12 o'clock.

Mr. Hardy: I hardly see how the witness can talk without reading these things, if he wishes to call our especial attention to them.

Mr. Olander: With reference to those extracts from the proceedings, which I have just read, there we have the general manager, the attorney, and the captains of the largest fleet on the Great Lakes talking amongst themselves. However, I presume they did not intend to talk for publication.

The Chairman: Was that matter made public? How did you get it? Was it published, or how was it obtained?

Mr. Olander: It was the printed proceedings, and one of the gentlemen having one of those copies of the printed proceedings in his possession kindly loaned it to me, and I copied it. In the first paragraph Mr. Kelley, the attorney, expresses himself as to the court's knowing what an able seaman is. I believe it should be defined by statute law and not left to the discretion of shipowners. In the second paragraph the general manager of the company states: "In a good many cases the men shipped as watchmen have never been on a ship before." Take a heavy continuous seaway. The watchman is usually the only man on the deck excepting the mate and the man at the wheel. Is it reasonable to say that a vessel so manned has on board a crew sufficient for navigation? Then there is the statement of Captain Morgan and Captain Montague.

The Chairman: Are these vessels passenger or freight vessels?

Mr. Olander: Freight vessels that in the summer time have on board from 5 to 15 passengers—men, women and children.

Mr. Goulden: They are not passengers who pay their fare, but passengers by courtesy?

Mr. Olander: Usually passengers by courtesy. Of course, they are alive and subject to be drowned.

The Chairman: Has there been any loss of life by reason of apparent neglect of the employes that you know of?

Mr. Olander: I have not any exact figures on that, Mr. Chairman, but I want to venture the opinion that in practically every case where a vessel has gone down on the Great Lakes, and there have been numbers of them in the past years, it has been due to the fact that they did not have a sufficient crew aboard—that there was no one, for instance, to look after the hatches.

The Chairman: Were any of these cases where the vessel went down investigated?

Mr. Olander: There was a little investigation, but no chance to investigate a great many of them, because no one showed up; all hands were lost in a great many instances.

The Chairman: Are not those cases investigated by law; is there not a law relating to investigations?

Mr. Olander: Sometimes. Sometimes there is an investigation. I know of one case that was investigated last December; the case of the Richardson. Four men and one woman, all members of the crew, were lost by the vessel going on the shoals outside of Buffalo. The inspectors revoked the licenses of the captain and the first-mate for having on board an incompetent crew and for being undermanned. I understand that since then, however, the Supervising Inspector has reversed that decision. A vessel in the seaway, with only one man on deck outside of the licensed officers, has no one to look after her hatches, after the battenings, or anything of that kind, and in almost all instances where vessels go down in a seaway, and where no one is saved, we find it can be traced to the fact that there was nobody on deck to look after those things

I should like to call attention also, Mr. Chair man, to the fact that while in the case of the Eads, which was only one of a great many vessels up there, she has only got one deckhand that they could possibly use there outside of the man on the lookout; only one man to relieve the other two watches, and of course he is available only in one watch, if he is available at all. There is nothing in these records that shows what the duty of the watchman shall be from keeping lookout at night; that is being required to take the log, which is quite a trip with a 600-foot vessel, and he is required to fire up for the cook, he has to watch the lines, he has to make some attempt to see that the hatches are closed and things of that kind, so that it is practically impossible to keep even a lookout station on account of the shortage of crews on these vessels.

Mr. Goulden: What is the run of this Eads, the terminal points of its run?

Mr. Olander: The Eads would run, on her trip from Conneaut, Ohio, to Duluth, Minn.

Mr. Goulden: What is the length of time that she occupies in making the run ordinarily?

Mr. Olander: The trip would take something over three days to go up there.

Mr. Goulden: And three days to come back?

Mr. Olander: Well, she will take in the neighborhod of ten days on the trip, I should think, if everything goes all right, and four days up and four days back.

Mr. Goulden: I ask that for the purpose of bringing out the impossibility of having more than one man who is capable of taking the deck.

The Chairman: Has this state of affairs occurred recently, or is it something that has long continued?

Mr. Olander: Continued for some time.

The Chairman: What time? Since what time has it been continued, or has it long continued?

Mr. Olander: With reference to the larger class of vessels, they have only been in existence for about eight or ten years. The larger the vessel gets, of course, the worse the condition becomes.

The Chairman: Has that been continuous for ten years; this state of affairs?

Mr. Olander: Very nearly. It has been continuous during eight or ten years, yes, sir; and previous to that in the smaller class of vessels a similar condition existed, but not quite as bad. It seems that the larger the vessels get the shorter the crew is.

Mr. Goulden: Can you give the size of the Eads?

Mr. Olander: The Eads registers 3,746 tons. I believe it is about 400 feet long.

I have here another extract from the proceedings of the Pittsburg Steamship Company's Masters and Officers' Convention, which shows—Mr. Coulby stating that he hadn't enough wheelsmen to go around, and Captain Walsh stating that with the open-shop plan he often got men who are older, and he couldn't educate them at the wheel. Mr. Coulby then said: "If a man is drawing able seamen's pay he ought to be able to stand his trick at the wheel." Captain Walsh then said: "We had to do this last year, of course, in order to facilitate the open shop."

I don't call attention to that because of the fact that the open shop is referred to in there, but from the fact that they ship as wheelsmen men who can not steer.

(To be continued.)

The following sailing vessels have been spoken: March 16, latitude 28 south, longitude 45 north, British bark Port Stanley from Hamburg for Santa Rosalia; April 1, latitude 56 north, longitude 79 west, French bark Marechal de Noailles from Tacoma for the United Kingdom; May 1, latitude 49 north, longitude 26 west, British ship Glenholm from Antwerp for Oregon; April 30, latitude 49 north, longitude 4 west, British ship Sogura, from London, via Rochester, England, for Vancouver; April 17, latitude 26 north, longitude 17 west, British ship Cissie from Shields for San Francisco; February 20, latitude 54 south, longitude 65 west, British ship Dalgonar, from Newcastle, England, for Seattle.

The hearing in the investigation of the collision between the steamers Strathay and Yosemite, off Hueneme, on April 13, was held before United States Inspectors of Hulls and Boilers Bulger and Bolles at San Francisco on May 18. Captain Frederick Day, master of the Strathay, charged that the Yosemite was running at excessive speed through a fog, which Charles Reiner, master of the latter steamer, denied, claiming that his speed was moderate. The Strathay has a suit in admiralty in the United States District Court for $20,000 damages. A cross-libel has been filed by the owners of the Yosemite for $10,000.

The first vessel leaving San Francisco for Nome and other Alaskan ports this season, the steamer St. Helens, Captain T. A. Jamieson of the E. J. Dodge Company, sailed from that port for Nome, Solomon, Golovin Bay, Fairbanks and St. Michaels. The St. Helens carried no passengers. She took 1500 tons of cargo from San Francisco and will load a part cargo at Seattle. The principal shipments are 400 tons of gasoline and 100,000 feet of lumber. The steamer took five gold dredgers for the mines.

In tow of the steam-schooner Fulton, the three-masted schooner Charles R. Wilson was towed into San Francisco on May 20 in a disabled condition. The schooner was pulled away from the dangerous rocks of Point Reyes, toward which she had drifted very close after sustaining damages to her rudder.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, May 23, 1910.

Regular weekly meeting was called to order at 7:30 p. m., E. A. Erickson presiding. Secretary reported shipping slack. A committee was elected to prepare the ballot for the semi-annual election of officers. A Shipwreck Benefit committee was elected to investigate the claim of members who lost their clothing in the steam-schooner J. Marhoffer.

E. ELLISON, Secretary pro tem.

44-46 East St. Pacific Phone Kearny 2228. Home Phone J 2228.

Vancouver, B. C., May 16, 1910.

Situation fair.

JOHN PEARSON, Agent.

122 Alexander St. P. O. Box 1365.

Tacoma Agency, May 16, 1910.

No meeting; no quorum. Shipping good; prospects fair.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, May 16, 1910.

Shipping medium.

P. B. GILL, Agent.

1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, May 16, 1910.

No meeting; no quorum. Shipping medium; prospects uncertain.

WALTER MOLLER, Agent.

229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, May 16, 1910.

Shipping and prospects fair.

H. G. LUNDBERG, Agent pro tem.

P. O. Box 6. Tel. 225.

Portland, Ore., Agency, May 17, 1910.

No meeting; no quorum. Shipping slack.

D. W. PAUL, Agent.

51 Union Ave. Tel. East 4912.

Eureka Agency, May 16, 1910.

Shipping and prospects fair.

JOHN W. ERICKSEN, Agent.

227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, May 16, 1910.

Shipping medium.

HARRY OHLSEN, Agent.

P. O. Box 67. Tel. Main 662.

Honolulu Agency, May 9, 1910.

Shipping and prospects poor.

CHAS. SORENSEN, Agent.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., May 19, 1910.

Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping fair.

EUGENE STEIDLE, Secretary.

Phone Kearny 5955.

Seattle Agency, May 12, 1910.

Shipping slow.

LEONARD NORKGAUER, Agent.

Phone Sun Main 2233. P. O. Box 1335.

San Pedro Agency, May 17, 1910.

Shipping good; scarcity of steamer and sailing ship cooks, galley and cabin men.

ED. BARRY, Agent.

P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, May 17, 1910.

General condition very satisfactory.

ALEX. McKECHNIE, Sec'y pro tem.

674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., May 17, 1910.

Shipping fair.

PERCY J. PRYOR, Sec'y pro tem.

1½A Lewis Street.

DIED.

Alfred Flenkenberg, No. 286, a native of Sweden, aged 37, died at San Francisco, Cal., on May 18, 1910.

Carl Nicholas Olsen, No. 627, a native of Norway, aged 43, died at Everett, Wash., on May 10, 1910.

John Olsen, No. 820, a native of Norway, aged 46, drowned from the schooner Fred G. Wood, in Oakland Creek, Cal., on May 15, 1910.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

TEN VICIOUS RULES.

The so-called "Welfare plan" or industrial passport system of the Lake Carriers' Association, against which the seamen of the Great Lakes are on strike, has been properly explained in but very few newspapers. The following are ten vicious rules of the misnamed "plan" which show its main features:

1. Each seaman is required to secure a certificate of membership in the "welfare plan" controlled by the shipowners.
2. Payment of fees by seamen to shipowners.
3. Registration of name, age, personal description, etc., of every seaman.
4. An industrial passport, called a "Discharge Book," by which the seaman is to be thus identified.
5. A system of character marks, such as the master of the vessel may choose to give, upon which future employment or non-employment is to depend.
6. Authority in the hands of any ship's officer to arbitrarily deprive seamen of the passport, to thus apply the blacklist, regardless of the number of "good" character marks the sailor may have previously obtained.
7. A rule requiring that seamen must, when employed, deposit the passport with the ship's captain in order that it may be readily and easily revoked.
8. A system of so-called "assembly rooms" on shore where seamen must congregate when unemployed, preference in employment being given to those who frequent these places to the greatest extent, a watch being kept on their attendance while unemployed.
9. An agreement by each individual seaman, in writing, to the effect that he will submit to all rules and regulations of the employers' "assembly rooms" when ashore, and to take no part in any organized effort to better conditions or to prevent deterioration thereof, when employed on board ship.
10. Pledge of obedience to such other rules and regulations as the Lake Carriers' Association may see fit to inaugurate from time to time.

The "plan," it will be seen, provides for constant and unrelenting supervision, restraint and espionage of every seaman, whether he is at work or at rest, ashore or afloat, employed or unemployed. That is what we are on strike against.

I hope you can spare the space in which to publish this explanation.

Yours very truly,

V. A. Olander,

Second Vice-President International Seamen's Union.

Chicago, Ill.

The Lake Carriers are shipping little boys and Hunkies already. The Cleveland Leader of April 15 gravely informs us that there are no cargoes, and that some of the vessels (not the Steel Trust, of course), will have to go to the dock after one trip.

Do you get that? "No Cargoes." Why, in the name of the seven orphans, why not tell the truth and say, "No crews fit to take out a vessel." That is truth.

CARRIERS HARD PRESSED.

At Conneaut during the last two years or more it has been the practice of the dock police to demand the discharge of any union man whom they knew to be working on the car ferry. This has happened a number of times. A few days ago the men were lined up for inspection at the request of the dock watchmen and one of the men, John Davis, was discharged because he is a union man. Since then the Conneaut sub-agency of the Lake Seamen's Union has refused to send any men to her. To-day, May 13, the mate rebelled and came himself to the union hall and shipped four union ordinary-seamen, under the pledge that they should ride as union men or he would get off with them. The men were taken off picket duty, under the eyes of the dock watchmen, and were taken aboard as union seamen. This is positive proof of the fact that we are gaining ground in the strike.

The carferry is not a Lake Carriers' vessel, but makes her dock in Conneaut Harbor, and the fact that she is carrying union men in spite of objections from the Dock Company proves that they are powerless to man her themselves and need every scab they can get for their own vessels. Over seventy men quit Lake Carriers' vessels here on Wednesday, May 11, and there were not five men in the bunch that had ever sailed before. They were mostly farmer boys, who have been told that all they have to do is to eat and ride. They learn differently and go back to the sticks. Some salt water men show up occasionally, but there have not been enough to man one vessel in Conneaut.

The Peoria Steamship Company, instead of the raise in wages so widely advertised, has really cut their tow barges. All pay $31.50 per month to their men, instead of $50, as under the union rules. I have been unable to hear of any one who has obtained the raise. The raise for wheelsmen is a joke. Any one knows they paid mate's wages to most of their scab mates who wheeled last year, and we know the names of the mates who prostituted themselves in this manner. When "pay day" comes we shall keep them in mind. Meanwhile we will spit on our hands, take a fresh grip and go to it.

W. H. Jenkins.

Conneaut, O.

WILL RECOVER CARGO.

John D. Stanton, the Cleveland submarine diver who is at Ashtabula making repairs to the water works intake pipe, has purchased from the Deveney shipyard a new launch that is still on the ways.

Stanton announces his intention of taking the craft, together with a lighter, to Dunkirk, there to use them in an effort to recover the lead and merchandise from the wreck of the steamer Dean Richmond, which was lost off Dunkirk nearly a half century ago. The Richmond had on board thirty cars of pig lead.

The bill which provides for the stationing of a lightship and fog signal between Point Albino and Sturgeon Point, Lake Erie, has passed the House of Representatives.

MOORE LIBEL CASE.

Arguments were completed at Detroit on May 9, decision reserved and briefs submitted in the three-corner libel hearing, resulting from the sinking of the steamer John W. Moore in collision with the steamer Queen City near Grassy Island, October 13, 1907, and involving the steamer Edward Y. Townsend. Arguments were presented by Harvey L. Brown, Buffalo, in behalf of the Townsend; H. A. Kelley, Cleveland, for the owners of the Queen City, and by Harvey D. Goulder, Cleveland, for the Moore. Judge Denison has reserved decision.

On October 13, 1907, the steamer John W. Moore, bound from Cleveland to Superior with coal, collided with the steamer Queen City of the Pittsburg Steamship Company, and was sent to the bottom with one of her crew, Duncan McIntyre. The accident occurred in the lower Detroit River in the vicinity of Mama Juda light, and the steamer Edward Y. Townsend was also bound up and attempted to pass the Moore.

The owners of the Moore claim that the accident was due to the action of the steamer Townsend in trying to pass while the Queen City and her tow were on the other side and bound down. They filed a libel for $76,635.70 against the owners of the Townsend for the damages to the Moore and her cargo. The owners of the Queen City, which was also damaged, filed a libel against the owners of the Townsend and Moore for $27,577.74, and Mrs. Jerrainy McIntyre, widow of the man killed in the collision, has filed suit against all three companies.

INSPECTION OF LIGHTHOUSES.

Preparations are under way for the annual inspection of lighthouses and light stations of the Eleventh district, which will start in about two weeks. It will be the second inspection tour made by Lieutenant-Commander Casey B. Morgan, U. S. N., in charge of the district.

After the work is commenced it will take perhaps six weeks to get around to all light stations in the district. The inspection will be made in two trips, the first covering stations between the mouth of the River Rouge and the Soo and the second those between the Soo and Duluth. The latter will be the longer trip, although in some parts of it the average of daily inspections will be greater.

The lighthouse tender Anemone will convey Lieutenant-Commander Morgan, and careful attention will be given to all phases of lighthouse condition and maintenance. Keepers will have no annoncement of the inspection dates, the Government policy being to make the inspection a surprise visit.

The steel passenger steamer Argo, which has been out of commission since she went ashore in the fall of 1905, has been sold by the underwriters to the Northern Michigan line, and will be rebuilt and placed in operation before the close of the present season.

The steamer Charles Beatty of the Wilson fleet took the first cargo of coal out of Cleveland. She sailed for Sandwich.

HEAVY MOVEMENT IN MAY.

The Virginia & Rainy Lake Company has recently sold 6,000,000 feet of No. 3 and better white pine lumber for Lake shipment. This stock will come from the mill at West Duluth, and the plant is sold up to June 1. The movement of lumber from Duluth will be very heavy in May—heavy for late years at least—providing the weather is not unusually bad. The docks at Duluth are beginning to be quite congested with lumber and the manufacturers will regard the arrival of the lumber fleets with satisfaction, for they will soon produce more room for piling new lumber. There is about 75,000,000 feet of lumber on dock at Duluth to go forward, and there is at least 35,000,000 feet at interior mills that is sold and ready to move.

LIFE SAVER RESIGNS.

Captain John Lysaght, keeper of the Grand Haven Life-Saving station, has tendered his resignation to the department and the same has been accepted. Captain Lysaght retires from the service because of continued ill health which makes it impossible for him to continue the duties longer. Rumor has it that Captain William Walker, at present keeper of the station at Sleeping Bear Point, may be transferred to Grand Haven, his old home, and the station in which he spent many years as surfman. Captain Lysaght has been in charge of the United States Life-Saving station at Grand Haven since July 13, 1888.

MUST NOTIFY HARBOR MASTER.

Commissioner J. P. Sherer of the Board of Public Works, in charge of the rivers at Milwaukee, has sent notice to vesselmen to notify the harbor master or the tug office if it is desired to send boats up the Menomonee River of a length of 382 feet and a beam of 50 feet. Directly west of W. Water-street bridge, Mr. Sherer says, is a decided curve in the river, and that in order to avoid delays in traffic it is necessary to shift vessels moored near the bend if a big freighter passes.

OBSTRUCTIONS REPORTED.

W. S. Varnum, ensign in charge of the Cleveland branch of the United States Hydrographic Office, reports that an obstruction to navigation in the form of a crib forty feet in length, and protruding about two feet out of the water, has been discovered about nine miles north-northwest of Ashtabula. He also announces that the steamer Yosemite sighted a floating spar about twenty-five miles east-northeast from southeast shoal. It is about thirty feet long.

The steamer A. M. Beyers, building for the North American Steamship Company, was launched on May 7 at the Cleveland yards of the American Shipbuilding Company. The new boat is 524 feet over all, 504 feet keel, 54 feet beam and 30 feet deep. She will have triple expansion engines with cylinders 23½, 38 and 63 inches, with 42-inch stroke. Steam will be furnished by two Scotch boilers, 14½ feet in diameter and 11½ feet long, to be allowed 180 pounds pressure.

The Fay Steamship Company, of Duluth, now owns the steamer Frank L. Vance.

STRIKE
ON THE GREAT LAKES

COMRADES:

The strike of Sailors, Firemen and Cooks on the Great Lakes is still on. We appeal to all seafaring men to assist us in persuading seamen to stay away from the Lakes during this strike.

Any reports that the strike has been settled are false.

The Seamen of the Great Lakes are sticking together solidly, and will keep up the battle for freedom and decent conditions until the fight is won. "God Almighty hates a quitter." (So do we.)

Lend a hand, comrades, by inducing seamen to stay away from the Lakes while the strike is on.

Yours fraternally,

LAKE DISTRICT,

International Seamen's Union of America.

STRIKE ON THE GREAT LAKES
KEEP AWAY!

A PUBLIC HEARING.

Colonel John Millis, Government engineer in charge of the Lorain district, was in Lorain on April 27 to conduct a public hearing on the request of the B. & O. Railway for the right to extend its property 500 feet square by filling in the Lake just west of the west Government pier.

The company plans to make extensive improvements and to use this made land for storage purposes. At the same time Colonel Millis heard the public expression of the application of the Board of Commerce to have the Government establish permanent dock lines in Black River for a 400-foot channel.

TAKES OVER DRYDOCK.

The Government drydock at Kingston, which hitherto has been operated by the public works department of Canada, was handed over to the Kingston Shipbuilding Company, Limited, on May 4.

The shipbuilding and repair plant which the company is erecting in connection with the drydock is rapidly nearing completion, the greater part of the necessary machinery, etc., already being in place. It is expected the plant will be fully equipped at an early date for ship repairs and new construction of all kinds.

WILL REMOVE CEMETERIES.

Lakes have been drained and towns have been removed to new locations in order that ore deposits in the Lake Superior iron region might be mined. Now an interesting event in the same category is about to be recorded at Negaunee, Marquette range. It is the removal of the Protestant and Roman Catholic cemeteries to a new site, together with the many hundreds of bodies interred therein. A large body of ore lies beneath a portion of the present burial grounds and the deposit is to be mined.

Besides being entirely rebuilt at the Superior shipyards, the steamer James H. Hoyt, which went aground on Outer Island last fall, has had forty-eight feet added to her length.

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Matt Moertel, No. 3522, L. S. U., is inquired for by his sister, Mrs. H. L. Everett, 202 E 51st street, Chicago, Ill.

Joseph Ward, No. 21241, Lake Seamen's Union, is inquired for by his mother, Mrs. Julia Ward, 223 Devoe street, Brooklyn, N. Y.

Comrade William Burke, of the Marine Firemen, Oilers and Water Tenders of the Great Lakes, is inquired for by his sister, Miss Ella Burke, Little Falls, New York.

Marie Panoitz, 1195 W. 11th street N. W., Cleveland, O., inquires for her brother, John Ernest Meyna, last heard from nine years ago. Anyone knowing his whereabouts please notify above address at once.

Miss Janet Crittenden, No. 40 Miller street, Mt. Clemens, Mich., is enquiring for her brother, John Crittenden, last heard from in 1907. Any one having information as to this comrade please notify the above address.

Range lights to Lorain Harbor to cost $19,800 were provided in the Lighthouse bill which passed the House on May 2. Huron gets $3,800 for range lights. For a light vessel for service between Point Abino and Sturgeon Point, Lake Erie, $75,000 was appropriated.

C. J. Magill of the Ferry Company thinks that from the description the body found in Canada is that of Patrick Keith, an oiler.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)
674 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....21 High Street
Telephone Bell 175 R
CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.
TOLEDO, O.....54 Main Street
Phone Bell 1890.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.
SUPERIOR, Wis.....213 Banks Avenue
Telephone, New Phone, Broad 155 L.
BAY CITY, Mich.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
KINGSTON, Ont., Canada.....(Box 96) King Street
ERIE, Pa.....328 German Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.
SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.
SANDUSKY, O.....510 Meigs Street

HOSPITAL AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.
RELIEF STATIONS.

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

BRIEF TO PRESIDENT TAFT.

Washington, D. C., April 7, 1910.

Sir:—

We, the committee representing the striking workmen of South Bethlehem, Pennsylvania, employed by the Bethlehem Steel Company, present to you a statement of their grievances, which we believe will merit a thorough investigation. We believe that an enlightened nation should take a deep interest in the welfare of men who labor upon Government work, particularly when the employers are enjoying the benefits of a high protective tariff and are recipients of valuable Government contracts. On behalf of these workmen we charge:

That the strike which has caused great delay upon Government work, was wholly due to the arbitrary methods of the Bethlehem Steel Company, in demanding that the men labor many hours in excess of the recognized workday, as well as compelling the workers to labor upon the Sabbath day and legal holidays.

That the company has discharged many men who failed or refused to work these excessive hours, or labor on Sundays and legal holidays.

That the rate of compensation paid to the workmen is extremely low, a rate entirely inadequate for decent, respectable workingmen in our country, and entirely too low for the class of work requiring the highest skill. Hundreds of men receiving twelve and one-half cents per hour are compelled to labor regularly twelve hours per day, seven days per week; while hundreds of men in skilled occupations receive from fourteen cents to twenty-two cents per hour; those receiving in excess of twenty-five cents per hour are limited to a small number.

We charge that during night work and overtime, defective work is surreptitiously and artificially treated, patched and welded, thereby escaping the vigilance of inspectors who are not required to work overtime by the Government.

The employes fear to furnish information to the Government inspectors relative to defective work or faulty construction. To do so would be at their peril.

That the Bethlehem Steel Company enjoys the benefits of a high protective tariff, and is the recipient of valuable Government contracts amounting to millions of dollars annually from which it obtains enormous profits. In spite of these advantages it exacts a maximum of toil for a wholly inadequate minimum wage and constantly strives to lower the standard of living to the barest point of existence.

We further call to your attention that the group of business men who called upon you April 6th were favorably disposed to the workers in their attempt to secure better compensation and the abolition of overtime as well as Sunday labor, until Charles M. Schwab threatened to close down the works unless these same business men came to his defense. Mr. Schwab declared that it had cost him one million dollars to land the contract for the construction of battle-ships for the Argentine Republic. He then appointed a committee of business men to go to Congress, to offset the efforts of the laboring men who had urged Congress to withdraw further Government contracts until labor received better and more humane treatment at the hands of the Bethlehem Steel Company.

We protest against the United States Government giving additional contracts to the Bethlehem Steel Company while the inhuman conditions herein referred to are maintained by the company, and we further protest against exposing the brave defenders of the nation in the Army and Navy to the unnecessary dangers of defective armaments.

To further show how the general interests of society are endangered we quote from an address made to the strikers by Father Fretz, who is a lover of his kind and an honored spiritual leader in South Bethlehem. Father Fretz said:

"I have labored among my people in this community for nineteen years and I know that the Bethlehem Steel Company is a human slaughter house."

Therefore in the public interest as well as direct representatives of citizens with serious grievances, we bring these charges to you as the Executive of the nation, and in the name of the workers we represent, we enter a most emphatic protest against the Government of the United States engaging in an unholy alliance with a group of predatory interests whose chief aim is profits, and who care not what effect their methods have upon the American workmen and the American home.

We urgently request that you give this important grievance your careful consideration and prompt action. We also request that you direct that the report of the Department of Commerce and Labor, which has recently made a partial investigation of conditions which obtain at South Bethlehem and of the Bethlehem Steel Company in its relations to the workers there, be immediately made public.

Respectfully submitted,

DAVID WILLIAMS,
JOHN LOUGHREY,
Committee.

HON. WILLIAM H. TAFT,
President of the United States.

UNITED STATES DRINK BILL.

During the fiscal year 1909 116,852,908 gallons of spirits were distilled from grain in the United States. What the value of this flood of liquor may have been cannot possibly be stated. The output of the distilled, malt and vinous liquors and allied products in the year 1905 was reported by the census bureau to be worth more than $440,000,000. In the year 1909 1,591,738 gallons of brandy, 610,305 gallons of rum, 2,497,070 gallons of gin and 56,183,652 gallons of whisky were placed on the market in the United States. The total value of all these products at the place of manufacture was probably not less than $135,000,000. But these figures in no way measure the cost of distilled liquor to the consumer. They do not include the Government internal revenue tax or the cost of wholesaling and retailing the "goods." As sold in the "saloon" at 10 or 15 cents a "drink," the cost of whisky, or what passes for such among consumers, is no less than $6 a gallon. This would mean that the annual bill of the American public for whisky alone would be much more than $300,000,000. There are many who place it at twice as high a figure because of the excessive adulteration undergone by the liquor for the purpose of increasing its volume.—H. Parker Willis in McClure's.

Demand the union label on all purchases.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 44-46 East St.
Branches:
VANCOUVER, B. C., 122 Alexander St., P. O. Box 1365.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 1312 Western Ave., P. O. Box 65.
PORT TOWNSEND, Wash., 114 Quincy St., P. O. Box 48.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Or., 51 Union Ave.
EUREKA, Cal., 227 First St., P. O. Box 327.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

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Headquarters:
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Branch:
SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branches:
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SAN PEDRO, Cal., P. O. Box 54.

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Headquarters:
ASTORIA, Ore., P. O. Box 138.
Branches:
LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.
GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

ALASKA FISHERMEN'S UNION.

Headquarters:
SAN FRANCISCO, Cal., 93 Steuart St.
Agencies:
SEATTLE, Wash., 1312 Western Ave. P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

NEUSTADTER BROS.
SAN FRANCISCO



SAN FRANCISCO, CAL., May 23, 1910

To the REAL Union Men of San Francisco:

We understand that many union men and members of their families have had difficulty in obtaining "Standard" Union Made Golf and Negligee Shirts, being told by certain retail merchants that they were unable to obtain this well-known brand in the proper assortments and in all sizes. This statement is, to say the least, erroneous and evasive, as we constantly have on hand a large and varied stock to meet all requirements.

Pending the re-construction of our factory, after the fire of April 18, 1906, our "Standard" Golf Shirts were out of the market for a time, compelling retailers to buy elsewhere. Now, however, we are again fully equipped and carry a full assortment, comprising the latest patterns and designs which, together with union workmanship, surely entitles them to your consideration. Inasmuch as we operate a large factory where hundreds of the wives and daughters of union men find steady employment, think it only just that when purchasing a shirt you should insist upon one bearing the union label, and of such the "Standard" brand stands pre-eminent.
If you cannot find what you want, give us the name of the retailer who refuses to handle union made merchandise and we will direct you to some store where home industry is properly appreciated. Your cooperation is earnestly solicited by

Yours very truly,

NEUSTADTER BROS.

Domestic and Naval.

A telegram from Port Clyde, Me., reported the stranding of the schooner Annie A. Booth, from St. John for Boston, on Hart's Island. The vessel is said to be in a bad position, but the cargo will be saved.

In a speech on the Naval Appropriation bill in the United States Senate on May 20 Senator Clay said that the appropriations for the Navy, proposed for the present year, averaged $2 per head for each man, woman and child in the country.

The United States battleship Florida, the largest of the American Dreadnoughts built thus far, was launched at the Brooklyn Navy Yard on May 12 in the presence of the Vice-President of the United States, the Secretary of the Navy, the naval attaches of all the Powers.

From April 20 to 25, while the steamer Phoenix was between the Azores and Bermuda, a large quantity of square and round timber was passed, together with part of a vessel's cabin, painted white. Appearances indicated that the wreckage had been adrift a month or more.

The Panama Canal Commission has launched on the banks of the Panama Canal a barge built of reinforced concrete which weighs 60,000 pounds, and two others will soon be finished. These vessels, it is said, are unaffected by sea worms, marine vegetation does not adhere to them, and they are practically indestructible.

Reports from the steamers engaged in the Newfoundland seal fishery just ended show the catch is the most valuable of any for thirty years. The nineteen steamers that returned—the Iceland having been lost—brought 333,343 seals, valued at $627,833, compared with 269,302 seals last year, valued at $457,930.

The American steamship Lyra sailed from New York on May 21 for San Francisco, under charter by the Federal Sugar Refining Company, with 5200 tons of refined sugar. This is the first time since the formation of the sugar trust, twenty years ago, that a cargo of sugar has been sent to the Pacific Coast by way of the Straits of Magellan.

The prediction of Sir Montague Allen made several years ago that eventually there would be as much European travel and as much traffic up and down the St. Lawrence River as there is into and out of the Hudson, has begun to seem more probable by the establishment of the Royal Transatlantic Steamship line by the Canadian Northern and Great Western Railways.

The first electrical manifestation in connection with the presence of Halley's comet was reported by Captain Johns of the steamer Idaho at Boston, on May 20, from Hull, who states that at 8 a. m., May 16, while in midocean, his compasses were thrown out three-quarters of a point, or eight degrees. The compasses worked slowly back to the normal in the next two days.

Dr. Robert Ellis Thompson, president of the Central High School of Philadelphia, in a recent lecture criticised the manner of working seamen on American warships, saying that sailors are worked harder in our Navy than in any other in the world. The sailor is kept just as busy as he can possibly be and has no more time for himself than is necessary to eat and sleep.

Taylor's Nautical Academy

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Consular Building, Corner Washington and Battery Streets, Opposite New Custom House, San Francisco, Cal.

Oldest School on Pacific Coast. Largest and best equipped private Nautical School in the United States. Graduates prepared for the American and British Merchant Marine examinations. Warrant officers of the United States Navy prepared for examination for commission officers. Special course for cadets entering the United States Naval Academy.

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The Joint Board of Bakery and Confectionery Workers' International Union of San Francisco and Vicinity offers the following Cash Prizes to be drawn at the Annual Picnic to be held Wednesday, May 4th, 1910, at Fernbrook Park (Niles Canyon):

1st Prize ..... $25.00 — 4th Prize 10.00
2nd Prize ..... 20.00 — 5th Prize 5.00
3rd Prize 15.00

Coupons for this Raffle will be issued at headquarters of Local No. 24, at 1791 Mission St., or at headquarters of Local No. 119, at 453 8th St., Oakland, or by the Manager of the San Jose Baking Co., 433 Vine St., San Jose. 50 LABELS ENTITLE THE HOLDER TO ONE COUPON.
This Label stands for sanitary and humane conditions.
GET BUSY AND SAVE THE BREAD LABELS.
Winning names and numbers will be published in all daily papers.

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High Class Tailor
A place to go when others fail to satisfy.
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Bet. 1st and 2d aves., Seattle, Wash.

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Preparing bodies for shipping a specialty. All orders by telephone or telegraph promptly attended to.
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Graduate of Trinity Nautical College; Ocean Steamship Master, Unlimited; Puget Sound and Alaska Pilot; Author of "Self Instructor in Navigation." Chart and Sextant Practice, etc.
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TAILOR
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Oscar Pearson
Express and Baggage
Stand Outside of Union Office
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Allen, E. N.
Andersen, A. R.
Arntsen, John
Andreasen, O. L.
Balk, Marius
Berentsen, Aolf
Beahan, Ed.
Brown, Albert
Bauton, E.
Buckland, John
Caldwell, W. M. G.
Christensen, Vigo
Christiansen, N.
Christensen, O.
Didriksen, Kerlof
Elstid, John
Elwood, Alf
Eriksen, J. E.
Faroe, A. H.
Fenslund, Wictor
Gudmunsen, Martin
Gunnarsen, John
Gustav, John
Gustafson, G. B.
Haakonsen, H.
Hakonsen, Ingar
Haltness, M.
Hansen, John
Hanson, Chas. S.
Hansen Axel M.
Haugen, Arthur
Henrcksen ,Adolf G.
Heltwood, — —
Helmroos, Gust
Hedemark, T.
Helmes, Gus
Higlund, Hans
Jacobson, Knut
Jamuson, James
Jahnson, C. J.
Jenson, John
ensen, A. G.
Jensen, Geo. Sofus
Jensen, Chas. -769
Johansen, Jack
Johannesen, J. H.
Johanson, Herman
Johanson, Geo. W.
Johnson, C. J. 1566
Johnson, Bernard
Kahlstrow, C.
Kahnow, A.
Kesher, K.
Kristoffensen, Emil
Kruetz, Karl
Laatz, L.
Lahtonen, F.
Larsen, Halfdan
Lewis, Geo.
Linsay, A.
Lorton, Carl
Lorin, Christ
Lund, C. 599
Lunder, Bjan
Manonen, Eric
Mitte, Richard
Mekelut, E.
Nelson, Fred
Ness, John
Nielson, Jorgen
Nurmi, V.
Nystedt, Albert
Olsen, Carl G.
Olsen, Just.
Olsen, C. E. 584
Olsen, Gabriel
Olsen, Eric K.
Olsen Rangoald
Olsen, Johan
Osmundsen, Klaus
Ostertrahn, J. V.
Ouervick, Thos.
Paul, P. G.
Peterson, Oscar
Peterson, Knut
Petterson, Meyer
Petterson, Chas.-664
Pettersen, Carl Wiktor
Permin, Jens C.
Rasmussen, Akton
Rau, C.
Rimmer, Joseph
Robertson, M.
Ralstad, O. E.
Ryberg, Ove
Saari, K. G.
Schmah, M.
Schutte, R.
Smith, Johan
Staff, C.
Stapnas, L. L.
Stein, John
Svenson, G. A. 1295
Syvertsin, Ole
Thompson, James
Ticksman, Chas.
Tongersen, Ludwig
Udley, Harold
Verbrugge, D.
Wahlstedt, R. 778
Wang, Hakon
Wenneke, And.
Wikblad, O.
Wilson, P. S.
Yerka, Amil
Ylinen, Sam

PORTLAND, OR.

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INFORMATION WANTED.

Louis Hayot, a native of Porto Rico, about 54 years old, is inquired for by Sandalio Bernard, Sailors' Union of the Pacific, San Francisco.

Jack McGrath, late master-at-arms on the revenue-cutter McCulloch, is inquired for. Address Coast Seamen's Journal.

Joseph Flinn, last seen in Los Angeles and San Francisco, Cal., is inquired for by his sister, Marie, and brother-in-law, John O. Breien, of Liverpool, England. Anyone knowing his whereabouts please notify John O. Breien, 4 Conti St., Mobile, Ala.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

Erwin Bausback, born at Weilheim, Germany, is inquired for by the German Consul, San Francisco. Royal Insurance Building, 201 Sansome street.

Fritz V. Jacobson is inquired for by his brother, Job Jacobson. He was last heard of in Seattle. Address Lake Seamen's Union, 70 Isabella street, Ogdensburg, New York.

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WATCHES AND JEWELRY
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Deals exclusively in Union-Made
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Wholesale and Retail Dealers in
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Complete stock of Ship Chandlery, Groceries, Dry Goods, Seamen's Supplies and Outfits, etc., etc. Honest and fair dealing is our motto.

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Clothier and Furnisher for Gentlemen
Up-to-date Suits Made to Order
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Uniform gold braids and gold wreaths of all descriptions
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GENERAL OUTFITTERS FOR MEN AND BOYS
Clothing, Furnishing Goods, Hats, Caps, Shoes, Rubber Boots, Oilskins, Blankets and Quilts, Trunks, Bags, Pipes and Tobaccos, Cutlery and Notions.
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Men's Outfitters, Hats, Caps, Shoes, Rubber Boots, Oilskins, Flannel Shirts, Quilts, Blankets, and Notions.
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Everything Union made.
I will give you a square deal, as I want your trade.
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GOOD CUP OF COFFEE OR A SQUARE MEAL
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When making purchases from our advertisers, always mention the Coast Seamen's Journal.



INFORMATION WANTED.

Any one knowing whereabouts of Harry Fields, sometimes called Martin Smith, kindly report to F. Ascher, 1817 Chapin street, Alameda, Cal.

Peter Nielsen, from Aarhus, Denmark, is inquired for by Christ Hansen, 230 W. Thirty-second street, Los Angeles, Cal.

Wilhelm Mahsing, last heard of as sailing on the Pacific Coast, is inquired for by his brother, John Mahsing, now sailing out of New Orleans. Address, Marine Firemen's Union, 514 Dumaine St., New Orleans, La.

The U. S. District Court in New Orleans has decided the case of John Kauer vs. the SS. Dover in favor of the libelant, and the New Orleans Agent has collected the money. Any one knowing the address of John Kauer, please communicate with the Sailors' Agent in New Orleans, George C. Bodine, 514 Dumaine St.

John Johnson, a native of Norway, born September 15, 1858, at Blegeleidet Bamle; last heard from in 1904 living at 230 Third street, San Francisco. Any one able to give any information kindly communicate with his nephew, M. Olsen, 165 Third street, San Francisco, Cal.

The five sailors who left the schooner A. J. West at Honolulu, on March 30, 1908, are requested to communicate with the Secretary of the Sailors' Union of the Pacific. The libel against the A. J. West has been adversely decided by the Federal Court at Honolulu.

Home News.

The Supreme Court of the United States has fixed November 14 as the date for the rehearing of the tobacco and Standard Oil cases.

An earthquake, estimated to be from 4000 to 5000 miles from Washington, D. C., was recorded by the seismograph at Georgetown University on May 20.

Harry P. Flannery, former President of the San Francisco Police Commission, was acquitted of the charge of grand larceny at San Rafael, Cal., on May 19.

Charles K. Hamilton will attempt an aeroplane flight from Albany to New York, to win the $10,000 prize offered by the New York World, during the week of June 6.

The Standard Oil Company of New Jersey on May 16 declared a dividend for the quarter of $9 a share, the same amount as was declared at this time last year.

George W. Coleman, after admitting that he looted the National City Bank of Cambridge, Mass., of $309,000, was sentenced to fifteen years in prison at Boston on May 18.

The appointment of Theodore Roosevelt by President Taft as special Embassador to represent the United States at the funeral of King Edward in London on May 20, was officially announced on the 11th.

The Massachusetts Senate on May 12 killed the House resolution placing Massachusetts on record in favor of the election of United States Senators by direct vote. The vote on the resolution was 11 to 20.

A new system of life insurance, involving a change in the methods of judging whether or not a policy-seeker is a good or a bad risk, is about to be adopted by all the big companies of the United States.

That the four great express companies get net returns of from 43 to 115 per cent or more on the capital employed in actual express operations was stated in a report issued by the Merchants' Association of New York on May 12.

Adopting a resolution of condolence presented by Senator Cullom on behalf of the Committee on Foreign Relations, the United States Senate adjourned on May 9 out of respect to the memory of King Edward VII.

The issue of trading stamps by merchants was pronounced unlawful by the District of Columbia Court of Appeals in a divided decision rendered on May 10. The trading stamp companies will appeal to the Supreme Court of the United States.

U. G. Walker, president of the defunct South Cleveland Banking Company, which failed a few months ago for more than $10,000,000, was found guilty in Common Pleas Court at Cleveland, O., on the charge of perjury.

The Senate on May 10 adopted a substitute for the resolution directing an investigation of the abuses of the franking privilege. The resolution authorizes an investigation into the circulation of a pamphlet in defense of the Payne-Aldrich tariff law.

Eleven hundred and twenty-five children live in one Chicago block, according to the school census completed on May 10. The block, which is bounded by Black Hawk, Holt, Division and Dickson streets, contains the largest number of children in one block ever recorded in the history of Chicago.

Labor News.

Vasilieff, the leader of the Russian immigrants at Honolulu, has been sent to jail for three months on a charge of vagrancy.

J. W. Van Cleave, former President of the National Manufacturers' Association, died of heart disease at St. Louis, Mo., on May 15, aged 61 years.

Many labor organizations in San Francisco have subscribed for stock in the proposed Panama-Pacific Exposition, to be held in that city in 1915.

A full agreement between the Erie Railroad and its conductors and trainmen on an advanced schedule of wages was reached at New York on May 20.

The San Francisco local unions of Teamsters and Cooks and Waiters have re-joined their respective Internationals, thus ending a long-standing disagreement.

The Plumbers, Gas and Steam Fitters' Union of San Francisco has reduced the number of apprentices from one to each journeyman to one to five journeymen.

The arbitration of the wage demands made by the Brotherhood of Locomotive Firemen and Enginemen of forty-nine western railroads began at Chicago on May 16.

Four hundred and fifty members of the United Brewery Workers' Union in Los Angeles, Cal., went on strike on May 19 for increased pay. Every brewery in the city is affected by the tieup.

The Delaware, Lackawanna and Western Railroad Company and the firemen have settled their wage controversy. The firemen have been granted an increase averaging 12 per cent from May 1.

According to press reports, the Bethlehem steel strike was officially declared off on May 18, the executive committee of the strikers accepting the terms offered by President Schwab of the company.

Two hundred union bakers at Denver, on May 15, struck for an increase in wages. The bakers ask a flat increase of $1 a week, and use of the union label. Heretofore benchmen were paid $16 and oven-men $18 per week.

The Boot Manufacturers' Association of Australia has decided to apply to the Federal High Court for an order for the prohibition or suspension of the award given a few days ago by Mr. Justice Higgins in the Federal Arbitration Court.

The joint convention of the United Mine Workers and Illinois operators adjourned sine die at Peoria, Ill., on May 20. A strike was declared by the miners. The strike affects the entire State of Illinois and will involve between 72,000 and 75,000 men.

Because a gang of convict sailors from the prison ship Manila were placed at work alongside of them, painting one of the vessels now in the drydock, the six painters employed at the Mare Island Navy Yard left their labors on May 14, and refused to return until the prisoners are called off the job.

The Metal Trades' Association of Washington, which includes in its membership the principal foundry and machine shops of Seattle, Tacoma, Spokane, Bellingham and Everett, met at Seattle on May 18, and voted unanimously against the demand of the union men employed by them for the "Closed Shop" and an eight-hour day.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aase, Andrew
Adamsen, W. O.
Aguilar, Santos
Ahern, D.
Ahlberg, Oscar
Akselsen, Aksel
Allan, Wm.
Allen, G.
Amnell, Albert
Amunsen, Daniel
Andersen, -1620
Andersen, Emil
Andersen, Martin
Andersen, Karl E.
Andersen, -1305
Andersen, -1388
Andersen, -1609
Backtrom, Wm.
Balm, O.
Bastion, W.
Bausback, -1511
Beling, Oscar
Bensen, Ed.
Berg, H. J.
Berge, Johan S.
Bergman, Johan
Bergstrom, Paul
Bernert, Fred
Berntsen, Eilert
Bevilacqua, O.
Beyerle Rupert
Bietila, -1338
Bird, Christopher
Callas, Aug.
Carlgren, Aug.
Carlsen, Martin
Carlson, -876
Carlson, Axel. Geo.
Carlson, Richard
Carlsson, Gustaf
Carlsson, Axel Geo.
Carlsson, -861
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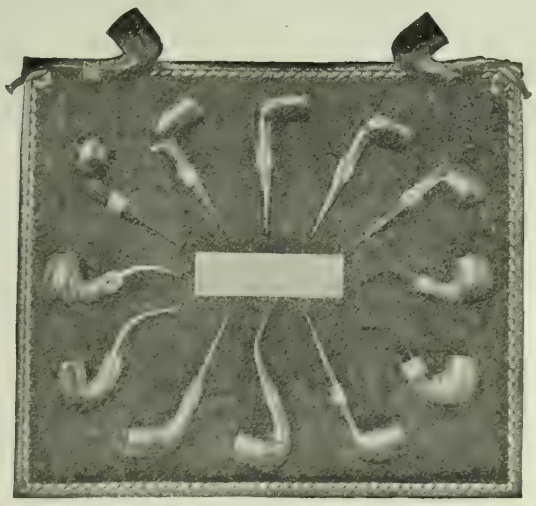
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INFORMATION WANTED.

Josef Jurek, a native of Rosdzin, Germany, is inquired for by the German Consul, 201 Sansome street, San Francisco.

Any member of the crew of the barkentine Arago when John McLaughlin, donkey man, was injured while loading at Caspar, Cal., last October, please report to Attorney F. R. Wall, Merchants' Exchange Building, San Francisco. By doing so they will very much assist McLaughlin in obtaining his rights.

News from Abroad.

The bubonic plague was officially declared to be epidemic in Amoy, China, on May 16.

The student Wardani, who last February assassinated the Egyptian Premier, Boutros Pasha Ghali, was condemned to death in Cairo, on May 13.

A fatal explosion occurred while the mine-laying division was maneuvering off Wilhelmshave on May 12. Six bluejackets were killed and two others injured.

The steamship Venus, from New Orleans, with arms for the Nicaraguan Government, has reached Greytown and will blockade the port of Bluefields.

The expulsion of Jews residing illegally in Khiev did not begin on May 14 as scheduled. It is reported that forcible measures will not be employed before June 14.

Dr. St. Clair Thompson, a throat specialist, who attended King Edward VII, denies the statement of Dr. Holden, of Columbus, Ohio, that the King had cancer.

Florence Nightingale, the heroine of the Crimean War, entered her ninety-first year on May 12. She was the recipient of many congratulations at her home in London.

Telegraphic communication with Port Limon, Costa Rica, which had been interrupted, was re-established on May 15. Reports that Port Limon had suffered from an earthquake proved groundless.

The Argentine Chamber of Deputies on May 15 voted a declaration of martial law throughout the republic, owing to threats of a general uprising at the centenary celebration of Argentina's independence.

Forty-seven workmen were drowned on May 18 through the upsetting of a boat in which a party of ninety-four laborers were being carried across the river Dnieper near Alexandrovsky.

The United States gunboats Paducah and Dubuque landed 160 bluejackets at Bluefields, Nicaragua, on May 20, to protect American interests in that city and to prevent fighting within the town limits.

The burial of Edward VII took place at Windsor Castle on May 20. Nine sovereigns and the heirs to many thrones were in attendance. Theodore Roosevelt represented the United States at the ceremonies.

Two almost simultaneous explosions of dynamite completely demolished the rural guard barracks in the city of Pinar del Rio, Cuba, on May 18. Fully 100 persons were killed and nearly as many wounded.

There is a strike of timber stackers on in Melbourne at present, and seventy members of the Carters' and Drivers' Union, who are engaged in carrying timber from the wharves to the sawmills, downed whips in sympathy with the stackers and sorters.

The result of the ballot of members of the Queensland Typographical Association, as to whether the sum of £10 be voted from the funds toward the election expenses of the Labor candidate for Brisbane Federal Division, was 77 for, 85 against.

By a great majority the Norwegian Odalsting has voted to grant universal municipal suffrage to women over 25 years of age. The new legislation will become effective at the next elections, and will increase the present women electors from 270,000 to half a million.

With the Wits.

Cynical.—"Why does that dog of yours always howl when he sees me?"

"Because, my dear fellow, he's rude enough to express what other people feel."—Baltimore American.

The boy who used to fly a kite,
You'll look for him, alas, in vain;
The simple toys have taken flight—
The young man wants an aeroplane.
—Washington Star.

Enthusiasm.—Anxious Messenger—Say, fireman, there's another fire broken out up the street.

New Recruit—All right, old chap; keep her going till we've finished this one.—Punch.

A Little Scheme of Hers.—Ella—Why do you let him call you by your first name?

Stella—I want to encourage him to help me get rid of my last name.—Judge.

A Trifle Mixed.—Mrs. Parvenu—Can I get seats here for the opera?

Ticket Agent—Yes, madam. For what date?

Mrs. P.—Which evening does Miss Highnote and Mr. Lohengrin sing together?—Boston Transcript.

Good in Theory.—"Honesty, my son," said the millionaire, "is the best policy."

"Well, perhaps it is, dad," rejoined the youthful philosopher, "but it strikes me you have done pretty well, nevertheless."—Tit-Bits.

The Superlative in Flattery.—Future Mother-in-Law—Do you think we shall get on well together?

Suitor—My dear lady, it was chiefly to have you as mother-in-law that I fell in love with your daughter.—Fliegende Blatter.

Truth Comes Out.—Fred—I hear you are engaged to an heiress, old man. How about it?

Joe—Your hearing is good.

Fred—Did you propose to her on your knees?

Joe—No; I was on my uppers at the time.—Chicago News.

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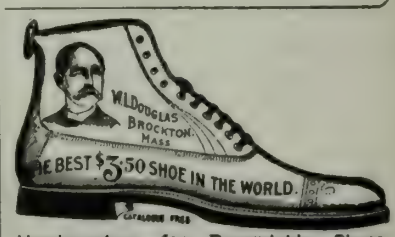
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NEEDED LABOR LEGISLATION.

THE STATUS of labor legislation in California, and incidentally throughout the United States, was discussed at a recent conference of the Democratic party of that State, held at Los Angeles. The following paper, prepared by the editor of the Journal, was read by Mr. Thomas E. Hayden, of San Francisco:

The efficiency of government is to be measured by the extent to which it conserves the welfare of the people, especially in respect to the conditions of labor.

It is true that in the broadest sense the interests of the people are involved in certain general conditions, and that those interests can only be served by legislation of a general character. The subjects of transportation and taxation, to cite but two instances, are of the highest importance, ultimately affecting every citizen. Upon the principle that fundamental conditions demand first attention, there can be no dissent from the proposition that the first duty of government lies in the intelligent and comprehensive treatment of those subjects which constitute the basis of all social and industrial activity.

But however successful the government may be in the treatment of these subjects, there remains the obligation—hardly less important to the wellbeing of the state at large and even more important from the viewpoint of those directly affected—of dealing with those matters of intimate, direct and personal concern to the people in pursuit of their daily vocations.

A government which contents itself with regulating the larger and more general affairs of state, leaving the personal relations of the citizens to be determined by chance,—that is, the chance of the weaker against the stronger—must be pronounced a failure. Under such a government we must expect to find, and in fact do find, a society in which the majority of the people are subjected to conditions unjust to themselves and injurious to the common wellbeing.

Paternalism is, of course, to be avoided, as detrimental to the spirit and exercise of personal liberty, upon which society must depend for its fullest development. Upon the other hand, the doctrine of "let alone" is no less prejudicial, no less a violation of the ethics upon which free government is founded and upon the observance of which it must depend for justification in its own sight and for support at the hands of the people. Government ought not to restrict or interfere with the relations of the citizens in so far as these are purely personal and limited in their effects to the individuals concerned. Neither ought it to permit absolute freedom in those relations in so far as the results thereof are likely to affect others. In a word the government ought to extend a regulative and protective influence at that point at which personal interest ends and public interest begins.

This, of course, is but a restatement of principles the soundness of which is quite generally admitted. The recital of these principles at this time will serve one purpose, if no other, namely, that of drawing attention to the wide gulf between accepted principles and common practice in the conduct of government. This observation applies with more force to the government of the United States than to that of any other great industrial nation. It must also be admitted that in this respect the government of California (at least as compared with many other States) is especially subject to criticism.

Of course, there are many reasons for the comparative backwardness in this respect of the State and National Governments. The comparative newness of our industrial system, the greater opportunities, real or potential, of the people to "shift for themselves," and the "spirit" of American institutions may be mentioned as among the circumstances accounting for this condition. But probably the chief cause of our failure in this respect lies in the absence of a common understanding or agreement upon the lines to be pursued or objective to be sought. At this point we must be guided by the well-established and invariable laws of national life and individual action.

Observing these laws, we find that the prosperity of a state or nation is proportioned to the prosperity of its working class, and especially of the most numerous and essential elements of that class. Thus we find that the prosperity of an agricultural community is proportioned to that of the agricultural workers. Similarly, the conditions of all classes in a manufacturing or commercial community are determined by those of the workers engaged directly in those forms of industry. Again, it is apparent that under the law of human action the condition of the workers is determined, not by equity but by necessity, the bare human necessity of the means of subsistence. This condition tends to reduce the workers to a state of poverty and servitude which is fatal to their own hopes of progress and also to the stability of free government. It is therefore the duty of government, if only out of regard for its own preservation, to so regulate the operation of these laws—to enhance them in so far as they operate for good, to restrict them in so far as they operate for bad—as to make for the largest possible degree of safety and progress among all classes.

Here, then, we arrive at the point at which the government may and should intervene in the personal relations of the citizens, the objective toward which it ought to direct its energies. It is not proposed that the government shall assume to regulate the wages or work day of labor, except in so far as its own employes are concerned or as may be required by considerations directly affecting the public health or morals. But we do propose that the government may rightly act in those matters which are commonly comprehended in the term "labor legislation."

The enactment and enforcement of laws to protect the workers, to safeguard their lives and limbs, to insure the prompt payment of wages, to defend women and children from the necessity of undue or premature labor, to insure adequate compensation for injuries—these and kindred objects should be the concern of government, equally with any other object or duty devolving upon it.

Judged by this standard, the government of California has thus far been derelict in its first duty to the people. A study of the statutes shows that the labor legislation thus far enacted in this State is fragmentary, lacking in continuity of purpose, and evincing little knowledge of, and, if possible, less consideration for the interests of those classes upon whose labor the prosperity of the State so intimately and inseparably depends.

From the earliest period in the history of the State the Legislature has been urged to enact laws for the regulation of the conditions of labor. These appeals have frequently been denied; at other times they have been answered by a half-hearted and slipshod pretense at legislation, perfunctory in spirit and ineffective in result. It would seem that the policy of each session of the Legislature has been to promise as much as might be necessary to placate the people, and to perform as little as might be necessary to avoid offense to the powers, industrial and political, that have ruled the State from time immemorial.

Not only is the labor legislation now on the statutes of the State insufficient in kind and degree, but its enforcement is notoriously lax. Practically speaking, there exists neither authority nor power to enforce these laws. The attempts at enforcement have been sporadic and in most instances futile. It is no exaggeration to say that California is to-day among the most backward States in the Union in respect to legislation necessary to insure the protection of the workers in the pursuit of their daily vocations, and therefore necessary to insure the progress and development of the whole people.

In view of these facts, it would seem that this Conference should place itself on record as taking cognizance of the existing state of the labor laws, and should recommend that the Democratic party, through its authorized medium of expression, pledge itself and its nominees to the enactment of such legislation as shall be deemed necessary to fully protect the interests of all classes of wageworkers. The Democratic party ought not to await appeal or demand from any quarter. Recognizing the needs of the case, that party ought to take a leading position and voluntarily declare for action upon the lines herein suggested.

A mere summary of the subjects embraced within the scope of the proposed legislation includes the following:

Enforcement of the Child Labor law, with special reference to its effect upon school attendance.

Factory inspection, including mercantile establishments, with special reference to sanitation and safety appliances.

Payment of men employed by corporations and contractors, with special reference to the truck system and discounting of wages.

Employment agencies.

Conditions of employes engaged in making and serving food products.

Conditions of women workers.

Employers' liability, with special reference to court procedure in suits for damages.

Mine inspection.

Conditions of employment in the transportation industries on sea and land.

Unemployment and distribution of labor.

Conditions of alien population.

Bureau of Labor Statistics.

Industrial Education.

It can not be expected that these and other correlated matters shall be dealt with conclusively or comprehensively in one or two sessions of the Legislature. But a beginning must be made, and should be made at once, in order that California may assume her rightful place as the equal of every other State in the intelligent and efficient treatment of the subject.

It has been pointed out in the foregoing that

(Continued on Page 7.)

TO RAISE THE MAINE.

The following address was delivered by Representative Loud in the House of Representatives on March 23, in connection with the bill to raise the Maine:

From remotest antiquity standards or flags in time of war have incited to heroic deeds those who fought beneath them. In the hieroglyphics of the ancient Egyptians their standards are shown. Allusions to standards or standard bearers we find in the Bible. In the Book of Numbers, first chapter, fifty-second verse, it reads:

> They pitch their tents every man by his own camp, and every man by his own standard.

Also in the second chapter and second verse:

> Every man of the children of Israel shall pitch his own standard.

In the middle ages, the era of the great crusades, the Christian host marched and fought beneath the sacred banner of the cross.

From the very beginning of our own country the Stars and Stripes then, the Old Glory of to-day, has incited brave men to glorious deeds of valor. We are told that the same day Congress adopted our flag Congress also ordered John Paul Jones to the command of the little ship Ranger, in tonnage only 308 tons. It was small, but in deeds it was great. The flag of this little ship was made by the willing hands and with loyal hearts given to Captain Jones by young ladies of Portsmouth, made from their best silk gowns, the stars cut from the white silk wedding gown of one of the belles of the city. How proud they must have been when later they learned the destiny of their handiwork. Raised on July 4, it was the first American flag hoisted on any American ship. Under it Jones conveyed the glad news to France of Burgoyne's surrender.

This flag at her foremast received the first salute given to our flag by any foreign nation, and under that flag her crew captured many English ships, and in capturing the English sloop of war Drake, of superior size and force, gave the first recorded naval action and victory under the Stars and Stripes. Transferred to the Bonne Homme Richard, this flag met its glorious fate after that terrific battle with the Serapis, in which his own ship was shot to pieces. The next day this crew, with the wounded transferred to the conquered Serapis, stood by and witnessed their own ship, with the sixty-seven dead on her decks, slowly sinking. Of this sad scene Captain Jones wrote in his diary:

> The last vestige mortal eyes ever saw of the Richard was the defiant and unstricken flag, as she went down, flying at her foremasthead. As I have given their good ship for their sepulcher, I bequeath to my mutilated dead the flag they so desperately defended for their winding sheet.

On his return to America John Paul Jones, in an address at Portsmouth, said:

> The flag you gave me for the Ranger I have carried across the sea, and our French friends saluted it with the cannon of their great fleet, and our English enemies twice lowered their haughty emblem to it. The story of that flag made by the daughters of Portsmouth has been written with letters of blood and flame that cannot be rubbed out so long as liberty shall be the watchword of brave men and virtuous women.

The history of our navy is replete with glorious evidences of bravery and devotion to our flag, and we still have our Hobsons afloat, as well as our Farnstons ashore, ready for desperate deeds of valor under it.

There have been occasions when on ships of war that were about to engage the enemy, in addition to the flag, a streamer or signal has been hoisted, the inscription on which has appealed to fighting men.

When Admiral Nelson on the Victory, the flagship of the English fleet, was about to join battle at Trafalgar, to every eye in the fleet was displayed from the masthead of the Victory the signal "England expects every man to do his duty." Under it the victory was won, and it has ever since been the watchword of the English navy.

At the battle of Lake Erie our youthful commander, Oliver Hazard Perry, as the ships of the enemy's fleet came near, called the crew of the Niagara aft, and, jumping on a gun slide, made to them a short address, at the close of which he shook out the folds of a streamer upon which, in large letters, was inscribed the last words of the dying Lawrence—"Don't give up the ship!" saying, "Boys, shall we hoist it?" and as one voice the crew replied, "Aye, aye, sir!" and under it that day a glorious victory was recorded in America's history.

There are times when an unwritten war cry has taken the place of or supplemented flags or streamer. In the war with Mexico, every citizen of our country in that day, and especially every one of the State of Texas, knew well the meaning of our war cry, "Remember the Alamo," for it was a call to vengeance and victory as well.

In our last war, twelve years ago, there was a war cry which appealed to every patriot sailor, for again it was a call to vengeance, and when Dewey joined in battle with the Spaniards at Manila, and Sampson and Schley at Santiago, the watchword, "Remember the Maine," thrilled the heart of every man in the fleet.

It was the watchword, "Remember the Maine," that inspired Congress to place at the disposal of President McKinley $50,000,000 without a single dissenting vote. It was the watchword when, on March 21, 1898, provision was made by Congress for the families of those 256 men who lost their lives on that horrible night of February 15, 1898.

Permit me to quote from a speech delivered that day on this floor by the Member from Iowa, Mr. Cousins:

> Mr. Speaker, whether this measure shall prevail, either in the form in which it has come from the committee, or in the form as proposed in the amendment, it is both appropriate and just; but hardly is it mentionable in contemplation of the great calamity to which it appertains. It will be an incidental legislative footnote to a page of history that shall be open to the eyes of this Republic and of the world for all time to come. No human speech can add anything to the silent gratitude, the speechless reverence, already given by a great and grateful nation to its dead defenders and to their living kin. No act of Congress providing for their needs can be a restitution for their sacrifice. Human nature does, in human ways, its best, and still feels deep in debt.
>
> Expressions of condolence have come from every country and from every clime, and every nerve of steel and ocean cable has carried on electric breath the sweetest, tenderest words of sympathy for that gallant crew who manned the Maine. But no human recompense can reach them. Humanity and time remain their everlasting debtors.
>
> It was a brave and strong and splendid crew. They were a part of the blood and bone and sinew of our land. Some were only recently at the United States Naval Academy, where they had so often heard the morning and evening salutation to the flag—that flag which had been interwoven with the dearest memories of their lives, that had colored all their friendships with the lasting blue of true fidelity. But whether they came from naval school or civil life, from one State or another, they called each other comrade—that gem of human language which sometimes means but a little less than love and a little more than friendship, that gentle salutation of the human heart which lives in all the languages of man, that winds and turns and runs through all the joys and sorrows of the human race, through deed and thought and dream, through song and toil and battlefield.
>
> No foe had ever challenged them. The world can never know how brave they were. They never knew defeat; they never shall. While at their posts of duty, sleep lured them into the abyss; then death unlocked their slumbering eyes but for an instant to behold its dreadful carnival, most of them just when life was full of hope and all its tides were at their highest, grandest flow; just when the early sunbeams were falling on the steeps of fame and flooding all life's landscape far out into the dreamy, distant horizon; just at that age when all the nymphs were making diadems and garlands, waving laurel wreaths before the eyes of young and eager nature—just then, when death seemed most unnatural.
>
> Hovering above the dark waters of that mysterious harbor of Habana the black-winged vulture watches for the dead, while over it and over all there is the eagle's piercing eye sternly watching for the truth.
>
> Whether the appropriation carried by this resolution shall be ultimately charged to fate or to some foe, shall soon appear. Meanwhile a patient and patriotic people, enlightened by the lessons of our history, remembering the woes of war, both to the vanquished and victorious, are ready for the truth and ready for their duty.

> The tumult and the shouting dies;
> The captains and the kings depart.
> Still stands thine ancient sacrifice.
> An humble and a contrite heart.
> Lord God of Hosts, be with us yet,
> Lest we forget, lest we forget.

While under the excitement and inspiration of that time of war and the nearness of the shocking calamity our legislators of that day did remember the Maine and did their duty. As the years have rolled by apathy and forgetfulness have since prevailed, and we have not remembered the Maine. We have forgotten the Maine, else we should long ago have raised the wreck of that battleship from the slimy ooze of that harbor. We would long since have returned to their native land the remains of the sixty-three sailors, and would have given them Christian and honorable burial here in the national cemetery at Arlington.

It is not, however, too late to make the effort possible to us and do what is reasonable and just in this matter. As the vote was unanimous in this House twelve years ago to supply the $50,000,000, the sinews of war, to our President, let us hope that the action of this House will again be unanimous to-day and pass this bill, that the remains of those brave men who gave their lives may be cared for in honor, and no longer have it a burden upon the national conscience that we have too long deferred this action of right and justice.

> With fighting top and tangled wreckage still
> Uplooming from the waters of the bay,
> The fated Maine, abandoned to the waves,
> Unhonored lies, while rust eats her away.
>
> Within her shattered hulk still bleach the bones
> Of those who died untimely and unwarned,
> Forgotten by the country that they served,
> Their silent plea for Christian burial scorned.
>
> The ships of many nations pass her by
> And frown upon her sunken there in shame,
> A sad reproach upon her country that
> Relinquishes for her all right and claim.
>
> Why is it thus? Where is our boasted pride?
> Why has our Congress suffered this to be?
> Are we so poor that we must let her lie
> Year after year for scornful eyes to see?
>
> We, who must often see this somber sight,
> And feel anew the shame of it each day,
> May well demand, Must this be ever so?
> Will not our people wipe this blot away?
> * * * * * * * *
> Lord God of Hosts, be with us yet,
> Lest we forget, lest we forget.

The dry dock to be built at Pearl Harbor, Hawaii, for which the Navy Department recently awarded the contract to a San Francisco firm, will be the largest in the world.

Demand the union label on all products.

UNIONS IN COMMON LAW.

Except as provided by the Trade-Union Acts a trade-union, being in restraint of trade, is an illegal body. It is, however, provided by the Trade-Union Act, 1871, that the purposes of a trade-union shall not by reason merely that they are in restraint of trade be deemed to be unlawful, so as to render any member of such trade-union liable to criminal proceedings for conspiracy or otherwise, or so as to render void any agreement. But no Court may entertain any legal proceeding instituted with the object of directly enforcing, or recovering damages for the breach of, any agreement for the application of the funds of a trade-union to provide benefits to members. By the Provident Nominations Act, 1883, it is provided that if any member of a registered trade-union entitled from its funds to a sum not exceeding £100 dies intestate without having made a nomination, such sum shall be payable without letters of administration to the person entitled by law to receive the same.

A member of a trade-union, who had paid his contributions to the society for some forty years, became mentally afflicted and incapacitated from work early in the year 1904. He thereby became entitled under the rules of the society either to sick benefit or, in the alternative, to superannuation benefit. The society paid sick pay to him till the end of August, 1904, when, on the removal of the man to a public lunatic asylum, they stopped further payments, and from the time of such removal refused to pay any further sums whatever. The man never recovered, and died in November, 1907, without having made any nomination. The widow of the deceased member then brought an action against the society, alleging that the society refused to pay her either the superannuation money which the deceased was entitled to have been paid under the rules, or sums of money retained by the society from time to time as they became due to the deceased from the time he entered the asylum till his death. She also claimed a declaration that she was entitled to these sums, or else that she was entitled, as administratrix of the deceased at her option, to repudiate the contracts of insurance made between the deceased and the society because of the failure of the society to perform their part of such contracts, and to recover from the society all the contributions or premiums paid by the deceased during his lifetime. The society, in defense to the action, set up the plea that if there were any contracts between the deceased and the defendants at the time of his death the court had no jurisdiction to deal with the claim as the society was one in restraint of trade; also, they pleaded, that the plaintiff, as administratrix, could not enforce against the society any contracts which the deceased man himself could not have enforced. They also alleged that the deceased had received a larger sum of money from the society than he had paid in. The judge accepted the contention of the society as to the absence of jurisdiction of the court, and gave judgment for the defendants. The plaintiff appealed.

The Court of Appeal dismissed the appeal, holding that the rules of the society clearly showed that its objects were such as were illegal at common law by being in restraint of trade, and that the courts had no jurisdiction to entertain the claim.—Russell vs. Amalgamated Society of Carpenters and Others. Court of Appeal, January 15, 1910.

THE GREAT PORTS OF THE WORLD.

That New York now holds first rank among the great seaports is one of many points of interest presented in a table of vessel tonnage prepared by Secretary Pratt of the Chamber of Commerce for the annual report of that body. The table shows the net registered tons for the latest year available and for the corresponding year ten years previous, together with the percentage of increase. Thus rank the thirteen principal ports of the world:

	Year.	Net. Registered Tons.	Pct. 10 Yrs. Growth.
New York	1908	12,154,780	56.4
	1898	7,771,412	....
Antwerp	1907	11,211,803	81.0
	1897	6,181,922	....
London	1907	11,160,367	22.4
	1897	9,110,995	....
Hamburg	1907	10,888,553	82.7
	1897	6,090,510	....
Hongkong	1906	9,941,261	30.6
	1896	7,609,047	....
Liverpool	1907	8,167,409	48.2
	1897	5,845,384	....
Montevideo	1906	7,725,534	288.0
	1896	1,991,554	....
Marseilles	1906	6,736,603	67.0
	1896	4,032,259	....
Singapore	1906	6,672,789	67.1
	1896	3,992,905	....
Cardiff	1907	5,734,755	27.4
	1897	4,485,782	....
Kobe	1907	5,497,877	642.8
	1897	740,851	....
Genoa	1906	5,540,818	55.1
	1896	3,514,301	....
Buenos Ayres	1906	5,119,291	*78.1
	1897	2,866,499	....

*Nine years.

It will be seen that ten years ago London stood first, New York second, Hongkong third and Antwerp fourth. Since that time Antwerp and Hamburg have made the greatest strides among the six leading ports by their increase of over 80 per cent. New York's excellent increase of 56 per cent has enabled it to pass London and maintain a good lead over its Belgian rival. At the rates of increase exhibited, Antwerp is apparently destined to pass us at some not distant day. However, the departure of the astute Leopold from the land of the living may halt the phenomenal progress of that port.

The extent and swiftness of the rise of Japanese commerce is vividly portrayed in the astounding figures for Kobe. The growth from 740,851 tons in 1897 to 5,497,877 tons in 1907, marking an increase of 642 per cent, is eloquent testimony as to the strides of the Japanese nation.—New York Evening Sun.

The French Ministry of Agriculture has issued a pamphlet which sets forth that snails are animals injurious to vegetation and therefore are legally subject to capture and destruction at all seasons.

Subway railroads are good investments in New York City. Profits have increased about 17 per cent in the last three months over the same period last year, the gross earnings being $3,321,500, an increase of $459,400.

Experimenters in Mexico with Australian tree cotton have developed two varieties, which may be mixed with wool or silk, respectively, which they so closely resemble as to make detection difficult.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Unions, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 85 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques v puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

Labor News.

Thirty-five strikebreakers arrived at Sedalia, Mo., on May 26, from St. Louis to take the places of striking machinists in the local shops of the Missouri Pacific Railroad.

Shingle mills throughout Western Washington that have been idle since April 22 to prevent a decline in prices, resumed operation on May 23. About 2500 men are affected.

It is said that unless the members of the Carpenters' Union of Stockton, Cal., recede from their stand of demanding an increase in wages, building activity in that city will cease for months to come.

The Interior Department is preparing for the establishment of the Bureau of Mines, in accordance with the recent enactment of Congress creating it as a co-ordinate division in that Department.

An increase in wages is to be granted by leading flour manufacturers of Minneapolis. The schedules are being figured, and will probably be effective this week. Increased cost of living is given as the reason.

After three weeks of conference a joint agreement was reached on a scale at Saginaw, Mich., on May 22. The mines resumed work on the 23d. after being shut down since April 1. About 3000 men returned to work.

All the striking employes of the International Paper Company returned to work on May 23 under the terms of an agreement between the officers of the company and officers of the Pulp-Makers' and Paper-Makers' unions.

The provision inserted in the House of Representatives requiring that the battleships and fleet colliers should be built under the Eight Hour law, was retained by the Senate when the Naval Appropriation bill was finally passed on May 23.

The first break in the ranks of the coal operators of the Southwest since the strike began occurred on May 26, when the Sans Bois Coal Company of McCurtain, Okla., signed a con. tract granting a 10 per cent increase in wages, as demanded by the miners.

That 6,000,000 women of the United States are at work at salaries averaging $270 per annum was the declaration of Mrs. Raymond Robins of Chicago before the session of the National Women's Trade Union League executive board at St. Louis on May 21.

M. Kerberts, an attache of the Russian Foreign Office, who was sent to Hawaii to investigate the complaints of Russian emigrants against their employers, the sugar planters, has reported that the charges of ill-treatment and deception are without foundation.

Ten thousand persons filled the auditorium of the "million-dollar pier" at Atlantic City, N. J., on May 22 to attend the mass meeting for labor, the greatest popular meeting of the Presbyterian General Assembly. Officials of the Atlantic City Central Labor Union led a delegation of 2000 mechanics and laborers who attended the meeting.

The managers of fourteen railroad systems in the West met in Denver on May 25 and decided to put into effect at once an increase of wages of 3 cents an hour for yardmen and apply the working rules and changes in conditions adopted at the meeting of the General Managers' Association, and now in effect in Chicago and Eastern yards.

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MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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Agents Harbor Steam Laundry.

INFORMATION WANTED.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Named shoes are frequently made in Non-Union factories.

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246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INFORMATION WANTED.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England.

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San Pedro Letter List.

Anderson, Charlie	Lundquist, F.
Anderson, Gust.	Lyche, Harris
Andersen, P. T.	Lindroth, Gustaf
Anderssen, Frank	Langvid, Ernest
Anderson, Sam	Leahy, Wm.
Anderson, W. -1240	Lister, W.
Alexandersen, Paul	Lindeback, Lenart
Anderson, Oscar	Lang, Gust.
Anderson, Carl	Lundman, C. -1533
Andersen, Harald	Le Bloa, Sylvian
Anderson, Charley	Larsen, J. -1542
Arrhenius, Chas.	Larsen, Lars
Anderson, Werner	Maroth, Richard
Boylan, C J. (pkg.)	Mueller, Hugo
Blumquist, C.	Mathiasen, Nils
Bordjelm, Alex.	Magnussen, E. W.
Brose, R.	Malmin, Tom
Bjorseth, Knut	Mathisen, H. O. -1757
Backman, Ernest	Nelsson, Karl J.
Bowman, K. Hj.	Nelson, John C.
Barth, V. F.	Nordgren, Chas.
Beyerly, Rupert	Nestor, Wilson
Baehr, Emil	Nilsen, J. -780
Boylan, J. (pkg.)	Norman, John
Boisen, P. A. -1500	Nord, Emil
Bell, Frank M.	Norman, L.
Christophersen, A.	Nelson, Eddie
Carlson, Markus	Olsen, Hagbart
Christenson, H.	Ohlsen, Ch.
Carlssen, C.	O'Brian, Jack
Christiansen, Chr.	Olsen, Pete
Carlsen, Carl	Olson, Carl
Cook, Walter	Olsen, George A.
Carlsen, Ed.	Olsson, L.
Collins, E. F.	Olsen, Ole A.
Christensen, N. -1066	Osterholm, G. W.
Durholt, Harry	Olsson, Johannes
Dreyer, Herman	Pierson, A. -1102
Dean, J.	Pettersen, Peder. O.
Dransman, Hans	Peratis, John
Doyle, William	Peterson, Chas.
Englebright, H.	Pedersen, P. -1093
Emanuelsen, Gust.	Peterson, Algate
Eugene, John	Peterson, T.
Eichel, E. -740	Person, Fritz
Fischer, Wilhelm	Pederson, C. H. -1149
Froberg, Fred	Petersen, Wilhelm
Gutman, E.	Quinn, W.
Garner, Loule	Quinn, Wm.
Gregorian, Ept.	Rasmussen, F. -341
Grass, Charles	Rokow, Stefan
Hansen, C. -1910	Rantio, J.
Hentschel, Otto	Reutern, Axel
Hengst, Otto	Rolf, Harry
Hamalainen, Paul	Rydholm, Harry
Hilke, Carl	Reinik, Harry
Hansen, N. -1867	Ramstedt, Aksel
Hansen, Peter K.	Sorensen, C. -1607
Hafstrom, Fred	Solie, Ingvald
Henrikssen, Albert	Steen, Hilmar
Hansen, Thron	Scott, E. G. -2041
Hedlund, Arvid	Spearing, Gustav
Halvorsen, I.	Sundqvist, Fred. (Reg. letter)
Hanze, Albert	Schmidt, E. -1670
Hassall, G.	Simpson, L. C.
Hansen, L. -794	Soderman, Victor
Hansen, Hans	Smith, John V.
Husby, Lars	Svensen, G. -1549
Johnson, Charles	Steinberg, Arthur
Johansson, J. -1821	Sorensen, James
Johansen, J. -1462	Sunde, Albert
Jobsen, Ch.	Scholl, Karl
Janson, Julius	Strand, Olav
Johansson, J. -880	Saarinen, H.
Jonasson, C. A.	Schibsted, John
Johnssen, J. E.	Saul, Fred
Kaasik, August	Schaab, Anton
Kahze, A.	Stephan, M.
Kolostoff, J.	Samuelsen, W. L.
Kustel, Victor	Steen, Mr. (Telegram)
Klaessen, Karl	Sorensen, Charles
Keilman, Joe	Sindahl, Jens
Koso, Pete	Thompson, W. J.
Kuhne, Wilhelm	Tufte, A. Paulsen
Kohler, K. -901	Tuominen, Alfred
Kusik, M.	Touanne, Walter
Kleishman, F.	Thomas, Paul
Kittelson, C. J.	
Kure, Gidion	

Notice.—All members having clothes in the baggage-room in San Pedro Branch will have to remove them by June 10, 1910, otherwise the same will be disposed of.

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William Gohl, convicted of murder at Aberdeen, Wash., was sentenced to life imprisonment on May 24.

The German ship J. C. Benner, from Hamburg for Santa Rosalia, has put into Southampton seriously damaged by collision, according to New York advices of May 25.

A suit in admiralty was filed in the United States District Court at San Francisco on May 26 by H. W. Anderson, a San Francisco pilot, against the steamer Resolute, for $40 for services rendered.

The following change of master was recorded at the San Francisco Custom-house on May 21: Schooner Cecelia Sudden, Peter Petterson, vice Gust Gustafson. The ship Alexander Gibson, F. E. Southard, master, was enrolled.

The schooner Dora Bluhm, out seven days from Coos Bay for San Pedro, went ashore on Santa Rosa Island on May 25 and was totally wrecked. Captain Johnson and the crew of six were saved and brought to San Pedro on the 27th.

In tow of the tug Hercules the old ship Alexander Gibson sailed from San Francisco on May 27 for Port Townsend, where she will load lumber for New York. Upon her arrival on the Atlantic Coast the old timer will be converted into a barge.

The Snow and Burgess, once a clipper ship famed for her speed, but now a lumber schooner, showed old-time speed when she tied up at the dock in Fort Gamble on May 14, four days and ten hours from San Francisco. The passage from dock to dock was accomplished without any towboat assistance.

Another sale reported is that of the well-known freighter Lyra by the Boston Tugboat Company to the Luckenbach estate of New York. The Lyra was formerly operated on the Coast. She was built in 1901, has a net register of 3516 tons and is regarded as one of the best cargo ships flying the American flag.

The old frigate Portsmouth, which on July 6, 1846, sailed into San Francisco Bay and took possession of Yerba Buena and within the next three days captured Vallejo and Sonoma, will be given to the City of San Francisco to be maintained there as a historic reminder of the beginning of American authority.

The Associated Oil Company's new oil tanker J. A. Chanslor, in command of Captain George MacDonald, arrived at San Francisco on May 18, fifty-four days from Newport News, where she was built. The new steamer, which is for the coastwise service, sailed on her first voyage in the service on the 21st.

The Matson Navigation Company has disposed of the barks Amy Turner and Gerard C. Tobey to the Ocean Barge and Tug Company. It is the purpose of the company to use the vessels as barges to be towed up and down the Coast. The Amy Turner was built at Boston in 1877 and the Gerard C. Tobey at Bath, in 1878.

Advices received from Kobe state that as a result of the practice of the Osaka Shosen Kaisha line in giving a 5 per cent discount on silk cargoes to Tacoma the lines in the transpacific freight conference have decided to begin a rate war. and new tariffs are now being prepared. The cuts will be made on silk freights only.

With the departure from San Francisco on May 14 of the steamer Quinault a new regular steam-schooner service on a three-day schedule between San Francisco and Portland was inaugurated as the result of an agreement between the West Coast Steamship Company and E. J. Dodge Steamship line.

Lieutenant Joynes of the Revenue-Cutter Service has returned to Portland from Coos Bay, where he investigated the charges of cowardice preferred against the lifesaving crew stationed there as a result of their alleged inefficient work on the occasion of the Czarina wreck last winter. The findings have not yet been published.

The Steamer men at Portland believe that a number of steam-schooners now plying on the Portland-San Francisco route will be driven out of business by the deal just arranged in San Francisco whereby the tug Hercules will tow barges to Portland regularly for the transportation of cement.

Prompted by the high steam-schooner rates, a number of cement concerns have formed a syndicate for the transportation of cement from San Francisco to Puget Sound and have chartered the Redstack tug Hercules from the Merchants and Shipowners' Tugboat Company, and purchased the old bark Gerad C. Tobey, which is now a barge.

The following changes of masters were recorded at the San Francisco Custom-house on May 23: Steamer Onisbo, F. L. Kate vice Charles N. King; steamer Pilot, L. L. Langren vice John Olsson; steamer Mongolia, E. P. Kitt vice Henry E. Morton. The following vessels were enrolled: Steamer Duchess, E. F. Poole master; steamer Empress, R. W. Woodward master; steamer Newark, J. A. Wayland master.

According to United States engineers, where thirteen years ago, when the Government started operations on the south side jetty, there was but ten feet of water at mean low tide, there is now guaranteed low water volume of twenty feet on Gray's Harbor bar. Since this improvement this harbor is able to take care of the largest ocean-going craft.

Anticipating an almost unprecedented rush to Alaska this summer, Captain Conrad Siem, a veteran in the Alaskan service, has inaugurated a new direct steamer service from San Francisco to Iliamna Lake. Passengers and freight will be handled by this new route direct from San Francisco to a point within a few miles of the "diggings," via Bristol Bay, without a stop.

The following changes of masters were recorded at the San Francisco Custom-house on May 17: Schooner Howard, Martin Hermanson vice Henry Panhorst; steamer Sea Fox, H. P. Marshal vice E. A. Landstrom; schooner Emily F. Richard, Andrew Anderson vice Henry Hansen; schooner Noyo, C. A. B. Johnson vice Charles Cinder; steamer Axtec, Charles F. Austin vice Charles Stewart.

The following changes of masters were recorded at the San Francisco Custom-house on May 20: Steamer Flyer, C. J. Jorgenson vice G. J. de Coursey; steamer Wellesley, Carl Schillinsky vice C. E. Lindquist; schooner Nettie, Andrew Olsen vice Matz Harsfeld. The following vessels were enrolled: Steamer J. A. Chanslor, G. B. Macdonald master; schooner Henry Villard, W. T. Lewis master.

The well-known steamer Alameda, which was formerly on the run between San Francisco and Honolulu, is keeping up her record in the new service in which she is engaged for the Alaska Steamship Company. The Alameda has established a record between Seattle and Cordova of three days and ten hours. The previous best time was made by the steamer Oregon, which belonged to the old Northwestern Steamship Company's fleet.

That the burden of proof of cause of damage to cargo rests with the carrier was the stand taken by the United States Circuit Court of Appeals at San Francisco on May 26 in its reversal of the decision of the District Court in the case of Henry Lund & Company against the owners of the Swedish bark Medea, for injury to cargo carried by that vessel. The opinion was written by Circuit Judge Morrow, sitting with Circuit Judges Gilbert and Ross.

The Holt line, which operates in the round-the-world service line between Liverpool and Victoria, has ordered another liner of the type of the Protesilaus from Scott's Shipbuilding and Engineering Company at Greenock. Three steamers were already in course of construction for the company, but it was reported that these were intended for service to Australia. The new vessel will be about 10,000 tons register and will be equipped with passenger accommodations.

The following changes of masters were recorded at the San Francisco Custom-house on May 18: Schooner Gaslight, A. C. Schlash, vice C. A. M. Cinder; steamer Onisbo, Charles M. King, vice F. C. Kato; steamer Brunswick, Charles Cinder, vice George Hammar; steamer James M. Donahue, C. A. Dunnigan, vice A. Poisson; schooner Annie Maria, Jens J. Moller, vice Harry Smith. The steamer Falcon, John Dahlquist, was enrolled.

The old American ship Glory of the Seas has been sold by Barneson & Hibberd of San Francisco to Captain W. J. McDonald and associates of Victoria and it is reported that she will carry coal from British Columbia to Nome. The old vessel has been disengaged at Eagle Harbor since 1909, and is now repairing. The Glory of the Seas was built in East Boston forty-one years ago. She is 240 feet long, 44 feet beam and 20 feet depth of hold, and carries a crew of twenty-two men.

The following changes of masters were recorded at the San Francisco Customhouse on May 27: Steamer Walter Hackett, E. Fogel vice Daniel James; steamer State, Davis H. Delpy vice R. L. Holman. The following vessels were enrolled: Ship S. D. Carleton, U. C. McNaught, master; bark Pactolus, Cyrus Ryder, master; ship Reuce, Cyrus Ryder, master; schooner Ludlow, Jonah A. Anderson, master; schooner Comet, Nicholas Borgensen, master; bark Gerard C. Toby, William J. McLeod, master; bark Amy Turner, John F. Turloff, master; schooner Marie Chevallier, Nicholas Hoepner, master.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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Headquarters:
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LAKE DISTRICT.

LAKE SEAMEN'S UNION.

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ERIE, Pa., 328 German St.
CONNEAUT HARBOR, O., 992 Day St.
SOUTH CHICAGO, Ill., 113 92nd St.
SANDUSKY, O., 510 Meigs St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

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DETROIT, Mich., 7 Woodbridge St.
MILWAUKEE, Wis., 157 Reed St.
ASHTABULA, Ohio, 85 Bridge St.
CONNEAUT, Ohio, 995 Day St.
TOLEDO, Ohio, Cherry and Summit Sts.
WEST SUPERIOR, Wis., 401 Tower Ave.
SOUTH CHICAGO, Ill., 83 Ninety-second St.
OGDENSBURG, N. Y., 8 Judson St.
BAY CITY, Mich., 208 Fraser St.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St. Tel. Seneca 823 R.

Branches:
DETROIT, Mich., 33 Jefferson St.
TOLEDO, Ohio, 1702 Summit St.
NORTH TONAWANDA, N. Y., 154 Main St.
OGDENSBURG, N. Y., 94 Hamilton St.
BAY CITY, Mich., 919 Water St.
ASHTABULA HARBOR, Ohio, 74 Bridge St.
CLEVELAND, Ohio, 929 Superior Ave.
CHICAGO, Ill., 242 South Water St.
MILWAUKEE, Wis., 317 Virginia St.

Sub-Agency:
CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

Coast Seamen's Journal

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BY THE
SAILORS' UNION OF THE PACIFIC
Established in 1887

WALTER MACARTHUR.....Editor
PAUL SCHARRENBERG.....Manager

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Headquarters of the Sailors' Union of the Pacific, 44-46 East Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JUNE 1, 1910.

ABUSE OF POLICE POWER.

The theory of personal liberty in the United States received a severe jolt the other day upon discovery of the fact that a citizen had been arrested in San Francisco and confined for thirteen days without opportunity of communicating with the outside world. The citizen in question, Howard Cooley, a seaman, was arrested on May 13 while walking the streets of San Francisco, at the instance of an acquaintance, who informed the police that he (Cooley) was "wanted" in Aberdeen, Wash., for complicity in certain crimes committed in the latter locality. Cooley was thrown into a cell and kept "incommunicado." No charge was preferred against him. For thirteen days he was submitted to a sweating process and treated with every indignity characteristic of the "police power." His photograph, measurements and finger prints were taken and placed in the "rogues' gallery." Each day during his confinement in the City Prison Cooley was taken before the officer in charge and interrogated. His protestations of innocence and offers to prove the same were greeted with brutal insult. At the end of thirteen days Cooley was told to "get out," without so much as a word of explanation as to the authority or reason of his arrest. The whole case affords a striking instance of the abuse of police power and suggests the existence of a danger to the liberty of the citizen which ought to be thoroughly investigated.

Howard Cooley is a member of the Sailors' Union of the Pacific. Immediately upon his release he reported to Acting-Secretary Ellison, of that organization. The latter visited Captain of Detectives Wall, but without receiving the slightest satisfaction. Cooley was arrested upon information that he was "wanted," clapped in jail for thirteen days, and then released—that is all there is to the case from Captain Wall's point of view. Probably, if the latter were entirely frank about it, he would assert that Cooley is lucky to be at large at all! Considering the facts, we are inclined to believe that Captain Wall would be entirely justified in taking this position. If a person may be picked up on the street and kept in jail for thirteen days without the knowledge of anyone, what is to prevent his being kept in jail forever? Cooley was dead to the world during the period of his incarceration. That he has been restored to life and liberty may possibly be regarded by the police as an act of magnanimity upon their part! Nevertheless the situation is a serious one for Cooley, and hardly less serious for other citizens who are disposed to assume that, being innocent of offense against the law, their liberty is safe in the hands of the authorities.

That Cooley is entirely innocent of the charge upon which he was "wanted" could have been determined by the police by the very briefest investigation. The records of the Sailors' Union show that Cooley was at sea at the time the alleged crimes are said to have been committed at Aberdeen. No investigation of any kind seems to have been made. Cooley was not only deprived of his liberty, but was done out of an opportunity to secure employment. It goes without saying that the matter will not be permitted to rest short of every possible effort to secure reparation. Suit has been brought for $25,000 damages in the United States Circuit Court, the defendants being Chief of Police Martin and Captain of Detectives Wall. The public is vitally interested in this case, not only as a matter affecting the man primarily involved, but also, and chiefly, as involving the public safety. The result in this case will prove the real extent of the police power of San Francisco. It will show whether that power is limited to the enforcement of law, or whether it extends over the life and liberty of law-abiding citizens. It will show whether the police of San Francisco are the servants of a free people or the creatures of an irresponsible despotism.

SEAMEN, REGISTER!

Seamen sailing out of San Francisco should register in order to insure the right to vote at the coming elections. Those who maintain regular places of residence ashore may register from their home addresses just as do other classes of citizens. Those who make their home on board ship may register from the latter. The following statement, based upon the best legal advice obtainable, sets forth the law in the matter:

"Seamen may register in San Francisco, either from their domicile on shore or from the vessel upon which they are employed; in the latter case from the First Precinct, 45th Assembly District (near Seawall).

If registered from a vessel, the seaman must have been on board such vessel not less than thirty days next preceding the date of election in order to be entitled to vote.

In case the seaman is transferred from one vessel to another after registration, he must have such change recorded with the Registrar of Voters in the same manner as change of residence on shore.

The fact that a vessel hails from any other than a California port does not signify, as long as she regularly trades in the waters of that State."

It is the duty of seamen, as of other classes of citizens, to exercise their political rights. The first requirement in the case is that of registration. The Registration Office is located in the City Hall, McAllister street. Open from 8:30 a. m. to 5 p. m.

A PRO-JAP REPORT.

According to press reports, the investigation of Jap labor conditions in California, carried on during the past year by the State Bureau of Labor Statistics, has resulted in a finding to the effect that Jap labor is a necessity to the agricultural development of the State. The basis of this conclusion rests upon the fact that the ranches of the State are too large to be cultivated by white labor in view of the comparative scarcity of the latter. If the fact be as stated—if the ranches are so large that Jap labor is a necessity to their cultivation—the proper remedy lies in reducing their dimensions. If this can not be done, the State had better worry along in a comparatively undeveloped condition, rather than facilitate cultivation at the expense of white population.

The report of Labor Commissioner Mackenzie is the outcome of the measure passed by the last session of the Legislature, providing for an investigation of the Jap labor problem. This measure, as will be recalled, was passed after the Legislature had bowed to the demands of the Federal Government to squelch the then-pending anti-Jap bills. No one expected anything from the proposed "investigation," and presumably no one is disappointed at the outcome. One thing, however, is quite certain, namely, that the people of California and other sections of the West will not submit to be flooded by Asiatic labor of any kind. The profitable cultivation of the soil by large landowners is one thing, but the preservation of the white race in these parts is another, and far more important thing.

"A friend in need is a friend indeed." This old saying was well exemplified in connection with the recent wreck of the steam-schooner Marhoffer, off the Oregon coast. The crew of that vessel reached land after severe hardships, resulting in the death of one man. The sufferings of the survivors were relieved by Mrs. Greenwood and her daughter, Miss Maud Greenwood, who walked six and one-half miles, carrying food to the shipwrecked men. The kindly act of these ladies was highly appreciated by the crew of the Marhoffer, acknowledgment of which is hereby made in the name of the latter and on behalf of the seafaring fraternity of the whole Coast. Grace Darling has been dead for many years, but her spirit lives in the women of to-day, who, as in the case of Mrs. Greenwood and her daughter, undergo toil and danger to relieve the distress of those who "go down to the sea in ships" and meet disaster on the great waters!

In view of the illegal arrest and imprisonment of Howard Cooley by the police of San Francisco, it would seem that the Grand Jury of that city would do well to make a tour of the City Prison with a view to finding whether or not there be others suffering under similar circumstances. Persons interested in the fate of "missing" relatives or friends may find in the case of Cooley a suggestion worthy their attention.

The article "Needed Labor Legislation," published on page 1 of this issue, was prepared primarily for a Democratic gathering, but its significance applies equally to all other political parties. Any party which would secure the support of labor at the polls must be prepared to acknowledge its responsibility to labor for the passage of legislation affecting the interests of that class.

NEEDED LABOR LEGISLATION.

(Continued from Page 2.)

the labor legislation thus far enacted has been perfunctory and empirical, much of it having been declared unconstitutional, both with respect to the State and Federal constitutions. This condition was inevitable under the circumstances in which the laws themselves were enacted. A like result is inevitable in the future unless care be taken to prepare the measures with due regard to practicability and constitutionality.

In order to obviate a repetition of these unfortunate and wasteful experiences, it is suggested that a legislative commission be created, whose duty it shall be to study specific conditions and to draft legislation in accordance with its findings. The personnel and other details of the proposed commission may be left to future determination by the Legislature or Executive. It is sufficient here to say that such a body need not be a salaried one, nor need it involve any great expenditure of public funds. It may well be added in the latter connection that the State could hardly make an expenditure of money for any purpose better calculated to produce good and lasting results to all its citizens.

At this juncture it may be well to point out that these proposals contain nothing new or radical, at least as compared with the policy of other States; on the contrary, they but follow the lines of action laid down and now being diligently pursued in many parts of the Union. Indeed the most hopeful feature of industrial and social life in the United States at the present time is the awakened and progressive spirit manifested in numerous localities in the matter of labor legislation.

During the past two years six States have created commissions such as that here suggested, while many other States have in the same period embarked upon broad and comprehensive plans of labor legislation. As an example in point, it may be mentioned that the law of Employers' Liability is the subject of an increasing degree of attention, as appears not only from the appointment of commissions but from actual legislation as well. Five States (Michigan, Texas, Idaho, Maine and New Jersey) and the Philippine Islands passed laws affecting employers' liability directly; while in Georgia, Iowa, Massachusetts, Mississippi, Ohio, and South Dakota the customary defenses of employers in suits for damages by injured employes, i. e., fellow service, assumed risks, and contributory negligence, were more or less restricted or modified. The doctrine of comparative negligence, under which the contributory negligence of the employe is compared with the primary negligence of the employer, with a corresponding award of damages, has been incorporated in the laws of Texas, Iowa, and Ohio, and in a modified form in the Georgia statute.

More than fifty separate laws were passed by the Legislatures of various States within the past two years regulating the conditions of employment in factories and mercantile establishments and making provision for inspection. Laws providing for a higher standard of ventilation in workrooms, based on ratio of window area to floor space and requiring artificial ventilation where necessary, were passed in Illinois and Minnesota. New laws were passed in Oklahoma and South Carolina providing for systems of factory inspection.

These instances suffice to indicate the trend of modern labor legislation and to justify the suggestion that a commission be created in this State for the purpose of aiding the Legislature in the work of formulating and enacting labor laws.

Reference has been made to the lack of enforcement of the laws already in existence. This feature of the situation is notorious among observers of public affairs. Indeed, it is quite likely that any attempt to enact further legislation will be met at first by the objection that it is useless to multiply laws so long as those already existing can not be enforced. Attention is here directed to the State Bureau of Labor Statistics. This institution was established twenty-six years ago for the purpose of enforcing the labor laws, acquiring information concerning the conditions of employment, and suggesting improvements in the laws. For reasons which are obvious to every citizen of the State, the Bureau of Labor Statistics has failed in the chief object of its establishment. With rare exceptions, the officials in charge have done little or nothing to justify its existence, a fact that reflects upon the powers which have thus far controlled the State Government, rather than upon the personal character or capacity of the incumbents of the Bureau. The Bureau, however, remains a potential instrument for the protection and advancement of the interests of labor. Administered by industrious and capable officials and supported by funds sufficient for its enlargement so as to embrace the whole State within the scope of its operations, the Bureau of Labor Statistics may, and we hope will be enabled to fulfill its very important function and thus realize the hopes of its founders.

In the discussion of this subject it is but proper that note be taken of those measures affecting the interests of labor which come within the jurisdiction of the Federal Government. These measures include the following:

Regulating the issuance of injunctions in labor disputes.

Amending the Anti-Trust law in relation to trade-unions.

Regulating the daily hours of service in labor performed on public works under contractors and sub-contractors.

Confining the sale of convict-made goods to the State or Territory in which they are produced.

Abolishing the involuntary servitude of American seamen in foreign ports.

Encouraging instruction in agriculture, trades and industries.

Guaranteeing the rights of free speech to employes in the public service.

Establishing an eight-hour work day for Post-office employes.

Providing for workmen's compensation.

Exclusion of Asiatics.

These measures, while National in scope, are of the greatest importance to the people of California and should receive their support. The Democrats of the State can render no better service to the cause of progressive government than that of nominating to the office of Representative in the Congress of the United States men who may be depended upon to work actively and aggressively for the enactment of the bills here described.

This Conference need not hesitate to give whatever assurance may be within its power as a voluntary and unofficial body, that in the treatment of public questions the Democratic party will exercise due regard for the interests of every class and element of the people. Nothing suggested by these remarks can rightly be construed as involving concern for one class at the expense of any other class. On the contrary, all classes will benefit in proportion as the working class, comprising as it does a great majority of our citizens, shall be protected in the rights and guaranties to which it is entitled.

The great State of California should take a forward step in the all-important matter of labor legislation. The Democratic party should be foremost in pledging itself to this step, thus justifying its claim to the confidence of the people and discharging its highest duty as an instrument in the conduct of progressive government.

Let whoever will lag in the march of civilization. The Democratic party must lead the army of progress in the war of humanity against greed, indifference and special privilege.

HEIGHT OF WAVES.

In the course of a lecture on "Waves in Water" delivered before a meeting of the members of the Royal Geographical Society Dr. Vaughan Cornish said that he had endeavored for many years to obtain exact observations of the actual size attained by waves.

In Lake Geneva his observations showed that the extreme height to which the waves attained was nine feet, the length of the lake being forty-six statute miles; on Lake Superior waves as high as twenty-two and a half feet had been measured with a wave length of 300 feet, though on large inclosed seas, like the Mediterranean, or the still larger semi-inclosed sea, the China Sea, it was not found that the increase in the size of the waves went on so rapidly, though they were a little larger. In the Atlantic Ocean waves about forty-two feet in height frequently recurred during strong gales in any positions not less than 600 nautical miles from the windward shore.

The statements about waves eighty feet or 100 feet high encountered by the modern Atlantic liners related to the altitude of large masses of broken water as they flew aft from the concussion of the vessel's bow with a head sea. The statements of such altitudes were not necessarily an exaggeration, but they related to a different thing from that which they called the height of a wave when they were dealing with a wave as a geographical phenomenon.—Shipping Illustrated.

A Minnesota man has patented a brush in which the bristles are mounted on a wire form in such shape that the inside of the shoulders of milk cans are cleaned easily.

For the last 500 miles of its course the Amazon River has an average gradient of only an eighth of an inch per mile.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, May 30, 1910.

The regular weekly meeting of the above date having been postponed to Tuesday, May 31, on account of Decoration Day, a legal holiday, a synopsis of the minutes of this week's meeting will be published in next week's issue of the Journal.

E. ELLISON, Secretary pro tem.

44-46 East St. Pacific Phone Kearny 2228. Home Phone J 2228.

Vancouver, B. C., May 23, 1910.

Situation fair.

JOHN PEARSON, Agent.

122 Alexander St. P. O. Box 1365.

Tacoma Agency, May 23, 1910.

No meeting; no quorum. Shipping fair; men still scarce.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, May 23, 1910.

Shipping fair; prospects uncertain.

P. B. GILL, Agent.

1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, May 23, 1910.

No meeting; no quorum. Shipping slack; prospects uncertain.

WALTER MOLLER, Agent.

229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, May 23, 1910.

Shipping fair; prospects uncertain.

H. G. LUNDBERG, Agent pro tem.

P. O. Box 6. Tel. 225.

Portland, Ore., Agency, May 23, 1910.

Shipping dull.

D. W. PAUL, Agent.

51 Union Ave. Tel. East 4912.

Eureka Agency, May 23, 1910.

Shipping fair; prospects uncertain.

JOHN W. ERICKSEN, Agent.

227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, May 23, 1910.

Shipping and prospects fair.

HARRY OHLSEN, Agent.

P. O. Box 67. Tel. Main 662.

Honolulu Agency, May 17, 1910.

No meeting; no quorum. Shipping and prospects poor.

CHAS. SORENSEN, Agent.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., May 26, 1910.

The regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping fair for waiters.

EUGENE STEIDLE, Secretary.

Phone Kearny 5955.

Seattle Agency, May 19, 1910.

Shipping slow. Agency will remove to new quarters in 1003 Western avenue and Madison street by the 1st of June.

LEONARD NORKGAUER, Agent.

Phone Sun Main 2233. P. O. Box 1335.

San Pedro Agency, May 24, 1910.

No meeting. Shipping good; prospects fair. Few men ashore.

ED. BARRY, Agent.

P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, May 23, 1910.

Strike situation good.

ALEX. McKECHNIE, Sec'y pro tem.

674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., May 24, 1910.

Shipping fair.

WM. H. FRAZIER, Secretary.

1½A Lewis Street.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

A PROUD (?) BOAST.

The Conneaut News-Herald, a paper in the pay of the Steel Trust, in its issue of May 19 says: "There are fifty 'sailors' at the Lake Carriers' Shipping offices here," and that "Conneaut supplies men for the surrounding ports." The story sounds queer when you know that the scab-hunters had to send to Cleveland for two scabs for the Cornell on that date.

The shameless attitude of the News-Herald is in no way relieved by the fact that the "story" is untrue. The fact that its editor can openly boast of the prostitution of their town to the purpose of the union-busting Steel Trust, and feel no shame, no inkling of the awful work in which they are engaged, is almost unbelievable. That any man of average intelligence will sell his soul and body and the product of his brain in such a manner is still more unbelievable. Judas Iscariot, in betraying his Saviour, did no worse crime than that committed by any man who scabs, or encourages scabs, in any manner. Traitors to their kind, traitors to themselves and to all workers, what possibly can be the process of their brain workings? What possible excuse can they make to their inner consciousness, to their God, or to their homes?

There are on the Lakes to-day a number of American farmers' boys from seventeen to twenty-one years of age, who are as hardened, brazen-faced scabs as ever polluted the air by their presence. A large proportion of these come from Ashtabula county, Ohio, and the News-Herald boasts of their shame! Is it through ignorance of the mighty aims of organized labor? Let us hope that this little country town is not proud of its scabs as the News-Herald would have us believe, but that, instead, it does not find itself in accord with traitors of any sort.

W. H. JENKINS.

Conneaut, O.

FAUSTIN WRECKED.

The little steamer Faustin, owned by John G. Mullen of Amherstburg, foundered near the Bar Point lightship, on May 17, in about thirty feet of water. The tug Smith, which is owned by one of the contractors working in the vicinity, went to the steamer's assistance and rescued the crew.

The Faustin was bound from Toledo to Amherstburg with a cargo of coal for the Mullen Coal Company. She encountered a very heavy sea in her run across the Lake. The water poured into the firehold, extinguishing the fires. The crew could not work the pumps.

There was a heavy sea running that night and it is feared the little boat will be a total loss. The Faustin was built in 1882 and her capacity is about 400 tons. She is 123 feet long and 24 feet beam. The steamer has for a number of years traded between Ohio ports and the rivers.

The keel for a fuel lighter for Pickands, Mather & Co., Cleveland, has been laid at the plant of the Buffalo Drydock Company.

LAKE STRIKE DEVELOPMENTS.

The Pittsburg Steamship Company, better known as the Steel Trust fleet, has dispensed with cash payment of wages on its steamers and now uses checks. The change was made on account of the difficulty they are having to hold the men and boys brought in to take the places of the seamen who are on strike.

The purpose is to make it difficult for the strike-breakers to secure cash, it having been found that as soon as most of them get a trip's wages they very promptly leave the ships.

The company evidently figures that without cash and in a strange port the men will hesitate to quit, except during banking hours, and that they can be prevented from that by withholding the checks until after hours.

The Steel Trust fleet is the controlling factor in the Lake Carriers' Association, which now has agents throughout the country looking for men to replace the strikers. They have failed to get anything like a sufficient number of experienced seamen and are bringing in inexperienced men and boys. They are having a busy time because an average of over one thousand men are leaving the Lake Carriers' ships each week.

The strike situation is regarded as favorable by the union men.

V. A. OLANDER,
Second Vice-President International Seamen's Union of America.
Chicago, Ill.

BUOYS AND LIGHTS.

Lieutenant Commander C. D. Stearns, U. S. N., Inspector of the Tenth Lighthouse District, Buffalo, announces that middle buoy 6, fourth-class spar, at Erie Harbor, Pa., was reported missing May 13. The location is marked by a temporary buoy of the same color. The regular buoy will be replaced as soon as practicable.

Announcement is made at the office of Commander C. B. Morgan, U. S. N., Inspector of the Eleventh Lighthouse District, Detroit, that the Gros Cap Reef gas buoy, head of St. Mary's River, is reported as displaying a fixed light. The flashing light of ten seconds' duration will be re-established as soon as practicable.

For the second time within a week, Mackinac Island spit gas buoy, Straits of Mackinac, is reported not burning. The lighthouse tender Aspen has been dispatched from the Soo to relight it.

OLD LIFE-SAVER DEAD.

Captain John Lysaght, for twenty-two years keeper of the United States Life-Saving station at Grand Haven harbor, died at his home at the station, on May 15, after an illness of two years with heart trouble. Captain Lysaght sent in his resignation to the Department some time ago, because of ill health and asked to be relieved from duty. The resignation was accepted but no successor was appointed, and Captain Lysaght was still on duty when death relieved him.

NEW STEAMERS LAUNCHED.

The steamer Charles S. Price was launched at the Lorain yard on May 14. The Price is being built for the Mahoning Steamship Company and will be operated by M. A. Hanna & Co. She was named for the president of the Cambria Steel Company of Johnstown, Pa.

The new boat is 524 feet over all, 504 feet keel, 54 feet beam and 30 feet deep. She will have triple expansion engines with cylinders 23½, 38 and 63 inches, with 42-inch stroke. Steam will be furnished by two Scotch boilers 14½ feet in diameter and 11½ feet long.

Captain George B. Brock, who was in the steamer George A. Flagg of the Hanna fleet, will bring the new boat out.

On the same day the steel freighter, E. H. Utley, took the water at the Wyandotte yard. Miss Frances Curtis, daughter of James A. Curtis, vice-president of the Ford Collieries Company, was sponsor. The Utley is building for the Franklin Steamship Company of Duluth. H. K. Oakes of Detroit will be her manager.

Captain Edward Fitch of Cleveland, who brought out the steamer B. F. Berry two years ago, will be master and John Purvis, Detroit, chief engineer. Purvis is the man who shot and killed Comrades Richard Brown and William Woods, who were on picket duty in Cleveland last July.

W. H. JENKINS.

Conneaut, O.

WILL BUILD TANK STEAMERS.

The Cincinnati, Hamilton and Dayton Railroad is to break into the oil business in a manner that will threaten the business in that line at other Lake ports which have been going after the Lake trade in crude oil. Four tank steamers will operate out of Toledo before the summer ends.

The first step in that direction was taken on May 17 when the tank steamer, Calvert, began taking on a cargo of crude oil in bulk at the C. H. and D. docks for Sarnia.

The preparation for this important move has been going on quietly under the supervision of President Cotter and his assistant, Frank H. Alfred.

STEAMER FINED $200.

On information furnished by the commander of the United States revenue-cutter Mackinac, Collector of Customs L. M. Willcuts of Duluth has assessed a fine of $200 against the steamer B. F. Berry for violation of the Navigation rules in the St. Mary's River.

It was charged that at 7:05 p. m., on the evening of May 6 the Berry, while passing abreast of Everns Point, failed to give a signal of one blast of the steam whistle of about ten seconds' duration, as required by the rules. The Berry is owned by the Fremont Steamship Company. C. C. Balfour is the commander.

It is reported that Montreal parties are negotiating for the purchase of the steamer Ionia.

TRAFFIC THROUGH CANALS.

American vessels carried 94 per cent of the total freight and 39 per cent of all passengers transported through the American and Canadian canals at the Soo last year, according to the annual statistical report of Lake commerce issued by Colonel C. McD. Townsend, engineer corps of the United States Army. Unregistered American vessels carried 14,654 net tons of freight, an average of 85 tons per trip.

In twenty years the number of steamers engaged in Lake commerce has increased from 345 to 742, while freight carried by this type of vessel has increased from 5,175,799 tons in 1889 to 53,649,833 tons in 1909. In the same period the number of sailing vessels was reduced from 231 to 128, while the freight carried has increased from 2,304,538 tons in 1889 to 4,221,264 tons last year, the percentage of total freight carried by sailing vessels meanwhile being reduced from 31 to 7 per cent. The freight total has grown from 7,516,022 to 57,895,149 tons.

Maximum freight traffic through the canals was on August 26, 1907, when there were 121 passages, aggregate registered tonnage being 287,385 and the aggregate of freight 487,649 tons.

For 1909 the steamer Edward Y. Townsend, owned by the Cambria Steamship Company of Cleveland, is credited with four individual maximum records, as follows: Largest single cargo, 13,664 tons; greatest amount of freight carried, 312,196 tons; greatest number of miles run, 44,443; greatest number of mile tons, 280,610,200. The Townsend, built in 1906, has a gross tonnage of 7438 and measures 580 feet length, 58 feet beam.

Among sailing vessels the barge John Smeaton, owned by the Pittsburg Steamship Company, has two records: Largest single cargo, 9526 tons, and greatest amount of freight carried 157,702. Credit for greatest number of miles run is given the Sid G. Thomas, with 29,774, and for the greatest number of mile tons to the Alexander Maitland, with 138,383,769.

NEW COMPANY.

J. C. Wallace, president of the American Shipbuilding Company, has closed a contract with the Marquette & Bessemer Dock and Navigation Company for a new carferry to be built at the Globe yards. The new ship will take the place of the Marquette & Bessemer No. 2, which was lost in Lake Erie last December, and will probably be used on the same run.

The new carferry will be 350 feet long by 56 feet beam and 19½ feet deep. She will have triple expansion engines, 19, 35, 52 and a 40 stroke. There will be four Scotch boilers 13 feet 9 and 12 feet long. She will carry thirty cars, and will be of steel throughout and of the latest modern design and equipped with every improvement. The cost of the new ferry will be $400,000.

PETER REISS LAUNCHED.

The steamer Peter Reiss was launched at the Superior shipyard on May 9. The new boat is of 10,000 tons capacity, and is 524 feet over all and has a beam of 54 feet. The Peter Reiss was built for the North American Steamship Company of Cleveland, O.

STRIKE
ON THE GREAT LAKES

COMRADES:

The strike of Sailors, Firemen and Cooks on the Great Lakes is still on. We appeal to all seafaring men to assist us in persuading seamen to stay away from the Lakes during this strike.

Any reports that the strike has been settled are false.

The Seamen of the Great Lakes are sticking together solidly, and will keep up the battle for freedom and decent conditions until the fight is won. "God Almighty hates a quitter." (So do we.)

Lend a hand, comrades, by inducing seamen to stay away from the Lakes while the strike is on.

Yours fraternally,

LAKE DISTRICT,

International Seamen's Union of America.

STRIKE ON THE GREAT LAKES KEEP AWAY!

SHIPMENTS OF COAL.

Figures on coal shipped from Buffalo to the various Lake ports shows the immensity of the movement this spring, which has broken all previous records. During that time 449,279 tons were shipped out.

Shipments were distributed to the various Lake ports as follows: Chicago, 121,283 tons; Superior, 98,337 tons; Fort William, 77,190 tons; Milwaukee, 41,058 tons; Duluth, 32,397 tons; Port Arthur, 23,315 tons; Marquette, 15,750 tons; Waukegan, 10,600 tons; Hancock, 7600 tons; Racine, 5800 tons; Manitowoc, 5390 tons; Torch Lake, 3560 tons; Portage, 2900 tons; Sault Ste. Marie, 2050 tons; Kenosha, 1500 tons; Lake Linden, 1000 tons; Alpena, 600 tons; Sandwich, 300 tons.

NEW BOAT LINE.

It is reported at Duluth that the Canadian Northern Railway Company will place in commission this summer a handsome freight and passenger boat that will visit the Head of the Lakes.

Like its rival, the Canadian Pacific Railway Company, the Canadian Northern has gone into the steamship business. The story given credence is that the Canadian Northern has ordered several large boats for the Great Lakes trade. These boats, it is said, will carry freight between Montreal points and points on the Great Lakes. Railroad and vesselmen profess not to be surprised at the reported move of the railroad.

W. C. Moreland is to be the name of the new 600-footer being built at Lorain for the Jones & Laughlin Company, and to be completed about September 1. The sister-ship, under construction by the Great Lakes Engineering Company at Ecorse, will be named the Willis L. King, for the vice-president of the Jones & Laughlin Company.

Eleven vessels managed by A. B. Wolvin of Duluth have been equipped with wireless telegraph instruments. They are: Wolvin, Wallace, Ames, Bope, Frank Peavey, George Peavey, Heffelfinger, Wells, Hoyt and Reed.

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Matt Moertel, No. 3522, L. S. U., is inquired for by his sister, Mrs. H. L. Everett, 202 E 51st street, Chicago, Ill.

Joseph Ward, No. 21241, Lake Seamen's Union, is inquired for by his mother, Mrs. Julia Ward, 223 Devoe street, Brooklyn, N. Y.

Comrade William Burke, of the Marine Firemen, Oilers and Water Tenders of the Great Lakes, is inquired for by his sister, Miss Ella Burke, Little Falls, New York.

Marie Panoitz, 1195 W. 11th street N. W., Cleveland, O., inquires for her brother, John Ernest Meyna, last heard from nine years ago. Anyone knowing his whereabouts please notify above address at once.

Miss Janet Crittenden, No. 40 Miller street, Mt. Clemens, Mich., is enquiring for her brother, John Crittenden, last heard from in 1907. Any one having information as to this comrade please notify the above address.

Range lights to Lorain Harbor to cost $19,800 were provided in the Lighthouse bill which passed the House on May 2. Huron gets $3,800 for range lights. For a light vessel for service between Point Abino and Sturgeon Point, Lake Erie, $75,000 was appropriated.

C. J. Magill of the Ferry Company thinks that from the description the body found in Canada is that of Patrick Keith, an oiler.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)
674 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....21 High Street
Telephone Bell 175 R
CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.
TOLEDO, O.....54 Main Street
Phone Bell 1890.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.
SUPERIOR, Wis.....213 Banks Avenue
Telephone, New Phone, Broad 155 L.
BAY CITY, Mich.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
KINGSTON, Ont., Canada.....(Box 96) King Street
ERIE, Pa.....328 German Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.
SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.
SANDUSKY, O.....510 Meigs Street

HOSPITAL AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.
RELIEF STATIONS.

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

HEARINGS ON SEAMEN'S BILL.

(Continued from last week.)

Here is another extract from the same proceeding, which shows that the trips are so fixed on the boats on the Great Lakes that they only have about two nights without work, in port, in a season. Captain Noble states here also with reference to the drills: "We had all but the boat drill, and we couldn't have that on account of the davits." Here are also some letters addressed to me from the United States Local Inspectors, and I will not stop to read them now.

Mr. Hardy: Do you want them in the record?

Mr. Olander: Yes, because they bear upon the subject of the shortage of crews, and the law that we are trying to get amended, and the fact that neither the Inspector nor the Customs Collectors will take any action under the present law.

(Following are the letters and extracts referred to:)

United States Customs Service,
Office of the Collector,
Duluth, Minn., October 13, 1909.

Mr. Thomas Guinn, Sault Ste. Marie, Mich.

Dear Sir: I have to acknowledge receipt of your communication of October 11 wherein you say that you have received information that the steamers General O. M. Poe, Normania, and the barge Crete left the "Soo" with less crew than required by their certificates; that you believe that this vessel is bound for the port of Duluth, etc. Your communication does not convey any information for this office to act upon. I suppose it is your idea to have us board these vessels upon their arrival and to find out whether your hearsay information is correct. This, of course, we can not do. These vessels after leaving the "Soo" may go to any one of several ports on Lake Superior, and even if they come to Duluth we have no knowledge as to when they will arrive, or at what dock. For your information, boats are not required to report for twenty-four hours after their arrival, and to get any reliable information a boat would have to be boarded immediately upon her arrival at a dock; and, as I said before, we do not know at what dock they will arrive, or when; so to pay any attention to such communications as yours of the 11th instant would take much time of customs officials at the expense of other business and do no good.

Furthermore, your complaint, in my judgment, is not made in good faith and for the good of the service; but is made because of your controversy with the Lake Carriers, and is an attempt to drag us into that fight regardless of the merits of the cases reported by you. It is not the province of a customs official to become involved in a controversy such as yours, at the instigation of either side to such controversy. I therefore must decline to have my force engaged in searching for different vessels which may or may not come to my district, at your suggestion.

I can not understand why, if there are violations such as you claim, the same are not discovered by the Government officials at the "Soo," who are on the ground and are thoroughly competent and efficient officers.

If, however, you actually know of any violations by vessels belonging to this district, and will forward me a statement of the facts under oath, naming the officers or the number of the crew that are short, and specifically, thereby giving me reliable information to act upon, I will investigate.

Your communication, with a copy of my reply, has to-day been forwarded to the department.

Respectfully,
L. M. WILLCUTS,
Collector of Customs.

United States Customs Service,
Office of the Collector,
Cleveland, Ohio, September 3, 1909.

Mr. V. G. Olander,
General Secretary Lake Seamen's Union,
143 West Madison Street, Chicago, Ill.

Sir: I have the honor to acknowledge receipt of your letter of August 31, inclosing the affidavit of Thomas Guinn, of Sault Ste. Marie, deposing that on certain dates set forth therein a number of vessels passed the locks at Sault Ste. Marie without a full crew, as required by their certificates. The affidavit is specific as to dates and names of vessels but is wanting in other details. The affidavit is based on information said to have been obtained from members of the crews of said vessels, but the names of such persons are not given nor is any definite information given as to the number or positions that were vacant. I would be very glad to have you send me, if possible, affidavits from members of the crews of these vessels, setting forth in detail the violations of which they have personal knowledge.

These affidavits should be specific as to the number of crew actually on board and the number required by the certificate and should give the full name and address of the person making the affidavit. I note what you say about the difficulties attending a private investigation of this character and therefore I will appreciate very much any information you may send me.

Respectfully,
CHAS. F. LEACH, Collector.

Department of Commerce and Labor,
Steamboat-Inspection Service,
Duluth, Minn., August 31, 1909.

Sir: Inclosed find copy of letter received at this office in reply to our inquiry of crew reported as being short on steamer Thomas Cranage.

Reports of such nature must have some foundation for truth accompany them in order to receive attention in future from this board.

Respectfully,
JOHN MONAGHAN,
MICHAEL F. CHALK,
U. S. Local Inspectors.

Mr. V. A. Olander,
General Secretary Lake Seamen's Union,
Chicago, Ill.

Cleveland, August 28, 1909.

United States Local Inspectors,
Duluth, Minn.

Dear Sirs: Your letter of August 24 received and noted. The Thomas Cranage had a full crew aboard on day you mention, and had a full crew the entire trip, the number of men which her certificate of inspection calls for. There are times when I carry more men. Mr. Edward McAllen and Charles H. Lang will swear to this statement. Their address is aboard this steamer.

I am bound for Duluth and will call at your office.

Yours truly,
FRANK B. POWELL,
Master Steamer Thomas Cranage.

Extracts from printed proceedings fifth annual convention of the Pittsburg Steamship Company's Masters and Officers, January, 1909, page 17:

Mr. Coulby: * * * There is a good deal of talk about there not being enough wheelmen to go around.

Captain Walsh: With the open-shop plan we often get men who are older, and we couldn't educate them to the wheel.

Mr. Coulby: If a man is drawing able seamen's pay he ought to be able to stand his trick at the wheel.

Captain Walsh: We had to do this last year, of course, in order to facilitate the open shop.

Mr. Coulby: * * * I don't care about your ringing the bell alongside a dock, but I think when you were at the dock you would at least know your watchman had to leave the galley and make the trip to the bell every half hour. Still, I don't think it is necessary when you are loading or unloading your boat, but I do think it is necessary if you have your ship moored for the night, there is no work being done, and everybody is turned in but the watchman. If you hear that bell every half hour you will know the watchman is awake, and attending to his duty. If you don't hear it ring you don't know where he is.

Captain Hunt: That wouldn't be any hardship because it would only happen about twice a season. * * *

Captain Noble: We had all but the boat drill and we couldn't have that on account of the davits. * * *

Captain McGregor: If we swung the boats out every few days we would damage them on account of the men trying to be smart and hurrying up.

Mr. Olander: This is a letter that I wrote to Mr. J. C. Nagel, Secretary Department of Commerce and Labor, Washington, D. C., calling attention to the fact that the vessels last year were operated by crews composed of inexperienced men and boys, many of them not more than mere children. I will not read it all if I can file it; but I want to call attention to one paragraph in this letter, which says:

It seems to me, also, that when local inspectors designate the number of crews required on board it is reasonable to presume they refer to the number of men required, and that the placing on board of young, inexperienced boys 15 or 16 years old (in some cases less) in positions requiring the strength of grown men is not complying with the certificates.

I asked them to take action to ascertain the truth of the assertions that I made in this letter, and the reply states that they will investigate any specific charges of violations of the navigation or steamboat-inspection laws, and states, further, that the department does not recall any law which prohibits those under legal age from being members of crews of vessels of the United States in positions other than those of watch officers, licensed officers, and pilots. I would like to file those letters also. I have not the record in its entirety, but the department reference is absolutely correct. They can carry a baby aboard of those ships.

(Following are the letters referred to):

Lake Seamen's Union,
Chicago, Ill., September 18, 1909.

Mr. J. C. Nagel,
Secretary Department of Commerce and Labor,
Washington, D. C.

Dear Sir: There exists on the Great Lakes at present a condition of affairs extremely dangerous to navigation. A large number of steamers are navigating with a smaller number of crew than is required by their certificates of inspection. The crews are largely composed of inexperienced men and of young boys, many of them scarcely more than children.

In spite of the pleasant weather prevailing dur-

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 44-46 East St.
Branches:
VANCOUVER, B. C., 122 Alexander St., P. O. Box 1365.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 1312 Western Ave., P. O. Box 65.
PORT TOWNSEND, Wash., 114 Quincy St., P. O. Box 48.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Or., 51 Union Ave.
EUREKA, Cal., 227 First St., P. O. Box 327.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 91 Steuart St.
Branch:
SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branches:
SEATTLE, Wash., 209-210 Powell Building, P. O. Box 1335.
SAN PEDRO, Cal., P. O. Box 54.

UNITED FISHERMEN OF THE PACIFIC.

Headquarters:
ASTORIA, Ore., P. O. Box 138.
Branches:
LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.
GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

ALASKA FISHERMEN'S UNION.

Headquarters:
SAN FRANCISCO, Cal., 93 Steuart St.
Agencies:
SEATTLE, Wash., 1312 Western Ave. P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

ing the summer, there has been a larger percentage of accidents, involving damages to hulls, machinery, and gear, than in any previous season. Fall weather is now due, gales will be frequent, and under the conditions which many ships are now being navigated serious disasters are almost certain to occur.

In all cases where these vessels are shorthanded it is the fault of the owners, who, acting in collusion with each other through what is known as the "Lake Carriers' Association," have inaugurated new and unusual conditions of employment on board ship (radical changes), under which they find it impossible to induce or keep a sufficient number of men on board.

There are plenty of competent seamen available, who are willing to sail under reasonable and ordinary conditions, such as existed in previous years.

Vessels leaving port with less crew than is required by their certificates are, of course, violating section 4463, Revised Statutes. Several instances of this have been reported.

It is, however, extremely dangerous for any private citizen to get on board of these vessels for the purpose of getting sufficient evidence to furnish absolute proof in specific cases.

For this reason I request that, if possible, representatives of your department be stationed at some of the ports to investigate these conditions, with a view of enforcing the law. A representative of the Government, boarding the vessels while they are in transit through the Detroit River and the American and Canadian locks at Sault Ste. Marie, could easily compel obedience to the law.

It seems to me also that when local inspectors designate the number of crew required on board it is reasonable to presume they refer to the number of men required, and that the placing on board of young, inexperienced boys, 15 or 16 years old (in some cases less), in positions requiring the strength of grown men, is not complying with the certificates.

However that may be, the actual shortage of numbers is certainly a violation of law.

I trust you will take action to ascertain the truth of the assertions I have made herein, by causing an investigation to be made.

Yours, very respectfully,

V. A. OLANDER,
General Secretary.

Department of Commerce and Labor,
Office of the Secretary,
Washington, September 27, 1909.

Mr. V. A. Olander,
General Secretary, Lake Seamen's Union,
674 West Madison street, Chicago, Ill.

Sir: Replying to your letter of the 18th instant, the department will investigate any specific charges of violations of the navigation or steamboat-inspection laws which you may bring to its attention, although it would expedite matters if you were to bring such charges directly to the attention of the proper collector of customs, to whom the department would necessarily refer them.

Several specific cases of violations of section 4463 of the Revised Statutes on the Great Lakes have already been acted upon.

The department does not recall any law which prohibits those under legal age from being members of the crews of vessels of the United States in positions other than those of watch officers, licensed officers, and pilots.

Respectfully,

CHARLES EARL,
Acting Secretary.

The Chairman: You say that they could carry a baby. Do you think it advisable, with the amount of capital invested, that they should want to take that risk?

Mr. Olander: Yes; if they want to take the risk, they would, to accomplish certain purposes, such as the breaking up of an organization among the men and giving them an opportunity to later on get back upon any loss during the strike by slicing the wage scale. The law permits them to do that; they can employ anybody, young or old, experienced or inexperienced, and the inspectors on the Lakes tell them that they can not do anything in the case. They refer them to the law, section 4463 of the Revised Statutes, and they say, "Well, in the first place, you have got to prove that they have not got a sufficient number, and we haven't got time to look into it." We, ourselves sailors, find that in trying to look into it we run a pretty big chance, because if you tried to get aboard of a lake steamer during the past year you would have to have an escort and a pass, or something might happen to you.

The Chairman: They are simply working in self-defense, I suppose?

Mr. Olander: Not at all; they are on the aggressive.

Mr. Kronmiller: What would happen?

Mr. Olander: There was a strike, Mr. Congressman, and if we tried to get aboard and investigate the facts, it meant for ourselves a clubbing or being shot. I have tried myself standing on the Sault lock to put my foot aboard the rail of a ship, and was told to take it off or I would get my head broke. I tried to talk to some of the crew, and had similar threats made to me. What I speak of, Mr. Chairman, is not hearsay, but something that has come under my personal observation. But I am not here to tell about strike situations, or about strikes. I understand that we have got to endure certain things, and we expect to win.

Mr. Wilson: Right there, who told you at that particular time that you spoke of to take your foot off or you would get your head broken?

Mr. Olander: One of the officers of the ship; I don't know.

Mr. Wilson: I just wondered what class of man told you?

Mr. Olander: I don't know whether he was a first or second mate, but something like that. I could refer to some other specific cases, which are not necessary, showing the employment of very young boys. The Frank Rockefeller, on her next to the last trip, when she got into the Sault lock, we found five young fellows on her that still had their trousers cut down, and were only young schoolboys, and the Frank Rockefeller is a hard vessel. That is the condition up there. That is the condition permitted because of the fact that there is no law upon the subject, and it undeniably is dangerous.

Mr. Wilson: What do these boys do?

Mr. Olander: Usually, when they are shipped so long as that, they are either watchmen or deck hands, and the term "deck hand" on the Great Lakes means also coalpasser.

Mr. Kronmiller: But a boy can not do that work on board ship?

Mr. Olander: They made them do it last year. We picked up two young fellows in Toledo who were laying on the docks. We didn't know where they came from—a couple of children, practically, one 13 years old and the other 15—and when we questioned them they said they had been acting as firemen on the steamer Major; that the work had made them sick, and they had been thrown on the dock. They lived in Belvidere, Ill., and we found them in Toledo, Ohio.

Mr. Wilson: Were they American boys?

Mr. Olander: Yes, sir.

Mr. Wilson: Are they usually American boys, or foreign young men?

Mr. Olander: The majority of those whom I have run across are the children of foreign parents. I am not sure that the boys themselves were foreign, but you can tell usually from their names, and going in and talking with some of their people afterwards, without actually asking the question whether they were natives or not; and we knew from the fact that they were unable to talk the language to amount to anything that they had probably been born in some other country.

Mr. Wilson: What wages did they give the boys, do you know?

Mr. Olander: According to the stories that the boys told us, that varied. Sometimes they paid them the full wage, the regular wage, and at other times they deducted as much as half, paid them half the regular scale; and in some instances the boys claimed that they were not given any money at all, and that they were simply fired out on the dock after they had been used up.

Mr. Goulden: What proportion of the crews of these vessels are boys; what percentage are boys?

Mr. Olander: I have seen a great many vessels where they carried two wheelmen and two watchmen and six deck hands, and where the two watchmen and six deck hands have been young boys.

Mr. Goulden: That means eight out of ten?

Mr. Olander: Eight out of ten. The percentage would be as large as that all the way through.

Mr. Kronmiller: Was that because they could not procure grown men, or did they do it simply to cut down the expense?

Mr. Olander: Last year they did it because the grown men were on strike, declining to agree to the industrial passport system that the shipowners were trying to force upon us. There was no question of wages or anything else outside of the industrial passport system.

Mr. Wilson: Do you find more of these boys on board ship during the school vacation season than any other time of the year?

Mr. Olander: Yes; there were a greater number of them during the school vacation.

Mr. Spight: As I understand it, these shipmasters undertook to comply with the technical requirements of the law by having the number there, but without regard to their efficiency?

Mr. Olander: They tried with the number, yes, sir; and they succeeded very poorly in that also.

Mr. Goulden: Tell us briefly what you mean by the industrial passport system, because that was the contention between the men and the shipowners, as I understood you.

Mr. Olander: The Lake Carriers' Association calls it a "welfare plan." It consists of a system under which all seamen are compelled to register with the association, giving the full particulars regarding themselves for the purposes of identification, and pay a membership fee.

Mr. Wilson: How large a fee?

Mr. Olander: One dollar, I believe the fee is now, to start with, per year, and increasing as the grade of the man increases. The mate and the captain pay a little more. Then after having registered and paid this fee, he gets a passport or a certificate, as the employers call it, which contains his description and signature, and along with that he gets a character book, a book having in it columns to enter the name of the vessel the man is serving on, when he shipped, when he was discharged, the character of the service, and then the signature of the captain. The rules of this welfare plan require that when a man goes aboard ship he must deposit his book with the captain, and when he leaves the ship it is the duty of the captain or the officer to enter into the book his opinion of that seaman, and if that opinion be good or fair, the book may be returned to the seaman, and if the officer does not feel that he ought to make the entry good or fair, he then retains that book and sends it to the secretary of the Lake Carriers' Association, and of course the sailor who has lost his credentials and passports can not obtain further employment in the association vessels, and is blacklisted. That is the system very briefly that we object to. I have described it quite fully, and I will give a copy of the whole welfare plan as published by the Lake Carriers' Association to the committee; that is, I will file it with the committee.

The Chairman: I think that was included in the hearings a week ago.

Mr. Goulden: There was something to that effect, but I wanted to hear the other side.

The Chairman: I do not think we ought to duplicate it in the record?

Mr. Goulden: We had Mr. Livingstone's opinion, and I wanted the other side. There are always two sides.

The Chairman: But we have the same thing in the record, I think.

Mr. Goulden: It was not quite the same thing; quite different. I thank you for the information, Mr. Olander.

Mr. Olander: I have this prepared and will file it.

The Chairman: It is all incorporated in the other hearings and ought not to be duplicated in this hearing. It causes additional expense and it takes additional time.

Mr. Olander: Mr. Chairman, I have concluded my statement unless any further questions are asked, and if not I will give way to Mr. Frazier, who wants to follow me, if it pleases the committee. I thank you.

CANADA LIKES AMERICANS.

That is a deserved but none the less gratifying compliment which a very observing writer in the Paris Tour du Monde pays to America in his analysis of Canadian immigration statistics, which show that the Canadians greatly prefer Americans to all other settlers. During the last five years more than 300,000 Americans, representing the best types of the home-building citizenship of the greatest pioneers the world has producd crossed the line and became Canadian settlers. The same qualities of thrift, industry, morality, love of home, patriotic loyalty to the land of theirr adoption and their general assimilability which made them desirable as Americans are making them doubly desirable as citizens of the country which the mother country has regarded as the dumping groud for undesirables in far too many cases.

Probably the one feature of British colonization which is least commendable is the policy of making her colonies bullpens and poorhouses, to the extent of sending to them many thousands of either vicious or unthrifty immigrants. Such settlers never constituted the citizenship of a colony worthy the traditions of the home land, and though some of the British colonies which were established on this foundation have prospered, they did so despite the fact, not because of it.

The writer in the Paris paper referred to shows that in the ten years ending in 1908 only 18 per cent of the British immigration into Canada was of Englishmen, the percentage having fallen off 60 per cent, while 43 per cent of the immigrants were Americans. A still more significant fact is that while, during the last year 921 immigrants were expelled, only forty-one of them were Americans, 880 being Englishmen incapable of earning a living. The figures are not especially significant or conclusive, save as showing that wherever Americans settle they constitute the bone and sinew of the yeomanry of the land of their choice.—Kansas City Journal.

News from Abroad.

It is reported from Tokio that Japan has placed an order for a 23,000-ton battleship in England.

A report was received at San Juan Del Sur, Nicaragua, on May 25, of the complete defeat of the insurgents at Bluefield Bluff.

According to the Western Morning News of Plymouth, Eng., it is practically settled that Lord Kitchener will be the next Viceroy in India.

King George V signalized his accession to the Throne by granting a remission of sentence to all convicted prisoners in the Kingdom.

For the second time within a year the English Channel was crossed on May 21 by an aeroplane, and again the honor rests with a Frenchman, Count Jacques de Lesseps.

For the first time in twelve years the guillotine was used in Switzerland on May 19, Matthias Muff being decapitated in Lucerne prison, for the murder of four persons.

Intense resentment has been caused in British Liberal circles by a movement to exploit the mood of the nation resulting from the death of King Edward in the interests of conscription.

Open valves and uncovered manholes permitted the partial submersion of the United States floating drydock Dewey at Olongapo, in Subig Bay, P. I., on May 26. The dock will be raised in a few days.

The French submarine Pluviose was sunk in the English Channel on May 26 in collision with the cross-channel steamer Pas de Calais. The crew of the submarine, numbering twenty-seven men, were drowned.

The Chilean Government has decided to accept a loan for $13,000,000 from the Rothschilds in London for the reconstruction of that section of Valparaiso which was wrecked by the earthquake in 1906 and for railway improvements.

General Louis Botha, Premier of the Transvaal and Conciliator of South Africa, has been called upon to form the first Union Ministry Cabinet of United South Africa, over which Viscount Gladstone is to preside as the first Governor-General of the Federation.

The Hankow-Sze-Chueng Railway loan agreement was signed on May 24, the signers representing financial groups of the United States, France, Great Britain and Germany. The agreement provides for a loan to the Chinese Government of $30,000,000 for railroad construction.

The resignation of the Danish Cabinet, whose policy of defense failed to receive support in the recent election, was placed before King Frederick by Premier Zahle on May 27. His majesty asked that the Ministers continue their duties pending the selection of their successors.

Despite official assurances from Washington that Peru and Ecuador have accepted the arbitration of the United States, Brazil and Argentina in their boundary dispute, the popular opinion is that war is inevitable, owing to the conditions which Ecuador imposes respecting mediation.

Official publication was made at Moscow on May 25 of a list of 191 Jewish merchants of the first guild whose families are legally entitled to live in Moscow. The other Hebrews resident in the city are given one month in which to produce proofs of their right to remain outside the Jewish quarter.

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Seattle, Wash., Letter List.

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Allen, E. N.
Andersen, A. R.
Arntsen, John
Andreasen, O. L.
Balk, Marius
Berentsen, Aolf
Beahan, Ed.
Brown, Albert
Bauton, E.
Buckland, John
Caldwell, W. M. G.
Christensen, Vigo
Christiansen, N.
Christensen, O.
Didriksen, Keriof
Elstid, John
Elwood, Alf
Eriksen, J. E.
Faroe, A. H.
Fenslund, Wictor
Gudmunsen, Martin
Gunnarsen, John
Gustav, John
Gustafson, G. B.
Haakonsen, H.
Hakonsen, Ingar
Haltness, M.
Hansen, John
Hanson, Chas. S.
Hansen Axel M.
Haugen, Arthur
Henrcksen ,Adolf G.
Heltwood, — —
Helmroos, Gust
Hedemark, T.
Helmes, Gus
Higlund, Hans
Jacobson, Knut
Jamuson, James
Jahnson, C. J.
Jenson, John
ensen, A. G.
Jensen, Geo. Sofus
Jensen, Chas. -769
Johansen, Jack
Johannesen, J. H.
Johanson, Herman
Johanson, Geo. W.
Johnson, C. J. 1566
Johnson, Bernard
Kahlstrow, C.
Kahnow A.
Kesher, K.
Kristoffensen, Emil
Kruetz, Karl
Laatz, L.
Lahtonen, F.
Larsen, Halfdan
Lewis, Geo.
Linsay, A.
Lorton, Carl
Lorin, Christ
Lund, C. 599
Lunder, Bjan
Manonen, Eric
Mitte, Richard
Mekelut, E.
Nelson, Fred
Ness, John
Nielson, Jorgen
Nurmi, V.
Nystedt, Albert
Olsen, Carl G.
Olsen, Just.
Olsen, C. E. 584
Olsen, Gabriel
Olsen, Eric K.
Olsen Rangoald
Olsen, Johan
Osmundsen, Klaus
Ostertrahn, J. V.
Ouervick, Thos.
Paul, P. G.
Peterson, Oscar
Peterson, Knut
Petterson, Meyer
Petterson, Chas.-664
Pettersen, Carl Wiktor
Permin, Jens C.
Rasmussen, Akton
Rau, C.
Rimmer, Joseph
Robertson, M.
Ralstad, O. E.
Ryberg, Ove
Saari, K. G.
Schmah, M.
Schutte, R.
Smith, Johan
Staff, C.
Stapnas, L. L.
Stein, John
Svenson, G. A. 1295
Syvertsin, Ole
Thompson, James
Ticksman, Chas.
Tongersen, Ludwig
Udley, Harold
Verbrugge, D.
Wahlstedt, R. 778
Wang, Hakon
Wenneke, And.
Wikblad, O.
Wilson, P. S.
Yerka, Amil
Ylinen, Sam

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Louis Hayot, a native of Porto Rico, about 54 years old, is inquired for by Sandalio Bernard, Sailors' Union of the Pacific, San Francisco.

Jack McGrath, late master-at-arms on the revenue-cutter McCulloch, is inquired for. Address Coast Seamen's Journal.

Joseph Flinn, last seen in Los Angeles and San Francisco, Cal., is inquired for by his sister, Marie, and brother-in-law, John O. Breien, of Liverpool, England. Anyone knowing his whereabouts please notify John O. Breien, 4 Conti St., Mobile, Ala.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

Erwin Bausback, born at Weilheim, Germany, is inquired for by the German Consul, San Francisco. Royal Insurance Building, 201 Sansome street.

Fritz V. Jacobson is inquired for by his brother, Job Jacobson. He was last heard of in Seattle. Address Lake Seamen's Union, 70 Isabella street, Ogdensburg, New York.

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Home News.

An official report shows that since June 1, 1909, twenty-five persons have been killed and 568 injured in motor-car accidents of all kinds in Chicago.

U. G. Walker, former president of the defunct South Cleveland Banking Company, was sentenced to five years in the penitentiary at Cleveland, O., on May 16.

Ten prominent men of Pittsburg were sentenced on May 14 to imprisonment and fine ranging from eight months and $5000 to six months and $200 on conviction of bribery.

Exact figures on the result of Mayor Gaynor's crusade for economy in the government of New York City show a decrease of $3,995,400 in three months as compared with last year.

President Taft on May 16 signed the bill creating a Bureau of Mines in Washington, D. C., but has as yet taken no action looking to the appointment of a chief of the new branch.

The New York Senate on May 17, by a vote of 26 to 20, adopted the Davenport resolution placing that State on record as favoring the Income Tax amendment to the Federal Constitution.

Thirty-six negro convicts lost their lives on May 16 when the stockade of the Red Feather Coal Company at Lucille, Ala., was destroyed by fire started by one of the prisoners in an effort to escape.

With a roar heard three miles away, a battery of seven boilers at the plant of the American Sheet and Tin Plate Company at Canton, O., exploded on May 17, killing from twenty to thirty men and injuring fifty.

W. Cooper Morris, former cashier of the defunct Oregon Trust and Savings Bank of Portland, convicted of the embezzlement of $75,000 from the bank, was sentenced to six years in the penitentiary on May 16.

Trade between the United States and Panama in the fiscal year, which ends next month, will exceed $22,000,000 and for the seven years since the Republic of Panama came into existence will approximate $100,000,000.

Legal warfare against the Interstate Commerce Commission to prevent lowering of sleeping-car rates as ordered by the Commission, was begun at Chicago on May 18 in the filing of a bill for injunction against the latter.

After deliberating eighteen hours the jury in the case of Dr. C. F. Blessing, president of the Common Council of Pittsburg, returned a verdict of "guilty as charged in the indictment" on May 20. The verdict asks the extreme leniency of the court.

The railway interests of Chicago are considering the advisability of organizing a $100,000,000 corporation for the purpose of consolidating all of the belt railroads, all of the switching railroads and all of the so-called industrial railroads in and about that city.

Liliuokalani, former Queen of Hawaii, has again met defeat in her effort to obtain $450,000 for the rentals of the Crown lands in Hawaii. The Court of Claims has just decided that these lands belonged to the Government of Hawaii, and that the Queen had no personal claim on them.

By the lack of one vote the House of Representatives on May 16 declined to accord the necessary two-thirds vote to submit to the several States the question of changing the date of inauguration of President and Vice-President from March 4 to the last Thursday in April.

World's Workers.

In the French building and allied trades, unemployment was very prevalent in February, particularly at Paris, owing to the floods.

The number of British paupers relieved on one day in March correspond to a rate of 230 per 10,000 of the estimated population.

The only change in hours of British labor reported as taking effect in March affected 70 workpeople, whose aggregate working time was reduced by 118 hours per week.

The number of fatal accidents to British seamen reported during March was 65, a decrease of 6 on the previous month and of 50 on the figure for March, 1909.

Thirty-two British labor disputes began in March, as compared with 20 in February, and 17 in March, 1909. By the 32 disputes 13,904 workpeople were directly, and 4,372 indirectly involved.

Branches of British trade-unions in the shipbuilding trades, with 57,282 members, reported 13.2 per cent unemployed at the end of March, as compared with 14.6 a month ago, and 22.2 a year ago.

British trade-unions in the metal trades, with a total membership of 22,890, reported 3.5 per cent unemployed at the end of March, as compared with 3.7 per cent a month ago and 5.1 per cent a year ago.

Returns from British trade-unions in the engineering trades, with a total membership of 169,336, show that the percentage unemployed at the end of March was 7.1, as compared with 7.3 a month ago and 12.6 a year ago.

Exclusive of seamen, the number of British workpeople reported as killed in the course of their employment during March was 212, a decrease of 19 as compared with February, and an increase of 7 as compared with a year ago.

The net result of all the changes in British wages taking effect in March was an increase of £5,038 per week, as compared with an increase of £98 per week in February, and a decrease of £42,843 per week in March, 1909. The number of workpeople affected was 211,708.

According to returns made to the Belgian Labor Department, 2.9 per cent of the 49,075 members of trade-unions reporting were unemployed toward the latter part of February, as compared with 2.8 per cent in the previous month and 4.8 per cent in February, 1909.

At Auckland, New Zealand, the Arbitration Court recently dealt with a claim by Lewis Hunter to recover £280 1s 4d from the Union Company for the loss of an arm while quartermaster on one of their steamers. The court awarded £222 9s 4d, less £190 7s 7d paid into Court.

The Board of the Canterbury (New Zealand) Federation of Unions has decided to insure the property of the Board and also to insure the secretary under the Employers' Liability Act. The secretary was instructed to apply for the use of a room in the Trades Hall as a permanent office.

The total number of deaths from fatal accidents in the United Kingdom reported in 1909 was 4,062, a decrease of 164 on 1908, and 191 on the mean for the five years 1905-1909. There was a decrease in every group of occupations except mining, which showed an increase of 156 on the 1908 figures in the number killed underground.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aase, Andrew
Adamsen, W. O.
Aguilar, Santos
Ahern, D.
Ahlberg, Oscar
Akselsen, Aksel
Allan, Wm.
Allen, G.
Amnell, Albert
Amunsen, Daniel
Andersen, -1620
Andersen, Emil
Andersen, Martin
Andersen, Karl E.
Andersen, -1305
Andersen, -1388
Backtrom, Wm.
Balm, O.
Bastion, W.
Bausback, -1511
Beling, Oscar
Bensen, Ed.
Berg, H. J.
Berge, Johan S.
Bergman, Johan
Bergstrom, Paul
Bernert, Fred
Berntsen, Eilert
Bevilacqua, O.
Beyerle Rupert
Bietila, -1338
Callas, Aug.
Carlgren, Aug.
Carlsen, Martin
Carlson, -876
Carlson, Axel. Geo.
Carlson, Richard
Carlsson, Gustaf
Carlsson, Axel Geo.
Carlsson, -861
Carlsson, Otto
Dahler, H. N.
Dahlquist, Gus
Dahlstrom, Herman
Danielsen, Sigurd
Danielsen, John
Danielsson, -464
Eckert, W. F.
Edman, Oscar
Edwards, J. H.
Elonen, M. H.
Ekendahl, H.
Eliassen, J. A.
Eliassen, C.
Ellingsen, -594
Farnen, Wm.
Ferwedow, R.
Fjellman, Jonas
Flem, Knut
Gad, S. V.
Gardner, Jack
Garnier Gustav
German, R. B.
Gerner, Johan
Glencross, B.
Hagberg, Gus
Hallstein, F. R.
Halvorsen, Anton
Halvorsen, Hartvik
Halvorsen, Isak
Halvorsen, Sam
Halvorsen, Severin
Handt, Wm.
Hansen, Peter
Hansen, Mike
Hansen, Hans E.
Hansen, -1826
Hansen, H. P.
Hansen, -1263
Hansen, Harold O.
Illig, Gustav
Ingemand, Chris.
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Anderson, Axel
Anderson, Christian
Andersson, -1514
Andersson, Nels. A.
Andreasen, Hans
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Armstrong, Thos. L.
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Asp, Gus
Austin, John
Ayers, W. T.
Bird, Christopher
Bjork, Algot
Bjorklund, Erik
Black, Victor
Boers, M.
Bogan, Patrick
Boylan, C. F.
Brandon, Tom
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Bredberg, Harry
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Brox, Henrik
Bryde, C. M.
Buaas, Thomas
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Eriksen, Karl H.
Eriksen, Lars H.
Erikson, Gus.
Eriksson, C. E.
Evans, E.
Evensen, Johan
Foss, Louis L.
Fradin, Louis
Fredriksen, B. D.
Gram, Eric
Gregg, Ernest J.
Grossl, Josef M.
Gundersen, Tom
Gunnarson, John
Gundersen, Ole
Hansen, Oluf
Hansson, N.
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Heisterman, Paul
Helme, Gust.
Helmer, Fred
Henningsen, C. F.
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Kruse, Karl
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Lebrun, Ernest
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Pedersen, N. B.
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Tetter, Anton
Thomsen, Karl F.
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Valbo, Hans
Verto, Herman
Verdick, C.
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Wells, Geo.
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Svensen, Andrew
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Swanson, Martin
Sweeney, John
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Thureson, Arthur
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Ueback, Sigfrid
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Visser, L.
Wigsten, Hjalmar
Winblad, M.
Winberg, -958
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Andersen, -1609
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Brandt, Oscar
Christansen, N.
Curran, N.
Damiano, Alex.
Eckert, W. F.
Halvorsen, Eugene
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Holden, Olaf
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Abbenseth, John
Andersen, Fred
Bjornsgaard, Kristen
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Conwell, James
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Doyle, W.
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Steen, Helmar D.
Scott, Wm.
Tamm, P.
Tyler, William B.
Viebrock, C.
Velure, H.
Venn, Otto
Weber, Carl
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INFORMATION WANTED.

Nils Reynolds, aged 47, is inquired for by his sister. Address, Coast Seamen's Journal.

Any member of the crew of the barkentine Arago when John McLaughlin, donkey man, was injured while loading at Caspar, Cal., last October, please report to Attorney F. R. Wall, Merchants' Exchange Building, San Francisco. By doing so they will very much assist McLaughlin in obtaining his rights.

ALASKA FISHERMEN'S LETTER LIST.

San Francisco, Cal.

Letters at the Alaska Fishermen's office will be advertised for six months only and will be returned to the Post Office at the expiration of seven months from date of delivery.

Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

Alfonso, J. G.
Albertsen, P. H.
Antonsen, Carl
Anderson, Oskar
Benson, John
Balzani, Pietro
Benvon, Fred
Christiansen, Alfred
Cutino, Gaetano
Di Mauro, Giuseppi
Evald, Fred
Ellis, Wm.
Frazer, Jas.
Flyn, Wm.
Green, John
Gabrielsen, Knud
Gullivsen, G.
Hansen, A. E.
Hagen, G. L.
Hanez, L.
Johannessen, Engel A.
Johnson, George P.
Johnsson, Harry
Knudson, Oscar
Monteith, R. V.
Monroe, W.
Nicolarson, Otto
Olsen, Oskar
Peterson, Gust
Rouzle, H. S.
Romero, R.
Rensen, Albert
Swanson, Chas.
Tonnessen, Jorgen
Thompson, A.
Ybanes, L.

Eureka, Cal., Letter List.

Andersen, Lars T.
Andersen, John
Andersen, Olof
Anderson, S.
Armmi, Walter
Blunt, H.
Bostrom, C.
Brown, C. A.
Bryan, G. T.
Bulander, B.
Carlson, Gust.
Carlmark, Barthold
Counaughton, H.
Ekwall, G. A.
Grant, John
Gunther, Theo.
Gustafson, Edvard
Gowjette, Joseph
Hollins, Frank
Hummel, Fritz
Ingebretsen, Alfred
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Jensen, Hans -2014
Johnson, J.
Karlson, E.
Kittelsen, Christ
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Lorensen, Orgt. C.
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Menz, Paul E.
Michalson, Johannes
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Penney, Math.
Petterson, Aaskar
Ryberg, Ove
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Shulls, Christ
Sjelman, Jonas
Stabell, Frank
Svensen, Olof
Thoresen, Petter
Teigland, G.
Valkman, Otto
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Aken, Emil
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Anderson, J. -1552
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Barg, George
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Brandt, Nils
Bass, L. A.
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Bortelsen, Peder
Brun, M.
Collins, F.
Cooley, Howard
Christie, Martin
Cadwell, J.
Castel, G.
Carlson, Carl
Davis, John
Fisko, Oluf
Fagan, Andrew
Faccett, Sam
Creve, J. M.
Golper, M.
Graves, Sam
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Anderson, Axle
Barry, Thomas C.
Bianca, F.
Grunwald, Alfons.
Holstrom, Carl A.
Markmann, H.
Ingebretsen, Olaf
McVicar, George W.
Oling, C.
Schelenz, Karl
Thompson, Thomas

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INFORMATION WANTED.

Sigurd Orten, a member of the Sailors' Union of the Pacific, is inquired for by relatives. Address, Coast Seamen's Journal.

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INFORMATION WANTED.

Soren P. Nielsen, a native of Aarhus, Denmark, born 1887, is inquired for by his sister. Address, Danish Consulate, New Orleans, La.

John Johnson, a native of Norway, born September 15, 1858, at Blegeleidet Bamle; last heard from in 1904 living at 230 Third street, San Francisco. Any one able to give any information kindly communicate with his nephew, M. Olsen, Sailors' Union, San Francisco, Cal.

Domestic and Naval.

The United States harbor defense ram Katahdin was sunk in the Potomac River on May 24, by a misdirected shot fired in target tests.

The Spanish Government has decided, it is said, to demand a fresh inquiry into the cause of the Maine disaster if the wreck of the battleship is raised.

Eighteen persons lost their lives on May 23, when the steamer Frank Goodyear sank in Lake Huron off Point Aux Barques, after being rammed amidships by the steamer James B. Wood.

Not one midshipman in the class that graduated from the Naval Academy in 1908 passed the recent examination for promotion to the grade of ensign, owing, it is said, to the extreme difficulty of the test.

Voting down, 26 to 39, an amendment offered by Senator Burton to authorize only one new battleship instead of two, the Senate on May 23 passed the Naval Appropriation bill. The bill carries an appropriation of almost $134,000,000.

The new pier of the North German Lloyd Company at Philadelphia is 125 feet wide and more than 580 feet in length. It is pronounced to be an excellent piece of timber and concrete construction. The docks at this pier are to be dredged to a depth of fully 30 feet.

A new world's record for big-gun shooting was made by the new battleship South Carolina. With her forward turret twelve-inch guns she made sixteen "bullseye" target hits out of sixteen shots in 4 minutes and 51 seconds off Norfolk, Va., on May 27.

A wireless message received at Fire Island recently from the United States steamship Salem reported that the steamship Manhanset, of the Montauk Steamship Company, broke down off Orient Point and was being towed to Greenport.

The American liner Merion, which arrived at Philadelphia recently from Liverpool, reported that on May 20, Five Fathom Bank bearing east, half east south, distant five miles, she saw a mast standing perpendicularly 10 or 12 feet out of water. The mast had been painted white.

The Hamburg-American liner Barcelona, from Hamburg, with a floating menagerie on board, arrived at Philadelphia recently. Birds, antelopes, monkeys, chimpanzees, baboons, dogs, snakes, parrots, porcupines and quails comprise the large collection.

The bark Good News has been chartered to load 1125 tons of cement at Philadelphia for Mobile, Ala. This is the largest single shipment that has been contracted for from Philadelphia for export in years. The cement will be shipped under the 80-cent rate, the same as prevails at Jersey City, as it goes beyond the restricted territory, which fixes that rate on shipments south of Wilmington, N. C.

The Federal Government has libeled the ferryboat Nassau, owned by New York City, to enforce the payment of a penalty for an alleged violation of a Federal statute which forbids the transportation of inflammable or explosive materials on steamships except on the decks. Counsel for the city contends that the Nassau is not a steamship, but a highway, being a continuation of the streets in New York City and as necessary as a bridge.

With the Wits.

Inference.—Ethel (confidentially)—Do you know, Clara, that I had two offers of marriage last week?

Clara (with enthusiasm)—Oh, I am delighted, dear! Then the report is really true that your uncle left you his money?—Pick-Me-Up.

Discrimination.—"Biggins' baby has beautiful golden locks."

"Then it's a girl," replied Mr. Sirius Barker.

"How do you know?"

"Only girls have golden locks. If it had been a boy, you'd say it was redheaded."—Washington Star.

No Harm Done.—"Great heavens!" cried the drug clerk.

"What's wrong?" asked the druggist.

"I gave that boy hair tonic instead of cough syrup."

"Never mind. We make a profit of 90 per cent on each."—Chicago Record-Herald.

Copied.—Aunt Hetty—What's the matter, Eben?

Uncle Eben—Well, of all the brazen things I ever saw. This city paper has deliberately copied that patent medicine ad. about Si Hoskins being cured of influenza by using Judge Dopeman's Pills that was in last week's Hardscrabble Clarion.—Judge.

He Knew.—"What would you do if a patient was taken with a serious case of appendicitis?" asked the professor of one of his classes in physiology. A student of theology who happened to be taking the course in order to learn some of the rudiments of medicine, replied: "I would administer the sacrament."

The Old Chantecler.—Etherlyn—Oh, grandmamma, Jack and I were to see the new play last night. All the players were dressed to represent barnyard fowls.

Grandmamma—Why, that's nothing. The summer before I was married I had a duck suit, a leghorn hat trimmed with canary ribbon, and every one said your grandfather was the biggest quack in town.—Judge.

An Invitation

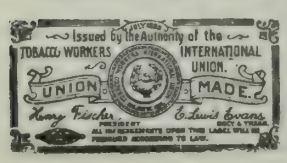
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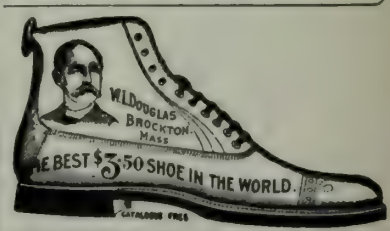
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A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

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NEW ZEALAND OPPOSES LASCARS.

THE PROPOSAL of the Peninsular and Oriental ("P. and O.") Company to entend its Australasian service to the ports of New Zealand is vigorously opposed by the seamen and other classes in the latter country, on account of the deteriorating influence of the P. and O.'s labor methods. As is well known, the P. and O. employs Lascars in most departments of the ships' crews. In a lengthy and able interview in the Evening Star, of Dunedin, Mr. William Belcher, of the New Zealand Seamen's Union, presents his views upon the subject, as follows:

To my mind there are four different aspects to this question—the legal and constitutional, the economic, the industrial, and the moral. Dealing first with

The Legal and Constitutional Aspect.—The greatest difficulty that New Zealand has to contend with in respect to an invasion of this description is the present state of the Constitutional Law of the Dominion. It is a well-known fact that with the exception of Canada all British dependencies are subordinate, with regard to their shipping laws, to the Imperial veto. This is obviously wrong, and unfair to local interests as they affect both employer and employed. To alter the present law, with a view to giving New Zealand local autonomy so far as shipping interests are concerned, involves an alteration of the Constitution, and it can be easily understood that while Great Britain exercises the power of veto over colonial legislation all the force of the immense shipping business of Great Britain will be brought to bear in a hostile manner to deter the progressive ideas of New Zealand and Australia in regard to shipping matters.

Having been a delegate to the Imperial Shipping Conference in London, and having met some of the most important men connected with the shipping interest in Britain, also the Board of Trade officials, it was obvious to me as a colonial representative that every obstacle which money, power, and officialdom can command would be placed in the way of any who wanted colonial enactments passed having for their object anything in the direction of reform in the seafaring business. The reformer must be prepared to shift a perfect mountain of prejudice and ignorance and vested interests. The British ideas of controlling shipping are altogether different to those which are entertained either in New Zealand or Australia, and it was plain to me that the British shipowner resents very strenuously any improvement in the colonial laws.

The question of legislation on those particular subjects was discussed at the Conference at great length, and the general opinion disclosed by the British authorities was that the ocean is a highway on which any vessel can trade, irrespective of manning or wages, and altogether regardless of what injury may be done to local interests. That, I assure you, is the feeling of the British shipowner in reference to this important question.

It is a matter of history, and it is recorded in the reports, that when the New Zealand Shipping Act of 1903 was sent Home for the Royal assent, every effort was made by the shipowning fraternity, they being ably assisted by the Board of Trade officials, to prevent that measure from becoming law. They were afraid of this, and objected to that, and it was only by the forcefulness of the late Mr. Seddon that the Imperial authorities eventually agreed to allow the Act to become law.

That is the hindrance. Until the disabling influence of the Royal veto is removed it will be practically impossible for New Zealand, or even the Commonwealth of Australia, to pass legislation protecting their local shipping, or restraining what may be termed the piracy of foreign-owned and foreign-manned vessels from encroaching upon trades that have been built up by local money and labor.

The only method that suggests itself to me to get over this difficulty is that there should be a cooperative effort by the New Zealand and Federal Governments whereby the necessary representations are made to the Imperial Government claiming power to pass enactments governing the interests of Australasian shipping on the same lines as in Canada.

That is my answer to the question as to what I think of the new position created by the P. and O. boats coming to New Zealand with cheap crews. The first thing to be done in the way of restricting the unfair competition is to insist on an alteration of our Constitution. Until that is done our shipping companies, our sailors, our communities generally, are at the mercy of anyone who likes to come along and cut into our trade.

The economic and industrial aspects of the question are of vast importance. In the first place, it may be fairly assumed that if the P. and O.'s experiment in coming to New Zealand is successful, it will be only a matter of time when other companies that trade from Great Britain and the Continent to Australia—the Nord Deutscher Lloyds, the Messageries Maritimes, etc.—will also be seeking a share of New Zealand's growing passenger and cargo trade, and if these concerns are all permitted to voyage hither with their cheap crews, it must obviously result in the killing of our present intercolonial commerce as now conducted by our intercolonial companies. Given unrestricted license to "cut" as much as they like, without responsibility for the pay or the treatment of the men, or any care about national interests, the company that can do the business the cheapest must win, and where will we be then? It will necessarily be a severe blow to New Zealand in many respects.

To begin with, numbers of men will be thrown into the ranks of the unemployed. Then the shipowners must inevitably suffer so far as dividends are concerned. This will react upon merchants, tradesmen, mechanics, and the community generally—upon all who look to our local vessels for the means of livelihood.

Apart altogether from the industrial question, which is of paramount importance, the question of defense is involved. New Zealand has gone to a lot of trouble to try to establish a Naval Reserve. A special vessel has been put on the New Zealand station for the purpose of training the men who join the Reserve. Our branches of the Navy League are in existence for the purpose of stimulating the Reserve for our navy. But every effort thus put forth threatens to be nullified by those foreign-manned ships which are likely to displace the New Zealand vessels. From this point of view alone it is essential that every person, every shipowner, and every seaman in New Zealand should join, and the Government come in too, and strenuously object to the foreign invasion. An enormous injury has already been done to Australian shipping by exactly the same elements as are now forcing their way into New Zealand.

Let me refer you to a pamphlet entitled "A Mercantile Marine for Australasia an Urgent Necessity." It is compiled, not by a Labor man, but by the "Age" newspaper in Victoria. It shows the depredations that have been made by the foreign companies upon the Australasian shipping business. Look first at the low wages paid on the foreign-owned vessels:

	A. B.s.	Firemen.	Trimmers.
Australian rate	£7 0	£9 0	£7 00
Orient	4 0	4 10	4 00
P. and O.	4 5	1 4	0 16 8
North German	2 17	3 10	2 10 0

Then, again, here is a statement showing the total extra wages per annum on all Western Australian steamers as compared with the European companies. You will see that the steamer Marloo pays over and above the Omrah £10,455, over the Himalaya £13,262, and over the Friedrich der Grosse £19,330, whilst the average for the six Australian vessels selected shows £9,977 over an Orient vessel, £12,299 over a P. and O. boat, and £18,461 over a North German vessel. Observe, further, this other table, showing that the competition in the coasting trade of Australia has diverted to the foreign-owned boats in one year 10,761½ passengers and £66,477 15s in fares!

The question is: Will the Government and the people stand such an incursion into their local interests, or are we to be manly enough to resist it?

With regard to the employment of lascar labor, Mr. Trelawney asserts firstly that the lascar is more reliable than the white man, and secondly that it is impossible to obtain a sufficient supply of white labor to run the P. and O. vessels. This is pure and unadulterated buncombe. His statements are completely disproved by the fact that the Federal Government of Australia recently contracted with the Orient Company for a big mail service over a period of years, and one of the chief stipulations was that none but white crews are to be employed. This is exactly the same kind of service that the P. and O. conducted to the same ports, when they held the mail service; and it has not yet been shown that the white man is unable to operate any vessel sailing under the Orient Company's flag.

Apart from that, it is a fact that there are certain trades on the Australian coast, conducted by local shipping companies, in which vessels run from Sydney to Port Darwin, which is admitted to be one of the hottest places on earth, and the white men work on those boats without disaster to health or general well-being. Take, again, the British Navy. Its vessels go everywhere, and "Jack" neither melts on the Line nor freezes at the Poles. It has never yet been suggested, so far as I know, that when one of the King's ships has to cross the tropics "the boys of the bulldog breed" should go below and hand over control to lascars or coolies. On the contrary, it is the colored man who in given circumstances has to give way. The law, kindly considerate for cheap labor, lays it down that when lascars and coolies are being engaged it shall be on the condition that they are not to be carried in any ship further than

a certain distance north and south. By way of compensation, the law allows the shipowner to herd his coolie crew in a hole giving only half the space allowed to British seamen, which in all conscience is small enough.

It is asserted by Mr. Trelawney that the lascar is not cheaper than the white man. What nonsense! I know from personal observation that such is the case. Let me give an instance. When the locally-owned Aparima was run to the East by a white crew under New Zealand conditions the wages bill came to about £170 per month for the stokehold department; and when these men were replaced by lascars, at the ratio of about three blacks to one white, the wages bill amounted to somewhere about £68 per month. It is always the case that one white man is expected to do just about as much as three lascars.

The whole question of the manning of British ships by lascars and Chinamen is one that requires very serious consideration. When in London attending the Imperial Shipping Conference I had opportunities of seeing the manner in which alien crews were taken on. One day with Mr. Havelock Wilson, I attended the Well street shipping office, and saw a Chinese crew being engaged for a British ship. The conditions under which those men signed on made my blood boil, and I wrote a letter to the London Times denouncing the iniquities that were perpetrated on those unfortunate Chinamen. The Times declined to publish that letter, but I got it inserted in the Tribune. Here are some extracts from the letter—I feel indignant about the matter still:

"It was my misfortune to witness at one of the shipping offices the engagement of a Chinese crew for a steamer which is apparently a British vessel. The whole of the proceedings, such as the reading of the agreement, etc., had to be conducted through an interpreter, and it is an open question whether the exact nature of the agreement was properly understood by the crew. How these diverse peoples got on at sea, where there is no interpreter, is a subject that need not here be inquired into too closely, but a little investigation on that point would not be out of place.

"The terms of the agreement entered into in this case were peculiar in the extreme, the full text of which would make interesting reading. In the first place the men agreed to serve for a term of three years, but the master qualifies that by reserving to himself the right to discharge the crew at his option at either Hongkong or Singapore. The crew may not go ashore without asking leave from the master, and should any of the crew desert at a foreign port the remainder of the crew must bear the cost of engaging a watchman to deter others from deserting. This is practically paying for their own jailer, the ship being the prison. It is further stipulated that the crew may not demand any of the wages while abroad, from which it would appear that the master can get rid of the crew without payment of wages. There are many other repressive and penal stipulations in this agreement too numerous to mention, and which in my opinion virtually transform a British ship into a Chinese compound, the equal of which will scarcely be found in South Africa.

"Many of the stipulations did not appear of the official articles of agreement, but were read from written matter supplied by the master. This is a distinct offense against the British Shipping Act, and it remains to be seen who will insist on the law being impartially administered. It is not on record whether the Shipping Federation or Mr. Norman Hill is responsible for or lend their countenance to such freedom of contract as this. If they do so, or even if they do not denounce such practices, their reputation for honesty and fair dealing must suffer accordingly. May I also respectively suggest that if the Board of Trade is not vested with sufficient powers to save human beings from such slavish conditions as these it should, without hesitation, seek those powers from Parliament. The legal aspect of the situation is interesting. Imagine a crowd of illiterate Chinamen, ignorant of the English language, being left to their own resources to institute legal proceedings in regard to their agreement! and this is what the Board of Trade contend should be the case. What has befallen the Chinamen to-day may be the lot of the Britisher to-morrow, and it requires more than his own unaided efforts to save him from such degradation."

I also brought the matter to the notice of the Board of Trade officials. It is immaterial what the nature of the contract was that these men entered into, but it was so repugnant to one's sense of justice and equity that no self-respecting white man on the face of the earth would have accepted the conditions imposed on these Chinamen.

During the course of the conference I moved —"That this conference are opposed to the employment of lascars, coolies, or persons of any other alien race on any vessel owned, registered, or chartered to trade in the Commonwealth of New Zealand." The President ruled that that motion could not be moved until one of the officials in connection with the Indian Office was present to hear the discussion. When the motion came up for consideration it was found that Sir James Mackay was the representative of the Indian Office, and it is significant to note that Sir James Mackay was discovered to be one of the largest stockholders in the British-Indian Company, who exclusively employed colored labor! And thus it is that the patriotism of the British shipowner exhibits itself.

Mr. Trelawney's assertion that there is not enough white labor to man his vessels is, of course, preposterous. There are thousands—not

(Continued on page 7.)

PEARL FISHERIES OF MEXICO.

Recorded accounts of the existence of pearl-oyster beds along the west coast of Mexico date from 1536, when they were found by Cortez while searching for the treasures of Montezuma. Pearl fishing there has continued ever since with but little interruption.

Extensive beds are located in various parts of the Gulf of California, and until 1884 there were no restrictions regulating the industry, so that eventually the beds gave indications of becoming exhausted. In February of that year a concession was granted by the Mexican Government to a syndicate of English capitalists which gave them exclusive privileges for fishing in all waters of the Gulf and the west coast, with the exception of the shoals around the islands of Ceralbo, Tiburon, and Espiritu Santo, for which smaller concessions are held by Mexican operators.

La Paz is the center of the industry, though the main office of the Mangara Exploration Company, Limited, the principal concessionaire, is in London. All the pearls and mother-of-pearl shells gathered by this company are marketed in England. The concession of the Mangara Company was renewed a few years ago and now runs until 1932. The company has three fishing fleets in service, giving employment to 300 men.

It requires six or eight years for the shells in these waters to reach full growth, and the beds are given a two years' rest, each in turn. The present output is about 300 tons of mother-of-pearl shells and $100,000 worth of fine pearls annually. The approximate price for the shells in the European market is at present $150 gold per ton. The large production of mussel shells from various rivers in the United States, though principally the Mississippi, caused a marked decline a few years ago in the price of shells.

According to the reports for 1904, there were in that year sent from this district several thousand tons of shells, which brought $250 gold per ton. The pearls from these waters compare very favorably with those from Ceylon and the Persian Gulf, but the output is very much less. A fair proportion average between two and three carats in weight, which is a very good marketable size. Eight and ten carats are not infrequent, and recently one of 22 carats was brought in by an independent diver, valued at over $4,000 gold. It was rather pear-shaped, though quite regular in form and of good orient. A pearl now among the crown jewels of Spain was found in the gulf and sold for $17,000.

While the East India pearls run very uniformly white and yellow, a good many of the La Paz pearls are fancy color, green, bronze, blue, or pink; and more black ones are found here than in any other part of the world

In July, 1903, a concession was granted by the Mexican Government to a company called "Compañia Criadora de Concha y Perla de la Baja California," which, as the name indicates, had for its purpose the artificial propagation of the pearl oyster. The method for this artificial cultivation was patented in April, 1902. San Gabriel cove, on the island of Espiritu Santo, was selected as the location for carrying out the plan. The island, 5 miles wide and 14 miles long, lies 15 miles to the north of La Paz. There are four principal steps in the system of cultivation:

(1) Collection and fertilization of the eggs in hatchery compartments where they pass into the state of larva and from that to the tiny young shell, which already begins to cling to the nests which have been placed in the compartments; (2) transferring the young oyster from the hatcheries to trays of wire cloth, which are then arranged in wooden boxes and placed in canals which have been so constructed that water circulates continuously and carries the elements of nutrition necessary for the growth of the oyster; (3) transferring the young oyster at a certain period of development from the boxes to the bottom of the living canals; and (4) transferring the shells from the canals to either natural or artificial beds in open water, after they have attained sufficient development to give them immunity in some degree from the dangers of attack by their numerous enemies.

Each collecting box contains many thousand young oysters, so that with a few hundred boxes the number reaches rather considerable proportions. Although the efforts of the company to cultivate the pearl oyster have not as yet been very well rewarded, from a financial standpoint, it does appear that the results thus far obtained justify the attempts which have been made, and that the experiment besides being at least interesting gives some basis for the hope that further development may become profitable.

AUSTRALIAN CAPITAL PLANS.

The Home Affairs Department, Melbourne, is making preparations to issue an invitation to the designers of the world to furnish competitive designs for laying out the new Australian federal capital city at Yass-Canberra. The competition will cover a period of twelve months. The amount of prize money to be offered in connection with the competition has not yet been fixed, but doubtless will be sufficient to attract some of the best talent in the world. The competitors will be supplied with panoramic views of the Federal territory and details of its principal geological features, climate, rainfall, prevailing winds, clouds, soil, etc. An estimate of the probable population at the capital during the first twenty-five years will also be given.

EMIGRATION FROM DENMARK.

According to a statement issued by the police authorities of Copenhagen, the following numbers of emigrants were forwarded direct, also indirect, through emigration agents of Copenhagen, in 1909: From Copenhagen, 1,772; from the remainder of Denmark, 4,742; from Sweden, 2,197; from other countries, 3,821; total, 12,532, against 8,779 in 1908. Of the emigrants last year, 10,860 were destined for the United States (against 7,510 in 1908), 920 for Canada, 661 for South America, Africa, and Asia, and 91 for Australia.

The first coal mined in Massachusetts in many years was the fifty tons of lignite taken out of Martha's Vineyard last year and used locally in the manufacture of clay products.

Demand the union label on all purchases.

DUTIES TO SICK SEAMEN.

The United States District Court, in Virginia, says, in the case of The M. E. Luckenbach (174 Fed. R., 265), a steam tug, that a fireman thereon fell sick on a voyage from Newport News, Va., to Colon, Panama, when some seven days out from Colon; that the boat stopped at Colon two days, and then proceeded to Port Antonio, consuming one day en route and remaining there one day, after which it proceeded to New York, consuming seven days, and three days later the man was sent to a hospital, where it was ascertained that he had typhoid fever. The ship's master seemed to have proceeded largely on the theory that it was the man's duty either to have gone personally to see, or to have asked for, a physician, or requested to be sent to a hospital; and to have also apparently acted on the idea, in which he may doubtless have been sincere at first, that the man was only slightly sick. But in all this he manifestly failed to recognize his obligation in the premises. It was the duty of the master to look out for the care and health of the man, whether he made a request of him so to do or not; and from the testimony it was clear that the man's condition, lasting during a period of seven days before reaching Colon, was such as to require of the master, in the exercise of that degree of care, consideration and responsibility which his position imposed on him, to see what was the character of the fever from which he was suffering, and was something as to which he could not hesitate, vacillate, speculate or take chances on. Ships the size of this one having no physician on board, the crew have to look to the master for proper care and medical treatment in matters affecting their health; and, when taken ill on a voyage, the laws of humanity require that the master, having sick members of his crew in charge, should treat them with the utmost care, kindness and consideration consistent with the circumstances in which he is placed, and see that intelligent medical assistance is furnished as soon as possible. In cases of emergency, voyages have to be deviated from; and there would certainly seem to be no good excuse why, on arrival at a port with a sick man on board, medical advice should not be had at once, and the seaman sent to a hospital, if necessary. In this case not only was the negligence of the master apparent in his failure to secure proper medical aid and hospital treatment at the earliest practicable moment, but the failure to send for a physician after the arrival of the vessel at the port of New York for a period of three days was under the circumstances inexcusable, if not inhuman. In conclusion, the court thinks that an award of $1,200 would be reasonable for the suffering that the man had been subjected to and the damages he had sustained.—Journal of the American Medical Association.

At the beginning of 1910 the Norwegian commercial fleet numbered 1,304 steam vessels of more than 100 tons, or a total net tonnage of 1,404,000, as compared with 1,266 steamers of 1,373,235 net tons the year previous. Sailing vessels decreased from 852 vessels with 613,479 tons to 784 vessels with a tonnage of about 600,000 tons.

Artesian wells are being sunk in Cape Colony at the rate of about 1400 a year.

LABOR IN CUBA.

The following synopsis of a presidential message to the Cuban Congress, recommending the passage of a law making provision for laborers in cases of sickness, accidents, and old age, is forwarded from Havana:

It is an urgent necessity to provide for the laboring classes who suffer from accidents, etc., and the example has been set by all progressive cities of the United States and Europe. The time given to the discussion of this subject by the Fourth Scientific Congress, recently held in Chile, is referred to by the President, where the general consensus of opinion was to stimulate a movement throughout all the cities of the American nations to pass laws providing for the protection of laborers who had suffered from accidents or were ill or too old to work; also for the caring of the families of laborers while the latter are ill. Such measures have been adopted in the principal towns of Germany, France, and Switzerland, and have recently been taken up in Spain, and are of particular importance to Cuba at present on account of the increased immigration of laborers.

Four elements should contribute to the accomplishment of this purpose, namely, the laborers themselves contributing a nominal sum from their earnings toward a savings fund, municipalities wherein are located industries and manufactories, the employers, and the State. The workmen should contribute 20 or 30 cents monthly, as is done in Germany, Hungary, Switzerland, and other countries, which would amount to more than $300,000 per year, making a sum for the exclusive object of taking care of workmen in their old age; the municipalities should give a contribution taken from their budgets, say one or two per cent; all employers of laborers should contribute according to the extent of their business; the State, in the end, should complete the reserve fund to the amount demanded by the necessities of the working population.

GRAND BANKS' STEAM TRAWLERS.

Consul Douglas Jenkins, of St. Pierre, reports that while 29 French steam trawlers engaged in fishing on the Newfoundland Banks in 1909, more than double the number engaged in 1908, the catch thereby was disappointing, being less than the average catch of the St. Pierre sailing vessels. The lack of familiarity with the fishing grounds is thought to be the chief reason for the unsatisfactory catch of the steam trawlers, for even the St. Pierre shipowners recognize the fact that steam trawling will play an important part in the fresh-fish industry.

The Tasmanian Government has arranged by subsidy a fortnightly steamship service between Launceston, in northern Tasmania, and the Furneaux group of islands, in Bass Straits. This will facilitate the development of the islands, the chief exports of which are wool, fish and mutton birds.

A commission appointed by the Government of Nova Scotia to investigate and determine the advisability of a compulsory provisional Eight-Hour law, has just made a report to the effect that such a law would be a fatal blow to the industrial prospects of the Province.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Unions, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 85 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques v puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

Labor News.

The iron trades unions of Seattle, Wash., and Los Angeles, Cal., went on strike on June 1 for an eight-hour day.

The eight-hour day went into effect in the iron trades of San Francisco on June 1, as the result of an agreement reached after the strike of 1907.

Four hundred union teamsters of Portland, Or., went on a strike on June 1, demanding an increase in their daily wage of 25 cents. The present wage is $2.75.

Samuel Gompers, President of the American Federation of Labor, has been invited by the San Francisco Labor Council to deliver the Labor Day address in that city.

It is reported that no further attempt will be made during the present session of Congress to enact any Anti-Injunction legislation, owing to the pressure of more important bills.

A boycott has been declared by the San Bernardino County (Cal.) Building Trades Council on all merchants and business men of that city, Redlands and Riverside who employ Japanese or other Asiatic labor.

A resolution was adopted at the annual convention of the Railway Mail Clerks' Association of America, at Kansas City, on May 28, appealing to Congress in the interest of a retiring scale of pay for railway mail clerks.

Announcement was made at Little Rock, Ark., on May 29 that the differences between the boilermakers and Missouri Pacific officials have been settled. A nine-hour day with 3 cents an hour increase were the terms of agreement.

Action was taken on June 2 by the Judiciary Committee of the House of Representatives looking to the appointment of the committee to make a thorough investigation of the subject of Employers' Liability and Workmen's Compensation.

Refusals of requests for wage increases were the causes of several strikes inaugurated in Boston on June 1. About 1500 men, including machinists, building laborers, wharf and bridge builders, sheet-metal workers, cabinet-makers and millmen, struck.

In a crusade against Japanese and other Oriental labor, the various locals of the Santa Clara County (Cal.) Farmers' Union have started a movement to have the vacation dates in all the schools delayed one month in order that the pupils may work in the prune orchards.

Seven hundred non-union miners employed at the Providence Electrical and White Dog zinc mines at Webb City, Mo., struck on May 21 upon the refusal of the company to increase the wages to figures which obtained before the decreased price of ore forced a 10 per cent reduction.

According to the announcement of Southern Pacific officials the road is without the services of only about 10 per cent of its construction men, notwithstanding the strike order issued on May 31 by the International Order of Maintenance of Way Employes.

The union machinists of Portland, Or., struck on June 3, and as a consequence the thirty-eight machine shops of the city are tied up. The walkout is the result of the refusal of the employers to grant an eight-hour day and a minimum wage of $3.60.

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INFORMATION WANTED.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

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John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INFORMATION WANTED.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England.

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Anderson, Charlie	Lundquist, F.
Anderson, Gust.	Lyche, Harris
Andersen, P. T.	Lindroth, Gustaf
Anderssen, Frank	Langvid, Ernest
Anderson, Sam	Leahy, Wm.
Anderson, W. -1240	Lister, W.
Alexandersen, Paul	Lindeback, Lenart
Anderson, Oscar	Lang, Gust.
Anderson, Carl	Lundman, C. -1533
Andersen, Harald	Le Bloa, Sylvian
Anderson, Charley	Larsen, J. -1542
Arrhenius, Chas.	Larsen, Lars
Anderson, Werner	Maroth, Richard
Boylan, C J. (pkg.)	Mueller, Hugo
Blumquist, C.	Mathiasen, Nils
Bordjelm, Alex.	Magnussen, E. W.
Brose, R.	Malmin, Tom
Bjorseth, Knut	Mathisen, H. O. -1757
Backman, Ernest	Nelsson, Karl J.
Bowman, K. Hj.	Nelson, John C.
Barth, V. F.	Nordgren, Chas.
Beyerly, Rupert	Nestor, Wilson
Baehr, Emil	Nilsen, J. -780
Boylan, J. (pkg.)	Norman, John
Boisen, P. A. -1500	Nord, Emil
Bell, Frank M.	Norman, L.
Christophersen, A.	Nelson, Eddie
Carlson, Markus	Olsen, Hagbart
Christenson, H.	Ohlsen, Ch.
Carlssen, C.	O'Brian, Jack
Christiansen, Chr.	Olsen, Pete
Carlsen, Carl	Olson, Carl
Cook, Walter	Olsen, George A.
Carlsen, Ed.	Olsson, L.
Collins, E. F.	Olsen, Ole A.
Christensen, N. -1066	Osterholm, G. W.
Durholt, Harry	Olsson, Johannes
Dreyer, Herman	Pierson, A. -1102
Dean, J.	Pettersen, Peder. O.
Dransman, Hans	Peratis, John
Doyle, William	Peterson, Chas.
Englebright, H.	Pedersen, P. -1093
Emanuelsen, Gust.	Peterson, Algate
Eugene, John	Peterson, T.
Eichel, E. -740	Person, Fritz
Fischer, Wilhelm	Pederson, C. H. -1149
Froberg, Fred	Petersen, Wilhelm
Gutman, E.	Quinn, W.
Garner, Louie	Quinn, Wm.
Gregorian, Ept.	Rasmussen, F. -341
Grass, Charles	Rokow, Stefan
Hansen, C. -1910	Rantio, J.
Hentschel, Otto	Reutern, Axel
Hengst, Otto	Rolf, Harry
Hamalainen, Paul	Rydholm, Harry
Hilke, Carl	Reinik, Harry
Hansen, N. -1867	Ramstedt, Aksel
Hansen, Peter K.	Sorensen, C. -1607
Hafstrom, Fred	Solie, Ingvald
Henriksen, Albert	Steen, Hilmar
Hansen, Thron	Scott, E. G. -2041
Hedlund, Arvid	Spearing, Gustav
Halvorsen, I.	Sundqvist, Fred. (Reg. letter)
Hanze, Albert	Schmidt, E. -1670
Hassall, G.	Simpson, L. C.
Hansen, L. -794	Soderman, Victor
Hansen, Hans	Smith, John V.
Husby, Lars	Svensen, G. -1549
Johnson, Charles	Steinberg, Arthur
Johansson, J. -1821	Sorensen, James
Johansen, J. -1462	Sunde, Albert
Jobsen, Ch.	Scholl, Karl
Janson, Julius	Strand, Olav
Johansson, J. -880	Saarinen, H.
Jonasson, C. A.	Schibsted, John
Johnssen, J. E.	Saul, Fred
Kaasik, August	Schaab, Anton
Kahze, A.	Stephan, M.
Kolostoff, J.	Samuelsen, W. L.
Kustel, Victor	Steen, Mr. (Telegram)
Klaessen, Karl	Sorensen, Charles
Kellman, Joe	Sindahl, Jens
Koso, Pete	Thompson, W. J.
Kuhne, Wilhelm	Tufte, A. Paulsen
Kohler, K. -901	Tuominen, Alfred
Kusik, M.	Touanne, Walter
Kleishman, F.	Thomas, Paul
Kittelson, C. J.	Thorne, Aug. W.
Kure, Gidion	Utby, Carl
Lano, Emil	Wahrenberg, Otto
Leith, Chas.	Wilemson, Hans
Louis, Michael	Zornow, H.
Larsen, Chris. T.	
Larsen, Christian	
Lange, Friedrich	

Notice.—All members having clothes in the baggage-room in San Pedro Branch will have to remove them by June 10, 1910, otherwise the same will be disposed of.

INFORMATION WANTED.

Henry Fauske, a native of Norway, aged 36, last heard of on the Pacific Coast 18 years ago, is inquired for by Mrs. Emma Fauske. Address St. Helens, Wash.

David Stove, age about 28, who is supposed to have shipped on some vessel from Puget Sound in January, 1901, is inquired for. Any one knowing his present whereabouts please notify Coast Seamen's Journal.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

Pacific Coast Marine.

The following changes of masters was recorded at the San Francisco Custom-house on May 28: Steamer Jessie Maysen, George Hoffner vice F. G. Matthewson.

The overdue bark Almora, 229 days from Newcastle, England, for Seattle with general cargo, was spoken by the Canadian steamer Manuka, which reached Victoria, B. C., on June 1.

The first log raft to be brought to San Francisco this year left Columbia River in tow of the steamer George W. Fenwick. The raft contains 6,500,000 feet of lumber and is consigned to the Hammond Lumber Company.

Completing what is said to be one of the longest passages between England and Puget Sound, the long overdue ship Almora was reported passing Cape Flattery on June 3 bound to Port Townsend. The Almora was out 238 days.

The bark Annie Johnson of the Matson Navigation Company, which arrived at San Francisco on May 31 from Honolulu, is credited with the fastest passage from the Islands this season. The Annie Johnson occupied only fourteen days from Diamond Head.

San Francisco lightship No. 70, which was rammed by the four-masted schooner Cecilia Sudden off port several days ago, came to San Francisco on June 2 for repairs after she had been relieved at her station off the bar by Relief lightship No. 76.

A Nome cable dated June 2 says the ice conditions there are the worst in ten years, with the steamship Corwin held fast in ice fifteen miles off Nome, while the gasoline schooner Helen Johnson is occupying a precarious position between ice floes twelve miles from Solomon.

A telegram received at Eureka on June 1 from Washington, D. C., announced that the bill containing the provisions for the improvement of Humboldt bar has now safely passed through the conference. This practicaly assures Humboldt bar the sum of $1,037,000 for bar improvement.

The tug Goliath, cruising outside Cape Flattery on May 26, picked up the gasoline launch Gracie L. near Duncan Rocks, waterlogged and abandoned and the lifeboat missing. It is believed that three men, who were taking the Gracie L. to Grays Harbor, were drowned.

The Commissioner of Navigation has authorized the changing of name of the steamer Cascade to Wailele. This vessel was formerly of San Francisco, but is now documented at Honolulu. It is understood that Wailele is the Hawaiian name for Cascade.

At a meeting of the stockholders of the Pacific Mail Steamship Company at New York on May 25 William G. Rockefeller was elected a director in place of the late E. H. Harriman, and Mortimer D. Schiff was chosen to succeed W. V. S. Thorne. The other directors were re-elected.

The following changes of masters were recorded at the San Francisco Custom-house on May 24: Steamer Captain Weber, Charles N. King vice George H. Goodell; steamer City of Puebla, George M. Johnstone vice George H. Zeh. The schooner Oceana Vance, H. Larsen master, was enrolled.

The steamer Yucatana, which sunk on February 17 in Icy Straits, was floated on May 22 at 10:30 with the assistance of the salvage steamer Santa Cruz, which has been working on the vessel for a long time. The Yucatan was bound from Valdez for Seattle when she struck a submerged iceberg and went down.

Notwithstanding official denials, the rumor persists at Portland that the steamers of the Pacific Coast Steamship Company will soon begin making Portland a port of call on the Seattle-San Francisco run, in retaliation upon the San Francisco and Portland Company, which is to invade Southern California.

The British steamer Kilburn struck off the westernmost of the islands of the Fiji archipelago while bound from Newcastle for Guaymas. The Ethel Reefs are narrow, and each about nine miles in length, lying five to nine miles westward of, and parallel with the central part of the Yasawa group.

A traffic arrangement is being negotiated between the Canadian-Australian line and the Matson line whereby Australian passengers on the Canadian steamers bound for points in California will be transferred to the Matson steamships at Honolulu, thus avoiding the roundabout journey through Vancouver and Seattle.

Dispatches to San Francisco state that the British bark Lonsdale, which put into Port Stanley some months ago in distress, has been sold as a hulk. While on a voyage from Hamburg for Mazatlan the vessel encountered many misfortunes, being swept and later burned by fire. The Lonsdale made several visits to San Francisco years ago.

The following changes of masters were recorded at the San Francisco Custom-house on June 3: Steamer Wellesley, H. E. Lindquist, vice Carl Schillensky; steamer Pilot, T. H. Crothers, vice C. C. Langren; schooner Alameda, Oliver Artley, vice G. Jochins. The following vessels were enrolled: Schooner Hugh Hogan, A. B. Petersen, master; steamer F. A. Kilburn, Thomas H. McLennan, master.

Further advices from Colombo state that the water is increasing in the British steamer Gymeric, previously reported ashore, and is damaging the cargo. It is also reported by cable that the British steamer Kilburn, which is ashore on Ethel Reef, is filling and will probably be a total loss. It is recommended that she be sold at auction.

The total catch of fur seals by natives in the open sea off the Alaska Coast this season will not be more than 125 pelts. In former years the Indians have always made good catches. Japanese sealers using muffled power boats are expected to reap a fat harvest. Eight of these vessels are now following the seal herds north to the rookeries.

The following changes of masters were recorded at the San Francisco Custom-house on May 25: Steamer Brunswick, George Hammar vice Charles Linder; steamer Redondo, Ole Hansen vice Morten Bendegard. The following enrollments were also recorded: Schooner Miami, J. H. Morrison master; steamer Emily Lundt, J. Bostrom master.

The United States Army transport Buford, which is to make a voyage to Alaska next month, is being equipped with a wireless outfit for the first time. The troopship is at San Francisco undergoing an overhauling, and will take troops to Alaska points, in addition to Government supplies, and also bring back a detachment of soldiers who have been stationed in the North.

According to advices received at San Francisco on May 23, the gasoline schooner Duxbury, which was reported frozen in last winter at Teller, was passed by the steamer Dolphin, which arrived at Seattle on the 22d. The Dolphin was seen off Mudge and was apparently returning to the Sound. Before being sold to northern parties the Duxbury was well known as operating from San Francisco.

The old clipper ship Loch Katrine was dismantled on April 27 in a gale off the Australian coast, and when last heard from was adrift with thirteen men on board. A boat crew of seven men who volunteered to make land for assistance drifted about for nine days before being picked up by the Swedish steamer Tasmanic from Sydney for South Africa. The fate of the vessel and remainder of the crew is unknown.

Among recent sales of well-known vessels is that of the British bark Pass of Killicrankie, which has been taken by the Norwegians for $16,500. The Killicrankie was built in 1893 by R. Duncan & Son on the Clyde and was owned by Gibson & Clark of Glasgow. The sale of this vessel marks the passing of the last square rigger owned by this firm. It formerly had the Pass of Balmaha, Pass of Leny and Pass of Mefort in addition to the Killicrankie.

The old bark Edward May, which has been purchased by the Pacific Coast Steamship Company from Alexander & Baldwin, is one of the oldest sugar packets on the Coast. She was built at Boston in 1874 and ran between the Golden Gate and New York for some time and later between San Francisco and Honolulu. The Edward May is to be dismantled immediately and converted into a barge for carrying coal for the Pacific Coast Steamship Company's steamers.

The exception to the decision of United States Commissioner E. A. Heacock, awarding damages for 1100 barrels of cement damaged by water on the steamer Tulwood were overruled in an opinion filed by Judge George Donworth in the United States District Court at San Francisco on June 3 and the damages, amounting to $1685.37, ordered awarded as found. The suit in admiralty was brought by the Eureka Construction Company against the Fullwood, the Deyland Shipping Company being claimant.

A libel suit in admiralty was filed in the United States District Court at San Francisco on May 31 by F. F. Shepard aginst the Charles Nelson Company, owner of the steamer Charles Nelson. On December 13, 1907, the Nelson salved the schooner W. A. Holden. By agreement with the owner of the Nelson, Shepard, who was engineer of the steamship, alleges he did not put in a claim for salvage money on the understanding that he would get his share as a member of the crew. The value of the salvage was $4800, of which he claims $100, which was never paid.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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MILWAUKEE, Wis., 317 Virginia St.

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(Continued on Page 10.)

Coast Seamen's Journal

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To insure a prompt reply correspondents should address all communications of a business nature to the Business Manager.

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Headquarters of the Sailors' Union of the Pacific, 44-46 East Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES LABEL UNION COUNCIL SAN FRANCISCO

WEDNESDAY, JUNE 8, 1910.

EIGHT HOURS IN IRON TRADES.

The arrangement by which the San Francisco iron trades strike of 1907 was terminated, namely, reduction of the length of the workday by fifteen minutes each six months, culminated on the 1st inst., and the eight-hour day became a fact in the iron industry. The JOURNAL congratulated the iron trades men, employers and employes, upon the prospect afforded by the terms of settlement. We now renew these congratulations upon the realization of the eight-hour day. "Tempus fugit!" Certainly time has flown in the present instance. Even those who opposed the settlement of three years ago upon the ground that they would be "dead and in their graves" before its terms were fully realized, will admit that the delay of three years has been as nothing compared with the practical certainty of the shorter workday.

The situation, while in one sense entirely satisfactory, is on the whole rather uncertain. It appears that the eight-hour day has been put into effect pending the outcome in certain matters. A conference is being held between representatives of the Iron Trades Council and the Metal Trades Association, the result of which will determine whether or not the eight-hour day shall be maintained as a permanent feature of the industry, or whether it shall be abandoned as impracticable under local conditions, particularly in the matter of competition with other localities. It is to be hoped that these deliberations will end amicably and sensibly and that the spirit as well as the letter (if there be any distinction between these elements) of the eight-hour agreement will be maintained permanently. Every consideration of good faith, peace and mutual profit combines to require that the condition brought about by mutual forbearance and concession shall be continued in the same spirit. The history of the labor movement, conjointly with the law of economics, justifies the prediction that the shorter workday will redound to the advantage of the industry, and, per contra, that any attempt to revert to longer hours will result in disaster to all concerned. Surely the experience of San Francisco in such matters should be a sufficient guarantee against the fatal blunder of an attempt to reverse the natural order of events in the industrial world.

It is said in certain quarters that the agreement entered into three years ago EXPIRED on the 1st inst., therefore the employers in the iron trades are warranted in proposing a return to the old conditions! To say that an agreement expires the moment it becomes effective is obviously absurd, to say nothing of the suggestion of bad faith. At the very least, the eight-hour day ought to be given a fair trial, in which event there is no doubt that it will be found entirely satisfactory. Such, at any rate, has been the experience in every other instance of which we have any knowledge. Again, it is intimated that the establishment of the eight-hour day by the agreement of 1907 was made contingent upon the establishment of the same rule in other competitive localities. Nothing of the kind was understood, so far as we know. The eight-hour agreement was made in 1907 as a compromise by which the strike of that year was settled. The settlement gave the employers very much the best of the bargain at that time. Whatever mental reservations the latter may have entertained, the terms of the settlement are plain on their face, and they (the employers) are now in honor bound to respect them.

Apart altogether from these considerations, there is no doubt that the maintenance of the eight-hour day will make for the success of the iron trades industry in San Francisco. Whatever other conditions may militate against that industry, the establishment of the shorter workday will give the iron trades an impetus that will help to overcome drawbacks in other details of the business. Abundance of testimony might be cited in support of the point that the reduction of the hours of labor, so far from hindering industry, helps it by conserving the energy and intelligence of the workman. Such, indeed, is the uniform experience of the shorter workday movement. Employers everywhere unite in acknowledging that the eight-hour day does not involve a reduction of the output, and that, on the contrary, the shorter workday is beneficial to them, as well as to their employes, in many ways. A glance at the history of the times shows that the tendency toward a reduction of the hours of labor is universal, as though dictated by a natural law, and that the results are everywhere advantageous. Shall San Francisco fall in line with this tendency, or shall she oppose it? Shall that city follow the line of least resistance in industrial affairs, or shall she enter upon another struggle against the inevitable? That the eight-hour day in the iron trades is inevitable, as it is already a reality in most other trades, is apparent to every thinking man.

The JOURNAL earnestly hopes that the victory of 1907—at that time a victory of reason rather than of results—will be maintained, now that the period of results is upon us. The eight-hour day in the iron trades of San Francisco must be maintained in fact and good faith, if that industry is to survive and flourish. With the eight-hour day firmly established in San Francisco, it will be a comparatively easy matter to establish the same system in other cities. To go back to the longer workday would be fatal to any hope of peace and progress.

NO SLAVE LABOR WANTED!

The report of Labor Commissioner Mackenzie, of California, on the subject of Jap labor has been universally condemned by press and public. Presumably certain interests favor the findings of the report, a presumption that is warranted by the mere publication of the report. From a press summary of the report we learn that Labor Commissioner Mackenzie finds that "Japanese, or some form of labor of a similar character, capable of independent subsistence, quick mobilization, submissive of instant dismissal and entailing no responsibility upon the employer for continuous employment, is absolutely necessary in the California orchard, vineyard and field, if these vast industries are to be perpetuated and developed." These terms describe the very acme and perfection of slavery, perfection to the point even of relieving the slave-owner of "responsibility for continuous employment." The essence of slavery has never been better set forth even by the most outspoken champion of that system. If Labor Commissioner Mackenzie be right in his conclusions, California is doomed to be a slave territory. In such a case the only thing for free men to do is to vacate the premises. We have it upon very good authority that "no nation can long exist part slave and part free." It remains for the people of California to determine whether that State shall be all slave or all free. The attitude of the American citizens in that State may be safely anticipated. California will remain all free, even though it be not all cultivated for the present. In the end, the report of Labor Commissioner Mackenzie will take its place among the other exhibits in the case of America vs. Asia, commonly known as the case of the American citizen against the Asiatic coolie.

By latest reports from the Great Lakes we are advised that the Lake Carriers' Association has been forced to go far abroad in its search for strike-breakers, even as far as Seattle and the Sound country generally. Boys of the curdog breed are scarce in that section, but probably no scarcer than in other sections. Hence the far-flung line of scab-hunters. The Lake Carriers have reached the end of their rope, and must sooner or later turn their attention to the supply of seamen that lies much nearer home, and which may be availed of upon one simple condition, namely, recognition of the right to organize.

The blue label of the Cigarmakers' Union is a guarantee that the products upon which it appears are made by American workmen under sanitary conditions. Considerations of cleanliness, to say nothing of the duty of unionism, should impel every smoker to demand the Cigarmakers' label when purchasing cigars.

The Union Printers' Mutual Aid Society, of San Francisco, will hold its twenty-third annual picnic and family excursion at Fairfax Park, Marin county, on Sunday, June 19. The Printers' picnic is noted as one of the most enjoyable features of the season. Those who attend are assured a pleasant day's outing.

For fair products of all kinds, consult the JOURNAL's ad columns!

Demand the union label on all purchases.

NEW ZEALAND OPPOSES LASCARS.

(Continued from Page 2.)

hundreds, but thousands—of men in England who are desperately anxious to get employment on British ships.

It may be pertinent to ask whether the P. and O. Company ever tried the experiment of utilizing white labor to man their vessels. It is well known that Sir Thomas Sutherland, the head of the company, has a decided liking for the lascar. He remarks that Indians are members of the British Empire. That is so. But are the P. and O.'s black men all British subjects? I dare Mr. Trelawney to answer that in the affirmative. It is sheer nonsense. When going to England recently I had to travel by P. and O. vessels, and, making close inquiry as to the nationality of the men employed on board, I discovered, much to my astonishment, that only a very, very small percentage of the crew were British subjects. The majority of the men in the victualing department came from a little Portuguese settlement on the west side of India called Goa, and a large proportion of the deck and stokehold crews came from places that are certainly not British dependencies. This is on similar lines to the engagement of Chinese crews. For the purpose of getting past certain restrictions of the British Act, these men all swear that they come from Hongkong, which is a British dependency. The imaginative statements of Mr. Trelawney and Sir T. Sutherland as to the company employing only British subjects is knocked endways.

Even supposing and admitting that these men are British subjects, is the white Britisher to be displaced by this alien element, to the detriment of white women and white children, their wives and families, to the hurt of the community generally, and to the menace of the Empire? If the Empire ever gets into trouble, it will look for defense not to the coolie and the lascar, but to the white-skinned Navy, notwithstanding all the faults and infirmities of our white people.

Let me add a few words as to the moral aspect of the question. Although these lascars and coolies are supposed to possess all the virtues of mankind, and the white men all the vices, did you ever hear of any big British employer of black labor marrying his daughter to a darkey? That is one of the tests—one of the main tests—of the sincerity of the cry on behalf of black labor, and it is related to the question as it is coming to New Zealand. All the sophistries of Capital cannot wash the Ethiop white. Australia has adopted the "White Australia" policy. She is using all her influence to prevent the deterioration of the nation by intermingling with inferior races. New Zealand is just being touched by the same risk, and in the interests of our Dominion the people should urge upon the Government the desirability of excluding these undesirables, maintaining a white nation, and giving employment to those men who have wives and families to support and who will be necessary for defense should an invader threaten.

The Evening Star comments editorially upon Mr. Belcher's statement, as follows:

Mr. W. Belcher, answering Mr. Trelawney in our issue of Saturday, makes his points effectively. As representing our seamen and firemen, whose livelihood is immediately menaced, Mr. Belcher might have been excused if he had in strong terms denounced the greedy and disloyal British shipowner who now dominates the ocean policy of the Empire, and whipped with scornful phrases the legislators who will not see the peril that is in front of us, or, seeing it, hesitate about adopting an efficient policy of self-defense. Perhaps, however, Mr. Belcher's arguments may appeal to the timid and the irresolute with more chance of shaking them into activity than if he had startled them out of their senses with a colored picture of the possibilities if Australasia quietly allows the P. and O. Company to push in the wedge which will shatter the Empire's immense shipping interests and give her commerce to others. Such a danger is real and imminent. Meeting Mr. Trelawney's statements point by point, Mr. Belcher shows that there are plenty of white men to be had for the P. and O. boats if the company will have them, that the British sailors and firemen can and do work steamers in the hottest latitudes, and that the lascars employed on the P. and O. vessels are not all British subjects. This last-mentioned assertion, coming as it does from inquiries made at first-hand, is instructive, and quite answers the doubts of persons who have honestly believed that these seafaring lascars, being British subjects, possess rights that would be challenged if they owed allegiance to a foreign Power. Mr. Belcher's discovery that the lascars who peeled his potatoes were Portuguese is likely to be remembered when the matter comes up for consideration by Parliament. The fact is damaging to the British shipowner. Very evidently "British" is not the test when these blacks are being engaged. Their cheapness is their sole qualification. For aught we can tell, these Portuguese lascars that Mr. Belcher met undercut the British lascars when the agent was making up his crew.

The appearance of the P. and O. vessels in New Zealand waters brings us face to face with a problem that will have to be dealt with. There is now direct competition between the men of our own race and the men of the East who can live on rice. And before very long this competition may be keener. Germany and France, though each jealously guards its own coastal traffic, are pretty sure to watch closely the P. and O. experiment, and take an early chance to cut in at the intercolonial trade as soon as it seems likely to pay; and since the white crews of the foreign ships are cheaper than the white crews of British ships, the foreign engaged blacks may be cheaper even than the P. and O.'s Portuguese. This is a fearful prospect for our seafaring men: that they must compete against the cheapest blacks who can be found, for that is what it may come to. In such circumstances—nay, in the circumstances that already exist—there is no inducement to make sailors of our lads, and unless something is done to put our mercantile marine on a sound footing, and make the life attractive, the first result will be felt in the merchant service and the final effect that we shall have no help to give the Navy. What is the use of talking about a navy reserve and training our sons on the Amokura if, when they grow up, they have to stand aside in favor of Asiatics who are willing to work for 16s 8d a month? The dangers ought to rouse our people to immediate action.

It is useless to wait for the Old Country to settle the question. The few shipping reformers in the House of Commons do not get a hearing. They might as well talk to the wind. In Australasia there is a possibility of doing something if the difficulties are throttled before they grow strong. Mr. Belcher shows how. His advice seems to be sound. Australia and New Zealand should join and claim the right of making shipping laws to suit the colonies. America's navigation laws have built up for the Stars and Stripes the biggest coasting trade in the world. Australasia may some day have the second biggest coasting trade if she is allowed to work on proper lines, unfettered by obligations in which she has no direct interest.

This question is almost sure to be heard of in the New Zealand Parliament before long, and when it comes up the people at large will closely watch the attitude of their representatives, in the hope that the Dominion may hearten up to serious action its big brother across the Tasman Sea. Not much stimulating ought to be called for, one would think, if the "White Australia" cry is genuine. But there is reason to suppose that all Australians are not agreed on the subject. It is even hinted that Australian influence is partly responsible for the Union Company engaging colored men on their Eastern steamer. We are quite willing to believe that our New Zealand company did not do so of free will, and that the "red funnel" management would gladly take the lead, if perfectly independent, in maintaining the white status. That, however, is by the way. The immediate question is whether our Government will take the initiative in asking Great Britain for the right to legislate in the direction of building up our commerce and making it worth having.

LIGHTHOUSES FOR HONDURAS.

The Government of Honduras has recently entered into a contract for the construction and maintenance of two lighthouses, one on the island of Utila, lying off the northeastern coast, and one on Cape Falso, near the extreme eastern coast. The lights are to be of the automatic acetylene gas beacon type. The towers are to be not less than 100 feet in height. The contractor is to receive $24,000 for the construction of the lights and $2,400 a year for the maintenance of a good service for the period of 20 years. He is also to be exempt from the payment of all duties and taxes upon the materials used or upon the necessaries of life for the men engaged upon the work. This contract is subject to the approval of Congress at its coming session, but there appears little doubt that it will be approved.

The Tokyo Electric Railway carried 83,655,000 passengers during the first half of 1909, the receipts from which were $1,490,000, and on which a dividend of 5.4 per cent was declared, against 4 per cent for the second half of 1908. The present regular fare, which the authorities refused to allow to be increased, is 2 cents, plus the government transit tax of one-half cent, but return trip tickets, season tickets, transfers, workmen's tickets, and concessions to soldiers, sailors, etc., reduce the receipts materially.

In order to augment the facilities and value of the Antung-Mukden Railway, the Japanese Government has in view the construction of a fine harbor at the mouth of the Yalu River.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, May 31, 1910.
Regular weekly meeting was called to order at 7:30 p. m., Robert Rollo presiding. Secretary reported shipping slack. Shipwreck Benefit was ordered paid to 7 members wrecked in the steam-schooner J. Marhoffer.

June 6, 1910.
Regular weekly meeting was called to order at 7:30 p. m., Ed Andersen presiding. Secretary reported shipping slack. Shipwreck Benefit was ordered paid to a member wrecked in the schooner Dora Bluhm, at Santa Rosa Island. Balloting for officers was proceeded with.
E. ELLISON, Secretary pro tem.
44-46 East St. Pacific Phone Kearny 2228. Home Phone J 2228.

Vancouver, B. C., May 30, 1910.
Situation fair.
JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, May 31, 1910.
No meeting; no quorum. Shipping fair; men scarce.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, May 30, 1910.
Shipping and prospects fair.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65 Tel. Main 4403.

Port Townsend Agency, May 30, 1910.
No meeting; no quorum. Shipping medium; prospects uncertain.
WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, May 30, 1910.
Shipping medium; prospects uncertain.
H. G. LUNDBERG, Agent pro tem.
P. O. Box 6. Tel. 225.

Portland, Ore., Agency, May 31, 1910.
Shipping dull.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, May 31, 1910.
No meeting; no quorum. Shipping fair; prospects uncertain.
JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, May 31, 1910.
Shipping rather dull; prospects poor.
HARRY OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, May 24, 1910.
No meeting; no quorum. Shipping good, prospects poor.
CHAS. SORENSEN, Agent.
P. O. Box 314.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., June 2, 1910.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping fair.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, May 16, 1910.
Shipping slow; plenty of men ashore.
LEONARD NORKGAUER, Agent.
Phone Sun Main 2233. P. O. Box 1335.

San Pedro Agency, May 30, 1910.
No meeting. Shipping medium; few men ashore.
ED. BARRY, Agent.
P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, May 30, 1910.
Shipping fair. Strike progressing splendidly.
ALEX. McKECHNIE, Sec'y pro tem.
674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., May 31, 1910.
Shipping medium.
WM. H. FRAZIER, Secretary.
1½A Lewis Street.

DIED.

The following members were drowned from the steam-schooner Point Arena, at Monroe Landing, Cal., on May 28, 1910:
Carl Alvin Lundholm, No. 1480, a native of Sweden, aged 29.
Hans Alfred Mathisen, No. 1831, a native of Norway, aged 25.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

FARMERS AS "SEAMEN."

Did you ever see a scab who did not have some story of illtreatment by a union delegate, or of a starving mother or sister? The excuses some of the Lake scabs give are ridiculous, and very tiresome. The young American farmer is probably the worst element we have to contend with in our trouble on the Lakes. He is absolutely ignorant of the trade-union movement, and of the duty he owes to his fellow-workers in the great class struggle now going on. The recent agreement between the American Federation of Labor and the Farmers' Union, at St. Louis, probably will tend to give this class of people some idea of what unionism means, and gradually spread that knowledge.

There are thousands upon thousands of farmers in the United States to-day who have absolutely no knowledge of unionism. It is a rather large order for the American Federation of Labor, but that great organization could not do better than begin a campaign of education among those people. They should be taught that an injury to a brother worker is sure to rebound upon themselves. The welfare of the farmer and the worker in other lines is identical. If the worker does not receive a living wage he can not pay the farmer a fair price for his products.

Certainly at this time the farmer is no friend of union labor. He must be educated, and no organization will be safe from him until he himself and of himself understands. The seamen of the Lakes have had this forcibly brought to their attention by the fact that about sixty per cent of the scabs brought here to man the ships of the Lake Carriers' fleet are farmer boys brought from every State in the Union, even Vermont! The percentage of deep-water men is small. The percentage of Canadians is small. Both together about equal the percentage of non-English-speaking people from Southern Europe. The others are farmers and small-town yaps. These are the kind of "seamen" now employed by the Lake Carriers. Two boys, 18 years of age, are now "wheeling" on the Mariposa. Two boys, age 17, are passing coal on her.

Is there anything in that to frighten us? I say "No." We are nearer victory than any of us think. I do not believe that the Lake Carriers will stand this much longer. Then will come the day of the real union man, and we can hold our heads up and face the rest of the seamen of the world.

W. H. JENKINS.

Conneaut, O.

SONOMA ON DRYDOCK.

The steamer Sonoma, which was in a collision with the steamer Empire City, a short distance from Port Huron on May 21 passed down the river at noon on the 22d on her way to Cleveland where she went into drydock for repairs. The Empire City was given temporary repairs at the Detroit Shipbuilding Company's yards at Detroit.

The steamer Binghamton is stranded on South Manitou.

VICTIMS OF "WELFARE PLAN."

The sinking of the steamer Frank H. Goodyear, with a loss of eighteen lives, off Point Au Barques, Lake Huron, on May 23, as a result of a collision with the steamer James B. Wood, ought to cause a thorough investigation by the proper Government officials into the conditions under which Lake Carriers' Association ships are now being navigated.

Incompetent crews, hired to replace the seamen now on strike, and the consequent overwork required of the ships' officers, are the main causes of this heavy loss of life. Instead of seamen, laborers and boys are very largely employed on these vessels during the strike. The Lake Carriers' Association has not enough competent seamen in its employ to average two for each of the larger type of vessels.

That same association of shipowners has carefully avoided making any public comment upon the heavy loss of life in the Goodyear case, except to use it in an attempt to boast about the so-called insurance feature of its notorious "Welfare plan" that caused the strike now in progres on the Lakes. Well, death itself is the one thing that can show the slightest good in that miserable passport system. Death brings a hundred dollars insurance (for violent death on board ship only) and—release from the whole vicious scheme!

The Lake Carriers might better remain silent. They can not now replace the husbands and fathers who went down with the ship. The whole matter ought to be made the subject of a rigid Government investigation. It is the second case of the same nature since the strike began.

V. A. OLANDER,
Second Vice-President, International Seamen's Union of America.
Chicago, Ill.

DEATH OF "MIKE" LEE.

There are very few seamen on the Lakes who did not know Comrade Mike Lee. He was an old-timer on the Lakes and one of the first of the old-time ordinary-seamen to join the Lake Seamen's Union. He was born in England, and doubtless leaves relatives there. His many friends will be very sorry to learn of his untimely death. The following, from the Plain Dealer, gives the facts in the case, so far as are known:

North Tonawanda, May 20.—Michael Lee, thirty-eight years old, a union sailor whose home address is as yet unknown, was drowned at 10 o'clock last night in the Niagara River off the docks at the Tonawanda Iron & Steel Company. Lee had been in this city but a few days, coming here from Buffalo. Last night with a friend he went to visit friends on board the steamer Sacramento, of the Davidson fleet, which was discharging a cargo of ore at the local furnace. As he was climbing upward to the vessel's rail he apparently lost his footing and rolled sideways off the ladder into the river. Boats are out on the river and sailor friends are patrolling the river bank in case the body rises to the surface to-day. The current from that point to the Falls is very swift and the body may be swept over the Falls before it is discovered.

May he rest in peace.

Union pickets at Conneaut report that the Empire City, which was in collision with the Sonoma in Lake Huron, left Conneaut two wheelsmen short.

TO COMPLETE CHANNEL.

Colonel Townsend, of Detroit, and his staff of engineers state that they will be able to throw the Livingstone in the lower Detroit River channel open for navigation, finished throughout the extent of its entire twelve miles, 450 feet wide at its narrowest point, and a depth of twenty-two feet at low water, one year from September, 1910. During that month the tide of Lake commerce will be turned through a channel, which has cost millions to construct, but which is intended to save many times that amount to vesselowners and the country surrounding the Lakes.

"Danger of collision will be practically done away with when the channel is in operation," said Colonel Townsend. "All upbound vessels will use the old channel between Bois Blanc Island and Amherstburg, and the downbound boats will use the Livingstone channel. It is my hope to live to see entirely separate channels for the up and downbound vessels on the Great Lakes. In the year 1907, 37 per cent of all collisions on the Great Lakes occurred in the lower Detroit River, and here at least we will avert this immense loss of property by the use of the new passages. At West Neebish and Middle Neebish in the St. Marys River, where up and downbound boats use different channels, the collision danger was done away with and I believe that this will eventually be the plan all over the Lakes."

Only in about 6,000 feet of the Livingstone channel will its width be confined to 450 feet. This is the section where the dry work has been carried on through an almost solid bed of rock. In the lower part of the channel, where nature has helped the engineers in their work, there will be a four-mile stretch in which the channel will be 800 feet wide. Section 1, in the dry work has channel walls running down perpendicularly to a depth of over twenty-two feet. On the tops of these walls would be a depth of but four feet of water and to clearly mark the channel limits the walls will be built up above the water level by means of concrete piers. These piers will be brightly lighted and will serve as guides to Lake mariners day and night.

NOTICES HAVE BEEN SERVED.

In consequence of action instituted by Colonel C. McD. Townsend, Engineer Corps, U. S. A., to force condemnation proceedings for the property lying north of the present American canal at the Soo which is to furnish the site for the new upper canal, notices have been served on holders of the land desired, including the City of Sault Ste. Marie, Mich., Lake Superior Power Company, Chandler Dunbar Water Power Company, St. Mary's Falls Water Power Company, and William Chandler. It is expected the case will come up for hearing at the September term of the United States District Court at Marquette.

The steamer George Peavey "went on" at Seneca Shoal, near Buffalo, on April 25. She was loaded with grain; was lightered and released.

THREE-CORNERED CASE.

Before Judge Denison, sitting for Judge Swan in the United States District Court at Detroit on May 3, arguments were in part presented in the three-cornered libel action resulting from the sinking of the steamer John W. Moore in collision with the Queen City, near Grassy Island, lower Detroit River, October 13, 1907. The hearing also involves the steamer Edward Y. Townsend.

Upbound with coal from Cleveland to Superior about 2:30 a. m. the Moore, owned by Frank M. Osborne and others, met the Queen City of the Pittsburg Steamship Company's fleet, downbound with ore from Two Harbors to Conneaut, towing barge No. 132. The Townsend, owned by Cambria Steamship Company, upbound, light, from Ashtabula to Superior, was passing the Moore and is alleged by owners of that boat to have deflected the Moore into the course of the Queen City which rammed her starboard bow, sinking her.

The owners of the Moore, represented by Messrs. Goulder, Holding & Masten of Cleveland, seek to recover $76,635.70 by libel on the Townsend. The owners of the Queen City libeled the two other boats for $27,577.74, alleging bad navigation. H. A. Kelly of Cleveland, appears for the libelant. Harvey L. Brown and John Richards, Buffalo, represent the Townsend.

A third libel on the three vessels for $20,000 is brought by Jerraimy McIntyre of Port Lambton, Ont., widow of Duncan McIntyre of the Moore's crew, who was killed in the collision. By a stipulation her libel does not become part of the present hearing.

WORK ON ASHTABULA DOCK.

According to a letter from Ashtabula, hundreds of men are rushing the work on the No. 2 extension of Ashtabula dock. At the eastern side of the extension cars of slag are being dumped to make new land, and gangs of men with large machines have been busy pouring concrete into enormous forms in the making of walls. This latter work is now just completed. In the making of new land on this extension the total fill is about one million cubic yards.

At the northern end of the extension the powerhouse is being hurried to completion, and the Variety Iron Works is completing the Hoover & Mason bridge, men working 150 feet in the air on this job.

The Lake Shore is to provide the new Superior extension and the new Pittsburg coal dock with a system of arc lights, which will be a brilliant illumination for incoming and outgoing boats at night, and greatly facilitate night work on the docks. The docks are now well lighted, but this will be of special power, and will be completed about the first of June.

With the flag of Toledo floating at her masthead the new passenger steamer Sainte Claire, building at the yards of the Toledo Shipbuilding Company for the Detroit, Belle Isle & Windsor Ferry Company, took her maiden dip in the waters of the Maumee River on May 7. The new passenger steamer is 200 feet long, and will carry 3600 persons. She will be completed and ready for delivery in June.

Demand the union label on all purchases.

STRIKE
ON THE GREAT LAKES

COMRADES:

The strike of Sailors, Firemen and Cooks on the Great Lakes is still on. We appeal to all seafaring men to assist us in persuading seamen to stay away from the Lakes during this strike.

Any reports that the strike has been settled are false.

The Seamen of the Great Lakes are sticking together solidly, and will keep up the battle for freedom and decent conditions until the fight is won. "God Almighty hates a quitter." (So do we.)

Lend a hand, comrades, by inducing seamen to stay away from the Lakes while the strike is on.

Yours fraternally,

LAKE DISTRICT,

International Seamen's Union of America.

STRIKE ON THE GREAT LAKES
KEEP AWAY!

WARNING TO MASTERS.

A circular received from Canada, G. H. Desbarats, Deputy Minister of the Dominion Department of Marine and Fisheries, reports that the wreck of the dredge No. 8 is in Thunder Bay, Lake Superior, lying about 7-8-mile due east of Mutton Island, and close to the steamboat channel. No particulars have been received of the depth of water over the dredge, but she is, according to Mr. Desbarats, a menace to navigation. The Great Lakes Dredge & Dock Company has marked her by a red spar buoy.

Information is also given to the effect that the tug Bowman, of the Canadian Towing & Wrecking Company, Limited, has on three different occasions located an uncharted obstruction in a depth of 14 or 15 feet of water, three-fourths of a mile N. 42 degrees W. of Hare Island, Thunder Bay, Lake Superior. The Canadian officials will examine this spot whenever opportunity offers.

Fire of unknown origin early on April 9 swept the big floating machine shops of Hickler Brothers, anchored at the drydock of the Livingstone channel at Detroit. The hull carrying the shops is 300 feet long, and the equipment included drills, steam hammers, lathes and planes. The loss is estimated at $20,000. The tug Spalpeen rushed over from Amherstburg and succeeded in quenching the flames before the hull was destroyed. It is thought the fire started near the boiler.

The construction of the American Shipbuilding Company's new yard at Port Arthur is proceeding satisfactorily, and it is expected that the plant will be in operation before the close of the current year. The cost of the new establishment is estimated to be rather more than $1,000,000.

The steamer O. E. Parks has been sold to J. H. Lutz, of Michigan City, Ind. The terms of the sale were withheld. O. E. Parks formerly owned the boat.

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Matt Moertel, No. 3522, L. S. U., is inquired for by his sister, Mrs. H. L. Everett, 202 E 51st street, Chicago, Ill.

Joseph Ward, No. 21241, Lake Seamen's Union, is inquired for by his mother, Mrs. Julia Ward, 223 Devoe street, Brooklyn, N. Y.

Comrade William Burke, of the Marine Firemen, Oilers and Water Tenders of the Great Lakes, is inquired for by his sister, Miss Ella Burke, Little Falls, New York.

Marie Panoitz, 1195 W. 11th street N. W., Cleveland, O., inquires for her brother, John Ernest Meyna, last heard from nine years ago. Anyone knowing his whereabouts please notify above address at once.

Miss Janet Crittenden, No. 40 Miller street, Mt. Clemens, Mich., is enquiring for her brother, John Crittenden, last heard from in 1907. Any one having information as to this comrade please notify the above address.

Range lights to Lorain Harbor to cost $19,800 were provided in the Lighthouse bill which passed the House on May 2. Huron gets $3,800 for range lights. For a light vessel for service between Point Abino and Sturgeon Point, Lake Erie, $75,000 was appropriated.

C. J. Magill of the Ferry Company thinks that from the description the body found in Canada is that of Patrick Keith, an oiler.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)
674 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....21 High Street
Telephone Bell 175 R
CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.
TOLEDO, O.....54 Main Street
Phone Bell 1890.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.
SUPERIOR, Wis.....213 Banks Avenue
Telephone, New Phone, Broad 155 L.
BAY CITY, Mich.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
KINGSTON, Ont., Canada.....(Box 96) King Street
ERIE, Pa.....328 German Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.
SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.
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Green Bay, Mich.
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Ludington, Mich.
Manistee, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

THE COAL WAR.

After a strike of over thirteen weeks the coal war in New South Wales has practically ceased for a time. The ballot in the Southern district on the question of resuming work resulted in the affirmative, and the miners went back into the coal barons' pits last week, still dissatisfied. The vote in the Northern district also showed a majority, though a small one, in favor of calling the strike off.

Judge Sholes had an interview with the representatives of the Newcastle miners, and subsequently attended a meeting of the colliery proprietors. Speaking shortly afterward the Judge said: "I am able now to say that both sides agree to the proposition put forward by me for work to be resumed. All are satisfied with the arrangement, and I do not see anything that will prevent the resumption of work in the Northern districts next Monday."

The wage-earners who were repulsed in this fight had reason and justice on their side, their demand being for an open conference, and this they were refused by their economic masters. In the first fortnight of the industrial conflict Premier Wade and his Ministerial colleagues were cowards; the thought of a general strike made them so. But when they discovered that the fight was to be but a sectional one their cowardice gave place to tyranny, and acting in the interests of the Coal Vend and the Shipping Trust, they disgraced Australia by carrying, with the aid of a servile following in Parliament, such a despotic law against unionists as may yet cause a general strike to remove it from the statute book.

The trial of Peter Bowling, William Brennan, Albert Burns, Amran Lewis and Andrew Gray, charged with conspiracy to instigate coal miners and others to take part in a strike, and also counseling them to absent themselves from work, resulted in the judge summing up dead against the miners' leaders, and the jury bringing in a verdict of guilty, with a recommendation to mercy on account of the prisoners' previous good conduct.

Before sentences were passed, each of the prisoners spoke from the dock, Peter Bowling saying: "If this is part of what is done in a free country, then I wish to get back to Siberia or some other country where they don't talk about their freedom. I ask for no mercy. I'm in your hands, your honor, and you have to impose what punishment you consider the offense merits. I ask for no mercy at all."

When the men finished speaking, Judge Pring preached a horsehair sermon on the necessity of upholding Wade's coercion law against unionists, after which he sentenced each of the prisoners to eighteen months in jail, making it cumulative for Peter Bowling on his other sentence, which means a total of two and a half years' imprisonment.—The Worker, Brisbane, Australia.

It is announced in Montreal by the Allan line that tenders haye been invited for two new vessels of the Lusitania type which will reduce the time between Liverpool and Quebec by twenty-four hours, making the trip in 5 to 5½ days. The ships will have 20,000 tons or more capacity, will cost $3,000,000 each, and are expected to be in operation in two years.

COAL ENOUGH TO LAST.

The United States Government has been for three years quietly classifying its public lands to determine what of value they contained and, to the general surprise, has discovered a wealth that mounts into such figures as to be no less than appalling. On the despised lands of the West the Government experts have unearthed coal fields that compare favorably with the richest ever found in the East. They bring back reports that make necessary a redrafting of the coal maps of the nation and upset entirely the current idea of the location of the nation's fuel supply. Nothing tells the story so graphically as the new schedules setting forth the amounts of coal contained in the States that produce most of it. A list of the nine States containing most coal and their estimated tonnage follows:

North Dakota	500,000,000,000 tons
Wyoming	424,000,000,000 tons
Colorado	371,000,000,000 tons
Montana	303,000,000,000 tons
Illinois	240,000,000,000 tons
West Virginia	231,000,000,000 tons
Utah	198,000,000,000 tons
Pennsylvania	133,000,000,000 tons

The setting forth of this scientific data comes like a thunderbolt to those who have always been accustomed to look to Pennsylvania and adjacent States as the center of the coal supply of the nation. The experts show how the Government should realize $5,000,000,000 in the advanced prices for which these lands will be sold. Yet coal is but one feature of their findings. There are, for instance, on public lands oil fields worth millions yet unestimated. There is enough phosphate to maintain the fertility of all those acres that grow wheat and which depend on this soil element for their vitality. There are such incidental possibilities as enough water-power to turn the spindles of the nation, present and future, and 30,000,000 acres of desert lands that may be irrigated and made worth $100 an acre. But above all the coal values stand out in such proportions as to be staggering in size.—Technical World Magazine.

SPAIN'S ACCIDENT COMPENSATION.

Concerning the Spanish accident-labor law which has been in operation ten years, Consul-General Frank D. Hill, of Barcelona, says it appears satisfactory and is considered an advance over the former system. For temporary incapacity the employer must pay the workman one-half the usual wage, or two years' salary if the incapacity is permanent, also being liable for drugs and medicines. In 1908 there were 36,976 accidents, involving the payment of $357,260 (including sickness), while in the first half of 1909 there were 15,607 accidents with $158,022 in payments. Payment of indemnities is attended with very little litigation.

WORKERS OF SWITZERLAND.

The last industrial census of Switzerland shows that of the 3,500,000 inhabitants in the Republic 1,506,400 are engaged in some capacity as producers, of which 500,000 are engaged in farming, leaving 1,006,400, or about 30 per cent of the population, engaged in industrial pursuits, a showing that is perhaps not equaled by any other country.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 44-46 East St.
Branches:
VANCOUVER, B. C., 122 Alexander St., P. O. Box 1365.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 1312 Western Ave., P. O. Box 65.
PORT TOWNSEND, Wash., 114 Quincy St., P. O. Box 48.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Or., 51 Union Ave.
EUREKA, Cal., 227 First St., P. O. Box 327.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

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Headquarters:
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Branch:
SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branches:
SEATTLE, Wash., 209-210 Powell Building, P. O. Box 1335.
SAN PEDRO, Cal., P. O. Box 54.

UNITED FISHERMEN OF THE PACIFIC.

Headquarters:
ASTORIA, Ore., P. O. Box 138.
Branches:
LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.
GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

ALASKA FISHERMEN'S UNION.

Headquarters:
SAN FRANCISCO, Cal., 93 Steuart St.
Agencies:
SEATTLE, Wash., 1312 Western Ave. P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

FALL IN LINE.

It is an indisputable fact that on the whole the state of labor organization in this country at the present time is far better than even its friends would have ventured to phophesy immediately after the panic of October, 1907. By the press and the public in general, and even by many well wishers of trade unionism, the assumption was then made that for a period, to be determined by the duration of the ensuing industrial depression, labor was doomed to disheartening losses through disorganization, lowered wages and long continued unemployment.

It is true, months of idleness came to many men in certain callings, but, whatever the causes of the crisis and whether or not it was mostly a financiers' panic only, the country has now entirely recovered from its injurious effects.

But neither of the other two results feared for labor was realized to any serious extent. The local unions that were disbanded were so few in number that the average fluctuation in the total union forces year by year was only slightly exceeded. Not one national or international union passed out of existence.

As for wages, declaration was made by the American Federation of Labor, at once upon the occurrence of the panic, that every possible effort would be made to oppose any attempt by employers to make the wage-earners bear the cost of the depression through a reduction of their wages. This attitude of the trade unions gave pause even to the leaders of finance and great industrial enterprises. They were convinced that if they set out to cut down wage rates they would bring upon themselves serious industrial contests, in addition to the other difficulties they were facing. In the case of the railroads in particular, the managers admitted publicly that they could not attempt to lower their wage schedules.

In all its phases the policy of the American Federation of Labor in the respect just mentioned was justified by the outcome. The country has recovered from its financial setback, and the great body of the wage-earners are to-day in position to work for advances in their movement onward from the stage they had previously gained, instead of fighting to recover lost ground, as would have been the case had they been obliged to accept reductions in wages and extensions of the workday.

A small percentage of the trade union forces lost ground; organization that had been undertaken in some directions was retarded. Recognizing these facts as true, we are enabled at the present time to look ahead and say that the prospect is most encouraging for a general advance in organization. But no outside providential force is destined to perform this work. We ourselves must carry it out.

To work, then! Let every trade union in the American Federation of Labor, every international, national and local organization make an extraordinary effort this year to absorb in its ranks all the workers of its occupation. Let our movement to this end be concerted, co-operative and enthusiastic.

We urgently request the officers of every affiliated union to issue a special circular to their members, informing them of the fact that all the organizations of the country have begun a strong pull, a long pull and a pull all together for the purpose of developing our labor movement, speedily, in all parts of the country, in every calling. The local unions in the various communities are invited to redouble their efforts this year in organizing all the wage-workers within their possible reach, irrespective of craft. Individual members of trade unions are asked to endeavor on all possible occasions to advance the cause of trade unionism, especially inducing the unorganized men they meet to join the union that is open to them. If each member of the union would take upon himself the obligation to bring one man into the fold of unionism, the result would be an enormous impulse in the desired direction.

Every union in the jurisdiction of the American Federation of Labor is also urged to appoint a label committee, whose duty it shall be to advocate the purchase of union-made products and to wait upon merchants and request them to have on sale the products of union labor, bearing wherever practicable union labels.

The trade union is a necessity to the modern wage-worker. By its means only can he protect himself against the aggressiveness of hostile employers and secure rates of wages and conditions of employment commensurate with the constantly growing demands of civilization.

The wage-workers have no other resource for common defensive purposes than the trade union.

It is now generally admitted by all educated and really honest men that a thorough organization of the entire working class, to render employment and the means of subsistence less precarious, and to protect and promote the rights and liberties of the workers, by securing an equitable share of the fruits of their toil, is the most vital necessity of the present day.

In the work of the organization of labor, the wisest, most energetic and devoted of us, when working individually, can not hope to be successful, but by combining our efforts all may succeed.

At no time in the history of the labor movement has the necessity for the organization of all wage-earners and the federation of their organizations been so great as at the present time.

No particular trade can long maintain wages much above the common level, and no particular locality can sustain wages for any length of time above the wage of another locality.

To maintain high wages and a normal workday all trades and callings must be organized and federated locally as well as continentally.

The lack of organization among the unskilled vitally affects the organized skilled. The general organization of skilled and unskilled can only be accomplished by united action.

It is the duty, as it is also the plain interest, of all working people to organize as such, meet in council, and take practical steps to effect the unity of the working class, as an indispensable preliminary to any successful attempt to eliminate the evils of which we, as a class, so bitterly and justly complain.

All wage-workers should be union men. Their progress is limited only by those who hold aloof. Get together, agitate, educate, and do!

Don't wait until tomorrow; tomorrow never comes.

Don't wait for some one else to start; start it yourself.

Don't hearken to the indifferent; wake them up.

Don't think it impossible; 3,000,000 organized workers prove different.

It is true that single trade unions have at times been beaten in pitched battles against superior forces of united capital, but such defeats are by no means disastrous. On the contrary, they are sometimes useful in calling the attention of the workers to the necessity of thorough organization and federation, of the inevitable obligation of bringing the yet unorganized workers into the union, of uniting the hitherto disconnected local unions into national and international unions, and of affecting a yet higher unity by the affiliation of all national and international unions in one grand federation.

All of this leads to the recognition of the urgent need of extraordinary effort now by every international organization and by every State Federation, Central Labor Union, and local trade union, through the appointment of special organization committees, or by other means which may be deemed most advisable to build up unions and more closely unite the labor movement of every locality.

Let every union member constitute himself a committee of one to bring, at least, one wage-earner into the union.

Organize! Unite! Federate!—American Federationist.

ABUSING FRANKING PRIVILEGE.

Sixty-one mail sacks full of seeds were received from Washington at the Indianapolis Postoffice recently. They were sent by a Congressman addressed to his secretary at Indianapolis. The sacks contained thousands of packages of garden seeds, which the secretary will address over again to the constituents of the Congressman, and they will once more go through the mails. All this is free of postage under the franking privilege which Congressmen enjoy. In view of the recent remarks concerning the postal deficit and the unwarranted statement that this was to be charged to the low rate given to the publishers of newspapers and magazines, the statement of the assistant postmaster-general at Indianapolis is interesting. He said: "Such a shipment as this should be made by freight, but Congressmen always use their postoffice frank, and their shipments come by fast trains which are paid big prices by the Government for running fast and transporting mails in a hurry." The recommendation of President Taft for a sweeping increase in the rate on second-class matter, including newspapers and magazines was not only untimely, but inconsiderate, and in our judgment was wholly due to unfounded statements made to him by subordinates of the Postal Department, who spoke with authority but without thorough knowledge of the facts.—Leslie's.

In further reference to the new English steamer Monitoria, with side corrugation, Consul Horace W. Metcalf writes from Newcastle that he visited the vessel and was informed by the owners that she was proving very satisfactory on her voyages.

Up to the beginning of this year Virginia had produced more than one-half of the manganese ore mined in the United States.

News from Abroad.

The chiefs of the wild tribes on the border of Liberia are signing the oath of allegiance, and the trouble with these turbulent people seems to be at an end.

The German navy's newest 19,000-ton cruiser Von der Tann developed a speed of twenty-eight knots an hour in a trial run from the mouth of the Elbe on May 24.

A serious diplomatic controversy is in progress between the German Government on one side and Great Britain and Russia on the other, regarding the open door in Persia.

Negotiations between Russia and Japan with reference to an agreement on the question of the Far East in spite of denials of both sides, have now assumed definite form.

Conditions in China arising from the continuous drought are serious. There has been no rain for four months, food supplies are running low and the crops are a failure.

Professor Robert Koch, the famous bacteriologist, died at Baden Baden on May 27, from a disease of the heart. He was born at Klausthal, Hanover, December 11, 1843.

The exodus of Jewish families from Kiev has begun. The total departures from that city up to May 27 were 300 proscribed families belonging exclusively to the poorer classes.

A proposal to inaugurate a world-wide peace movement bearing the name of the late King Edward was made by Sir William Mather at a meeting of the Peace Society at London on May 24.

In consequence of difficulty in forming a new Cabinet in the present state of politics, Premier Zahle, at the request of King Frederick of Denmark, has withdrawn the resignations of his Ministry.

Rioting was renewed at Cork, Ireland, on May 23, by the rival Nationalist factions. A large number of persons were injured, twenty of them being sent to the infirmaries, including several policemen.

Native riots occurred at Chuan-Chia, thirty miles northwest of Changsha, on May 21. A considerable portion of the city was burned. The Lutheran Church was destroyed by fire. The general unrest and anti-foreign sentiment are spreading.

Commander Robert E. Peary received the honorary degree of Doctor of Laws from the University of Edinburgh on May 24. The conferment was made by a distinguished company which gave the American explorer a cordial welcome.

The British bark Swanhilda has been wrecked on Staten Island, the southeast extremity of Terra del Fuego, and Captain Payne, his wife and thirteen others drowned. The Swanhilda sailed from Cardiff on March 15 for the west coast of South America.

The composition of the Spanish Senate as shown by complete returns from the elections of May 22, including the grandees and life members, is as follows: Liberals 176, Conservatives 119, Republicans 4, Carlists 6, Independents 18, Catholics 22, other factions 9.

Twenty-two persons were drowned as a result of a collision between the steamer Skerryvore and the German bark J. C. Vinnen in the English Channel, on May 24. The Skerryvore sank. Only two of the crew of the steamer were rescued, one of whom died a short time later.

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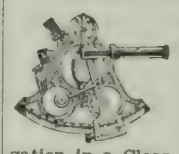
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Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Allen, E. N.
Andersen, A. R.
Arntsen, John
Andreasen, O. L.
Balk, Marius
Berentsen, Aolf
Beahan, Ed.
Brown, Albert
Bauton, E.
Buckland, John
Caldwell, W. M. G.
Christensen, Vigo
Christiansen, N.
Christensen, O.
Didriksen, Kerlof
Elstid, John
Elwood, Alf
Eriksen, J. E.
Faroe, A. H.
Fenslund, Wictor
Gudmunsen, Martin
Gunnarsen, John
Gustav, John
Gustafson, G. B.
Haakonsen, H.
Hakonsen, Ingar
Haltness, M.
Hansen, John
Hanson, Chas. S.
Hansen Axel M.
Haugen, Arthur
Henrcksen ,Adolf G.
Heltwood, — —
Helmroos, Gust
Hedemark, T.
Helmes, Gus
Higlund, Hans
Jacobson, Knut
Jamuson, James
Jahnson, C. J.
Jenson, John
ensen, A. G.
Jensen, Geo. Sofus
Jensen, Chas. -769
Johansen, Jack
Johannesen, J. H.
Johanson, Herman
Johanson, Geo. W.
Johnson, C. J. 1566
Johnson, Bernard
Kahlstrow, C.
Kahnow, A.
Kesher, K.
Kristoffensen, Emil
Kruetz, Karl
Laatz, L.
Lahtonen, F.
Larsen, Halfdan
Lewis, Geo.
Linsay, A.
Lorton, Carl
Lorin, Christ
Lund, C. 599
Lunder, Bjan
Manonen, Eric
Mitte, Richard
Mekelut, E.
Nelson, Fred
Ness, John
Nielson, Jorgen
Nurmi, V.
Nystedt, Albert
Olsen, Carl G.
Olsen, Just.
Olsen, C. E. 584
Olsen, Gabriel
Olsen, Eric K.
Olsen Rangoald
Olsen, Johan
Osmundsen, Klaus
Ostertrahn, J. V.
Ouervick, Thos.
Paul, P. G.
Peterson, Oscar
Peterson, Knut
Petterson, Meyer
Petterson, Chas.-664
Pettersen, Carl Wiktor
Permin, Jens C.
Rasmussen, Akton
Rau, C.
Rimmer, Joseph
Robertson, M.
Ralstad, O. E.
Ryberg, Ove
Saari, K. G.
Schmah, M.
Schutte, R.
Smith, Johan
Staff, C.
Stapnas, L. L.
Stein, John
Svenson, G. A. 1295
Syvertsin, Ole
Thompson, James
Ticksman, Chas.
Tongersen, Ludwig
Udley, Harold
Verbrugge, D.
Wahlstedt, R. 778
Wang, Hakon
Wenneke, And.
Wikblad, O.
Wilson, P. S.
Yerka, Amil
Ylinen, Sam

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INFORMATION WANTED.

Louis Hayot, a native of Porto Rico, about 54 years old, is inquired for by Sandalio Bernard, Sailors' Union of the Pacific, San Francisco.

Robert Fordyce Bowers, last heard of at San Francisco, in March, 1907, is requested to communicate with his mother Mrs. M. E. Watson, of 12 Lampton street, Bishopswearmouth, Sunderland, England.

Carl Leopold Anderson, native of Nordtelje, Sweden, last heard from in New Orleans, La., November, 1904, is inquired for by his brother John Anderson. Address: Sailors' Union, San Francisco, Cal.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

Erwin Bausback, born at Weilheim, Germany, is inquired for by the German Consul, San Francisco. Royal Insurance Building, 201 Sansome street.

Fritz V. Jacobson is inquired for by his brother, Job Jacobson. He was last heard of in Seattle. Address Lake Seamen's Union, 70 Isabella street, Ogdensburg, New York.

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INFORMATION WANTED.

William Beckman, a native of Bochum, Westfalia, Germany, is inquired for by his mother, who is at present in Los Angeles, Cal., at 317 Crocker street.

Any one knowing whereabouts of Harry Fields, sometimes called Martin Smith, kindly report to F. Ascher, 1817 Chapin street, Alameda, Cal.

Peter Nielsen, from Aarhus, Denmark, is inquired for by Christ Hansen, 230 W. Thirty-second street, Los Angeles, Cal.

Wilhelm Mahsing, last heard of as sailing on the Pacific Coast, is inquired for by his brother, John Mahsing, now sailing out of New Orleans. Address, Marine Firemen's Union, 514 Dumaine St., New Orleans, La.

The U. S. District Court in New Orleans has decided the case of John Kauer vs. the SS. Dover in favor of the libelant, and the New Orleans Agent has collected the money. Any one knowing the address of John Kauer, please communicate with the Sailors' Agent in New Orleans, George C. Bodine, 514 Dumaine St.

The five sailors who left the schooner A. J. West at Honolulu, on March 30, 1908, are requested to communicate with the Secretary of the Sailors' Union of the Pacific. The libel against the A. J. West has been adversely decided by the Federal Court at Honolulu.

John Tierney, last heard from by letter, October, 1906, is inquired for by his sister, Mrs. Wm. Degnan, 124 Harrison street, Pawtucket, R. I.

Home News.

Whether women will be granted suffrage in Oklahoma will be decided at the regular election in that State in November.

Negotiations that have been pending for several months resulted in the formation at Hamilton, Ont., on June 1, of the Canada Steel Company, capitalized at $25,000,000.

Premier Rutherford tendered his resignation as the head of the Alberta Government Cabinet on May 26. Chief Justice Sifton has been asked to form a new Cabinet.

The New York Times announces that it has arranged with J. C. Shaffer of the Chicago Evening Post for an offer of $25,000 for an aeroplane race between Chicago and New York.

Police records of Gary, Ind., for May show that one person in every forty in the city was arrested during the month. The saloons, which reopened May 1, number 135.

Judge Rellstabb, in the United States Court at Trenton, N. J., on June 3, imposed a fine of $5000 on Hiram A. Lyon, a banker of Minneapolis, on a charge of smuggling.

Missouri Democrats of all factions on June 2, heard former Governor Joseph W. Folk announce the principles on which, it is said, he will seek the Presidential nomination in 1912.

Justice Harlan, of the United States Supreme Court, on June 1, celebrated his 77th birthday anniversary. Justice Harlan is dean of the bench, having been a Justice nearly thirty-three years.

Pleading no defense to charges of conspiracy and bribery in connection with the recent municipal corruption exposures two bankers' were sentenced to jail and fined in criminal courts at Pittsburg on June 1.

Governor Hughes of New York on May 27 called an extraordinary session of the Legislature for July 20. His action resulted from the defeat of his Direct Primaries measure in the closing hours of the regular session.

Frank Hudnall, a pearl dealer of Bath, Ill., on May 23, purchased the largest pearl ever found in the Illinois River. The pearl is described a "double sacuer" and weighs eighty-five grains. Hudnall paid $1500 for it.

A record delivery of a parcels post package has been reported to the Postmaster-General. The package was placed in the mails at Bremen, Germany, May 2 and delivered to the addressee at Seattle, Wash., on May 14.

An area of about 606.086 acres in Central Arizona, withdrawn temporarily in 1901 for forest purposes, has been restored to the public domain by the Secretary of the Interior. The land lies in Yavapai and Maricopa counties.

The United States Court of Claims handed down its decision at Washington, D. C., on May 24, in the Ute Indian case, entering judgment for the Indian claims for $3,408,611, as just compensation for lands confiscated by the United States Government.

The interest in long-distance flights through the air has crystallized into a definite movement for an airship race between New York and Washington. The Fourth of July has been tentatively set as the date for the contest, and it is proposed to offer a prize of $20,000.

World's Workers.

English master cotton spinners are threatening 160,000 operatives with a reduction of wages.

Gympie (Queensland) girls are wisely thinking about the formation of a Domestic Servants' Union.

During the past four months 2160 immigrants arrived in Queensland to add to the ranks of the unemployed.

Twenty thousand persons employed in the sugar industry at Guadeloupe, West Indies, have gone on strike for better wages.

At a Wolfram Camp (Australia) ball recently a notice was prominently displayed, bearing the inscription "Strikebreakers objected to."

Thanks to organization the German worker's average wage was in 1901 10 per cent greater, and in 1908 21 per cent greater than in 1891.

The recent New Zealand Shearers' conference decided that when making engagements members' union tickets be lodged as a guarantee of good faith in lieu of £1 deposit.

A new law has been enacted in Germany which prohibits the employment of women at night between the hours of 8 p. m. and 6 a. m., or more than 10 hours on any one day.

Considerable dissatisfaction exists among the Lithgow miners in New South Wales, who state that the 7½d. rate fixed by the wages board for filling coal behind the cutting machine does not permit of the man making a living wage.

The Sydney (Australia) Trade-Union Congress has resolved that Congress take some action to bring about a federation of unions which are now divided into sections working in the one trade, calling, or occupation.

A resolution was carried at the Sydney (Australia) Union Congress recently, expressing a hope that all other unions in New South Wales would fall into line with the Australian Workers' Union and take up shares in the coming labor daily newspaper.

In the recent Australian elections Senator R. S. Guthrie, General President of the Executive Council of the Federated Seamen's Union of Australasia, secured second place on the poll for the Senate with 56,667 votes. Senator Guthrie is one of the three South Australian representatives.

The total number of cases of poisoning and of anthrax reported under the British Factory and Workshop Act during March was 45. Five deaths were reported, 3 due to lead poisoning and 2 to anthrax. In addition, 14 cases of lead poisoning (2 of which were fatal) were reported among house-painters and plumbers

The Italian Ministry of Agriculture, Industry and Commerce, by a decree dated December 1, 1909, has instituted various international prize competitions for the purpose of encouraging the invention of new methods and appliances for the prevention of industrial accidents and for the protection of the health of workpeople.

An agreement has been arrived at between the New Zealand Seamen's Union and Union Company whereby a joint application will be made to the Arbitration Court for an interpretation of the award on the point as to whether a ship's crew are entitled to four hours overtime per man for each port when a vessel goes in and out of two ports on a Sunday.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abel, Paul
Aguilar, Santos
Ahlberg, Oscar
Allan, Wm.
Allen, G.
Amundsen, Albert
Amunsen, Daniel
Andersen, -1620
Andersen, Emil
Andersen, Martin
Andersen, Karl E.
Andersen Fred
Andersen, -1108
Andersen, -1118
Andersen, -1425
Andersen, -1526
Backtrom, Wm.
Balm, O.
Bastion, W.
Bausback, -1511
Beahan, Edw.
Beling, Oscar
Bensen, Ed.
Benson, -1454
Bergman, Johan
Bergstrom, Paul
Berlin, Adolf
Berlin, L. W.
Bernert, Fred
Bevilacqua, O.
Beyerle Rupert
Bietila, -1338
Callas, Aug.
Carlgren, Aug.
Carlsen, Martin
Carlson, -876
Carlson, Rudolf
Carlsson, Otto
Carlsson, Harry
Carlstrom, A.
Casson, J.
Chauche, J. A.
Christiansen, Peter
Dahler, H. N.
Dahlquist, Gus
Dahlstrom, -749
Danielsen, Sigurd
Danielsen, John
Danielsson, -464
Daumgold, Ernest
Eckert, W. F.
Edwards, J. H.
Egeland, Olaf O.
Ehlerts, August
Elonen, M. H.
Ekendahl, H.
Eklund, Aug.
Eklund, Johan
Eklund, David
Ekstedt, Harold
Eliassen. J. A.
Fagerholm, Carl
Farnen, Wm.
Feldt, Knudt
Ferwedow, R.
Fisher, Frank
Gardner, Jack
Garnier Gustav
German, R. B.
Gostman, A.
Gravert, Joe
Gronvold, Peter
Grossl, Josef M.
Haakansen, H.
Hafke, Peter
Hagberg, Gus
Halvorsen, Anton
Halvorsen, Hartvik
Hamann, Fritz
Hannus, M.
Handt, Wm.
Hansen, Mike
Hansen, Hans E.
Hansen, -1826
Hansen, H. P.
Hansen, Oluf
Hansen, Soren
Hanson, John
Hansson, Oskar
Hansson, N.
Illig, Gustav
Ingemand, Chris.
Isaksen, Gunnar
Jakobsen, Martin
Jakobsen, Jakob
Jansen, Ellert
Jansen, Edward
Jansson, E. N.
Jensen, -1461
Jensen, -1987
Jensen, -1076
Jensen, Louis
Jensen, Edward
Jensen, -2043
Jensen, M. C.
Johnsen, Norman
Kaasik, A.
Kallas, Aug.
Kaold, John
Karlgren, -644
Karlson, Richard
Karlsson, Axel Geo.
Kaspersen, O. Chr.
Kavall, John
Kelnanen, -821
Kelly, W. E.
Keskula, Johan
Kiel, P.
King, Harry
Kjellgren, John A.
Klahn, Carl
Lagerberg, Pete
Larsen, Louis
Larsen, Kristen
Larsen, Emil
Larson, Christ.
Larson, Bernhard
Larson, Alek
Larsson, Lorens
Laws, Harry
Lawberg, A.
Lebrun, Ernest
Lehto, C.
Lemmel, Chas.
Lersten, J. O.
Macrae, Alex.
Madsen, -952
Madsen, G. F.
Mahony, Frank
Anderson F. Carold N.
Anderson, Sam
Anderson, Sven
Anderson, Ernest
Andersson, -1514
Andersson, Nels. A.
Andreasen, Hans
Andreassen, 1136
Annus, Alex
Antell, Fred
Armstrong, Thos. L.
Arnecke, -1649
Asplund, August
Austin, John
Ayers, W. T.
Bjork, Algot
Bjorklund, Erik
Bliesath, Max
Boers, M.
Bogan, Patrick
Boylan, C. F.
Brandon, Tom
Bridge, John
Brinkmeyer, G.
Browne, H. H.
Brox, Henrik
Brusbard, E.
Bryde, C. M.
Buch, D. J.
Buchman, Aug.
Christiansen, N.
Christensen, -1325
Christensen, M. H.
Christensen, E. H.
Christophersen, 1288
Classen, Henry
Collberg, Chas.
Conglan, -1174
Connor, -817
Conrad, -1361
Crasson, Joe
De Santis, E.
De Young, A. R.
Ditaze, Louis M.
Dorles, H.
Duffy, John
Dunn, John P.
Duncan, G. M.
Eliassen, C.
Ellingsen, O. W.
Endressen, -673
Ericksen, C.
Eriksen, Karl H.
Eriksen, Lars H.
Erikson, Gus.
Eriksson, C. E.
Eugenio, John
Evans, E.
Flem, Knut
Foss, Laurits
Fradin, Louis
Fransson, Frank G.
Freeman, C. E.
Gundersen, Tom
Gundersen, Kristian
Gunnarson, John
Gustafson, Gus
Gustafson, Frank
Gustafson, Oscar
Hedlund, Arvid
Heisterman, Paul
Helenius, Sigf
Helmer, Fred
Hellwig, Franz
Henriksen, Henry
Henrickson, Pet.
Henriksen, -1375
Henshaw, Frank
Hetman, -2063
Higgins, H.
Hoeppner, Henry
Hohn, John
Holm, John A.
Holmstrom, C. A.
Holmberg, Olaf
Hull, H.
Isaacson, Isaac
Iversen, Carl
Johnson, -1800
Johnson, -1597
Johanson, Axel B.
Johansson, -1856
Johansson, -1908
Johansson, H. A.
Johannesen, -1549
Jones, Harry
Jordfald, Theo.
Jorgensen, Alf.
Jorgensen, Kaspar
Jorgensen, Johan
Josephson, Billy
Klausen, John
Klebingat, F.
Klever, Geo.
Klousen, -564
Kninitzer, Alf.
Knutsen, Knut
Kolkin, Fred.
Kolter, L.
Kristiansen, Peder
Kristophersen, Jacob
Krogstad, H. E.
Kruse, Karl
Kurras, M.
Kustel, V. J.
Le Solle, Pierre
Lind, Gus A.
Lincoln, Harold A.
Lindholm, -1274
Lindroth, Carl
Lindqvist, A. I.
Lindstrom, Alex
Linert, Arthur
Linholm, -454
Link, Alex.
Ljunggren, J. A.
Lundberg, Isidore
Lundberg, Fred
Lundin, -1054
McKeating, R.
Mersman, A.
Miller, James
Moe, John M.
Majuri, -1912
Malmin, Tom
Martin, L. -1868
Martinsen, R.
Martinson, David
Matisen, Herman
Matthews, F.
McCarthy, T.
McGrath, Jack
Nelsen, F.
Nelson, A.
Nelson, Chas. M.
Nelson, John
Nelsson, Nels
Nester, Wilson
Newman, Nels
Nicholson, Otto
Nicolaisen, Carl
Nielsen, W.
Oelrichs, Harry
Ofeldt, C.
Ogenes, Nils
Ohman, Mauritz
Olsen, Otto M.
Olsen, -499
Olsen, Sam
Olsen, -1112
Olsen, Otto
Pache, Paul
Palomo, M. G.
Pedersen, N. B.
Pedersen, S. R.
Pedersen, -1086
Pedersen, Peter
Pedersen, -1138
Pehrsson, -943
Petersen, H. C.
Petersen, Karl O.
Peterson, Gust.
Raahange, J. F.
Randolf, D. W.
Rasmussen, S. W.
Rasmussen, -497
Rathjens, Jakob
Reek, John A.
Reese, Wm.
Reilley, L. W.
Remmer, L. E.
Riska, P. Larsen
Sand, -2113
Sanne, Rudolf
Saul, Th. A.
Savage, Roland
Schager, Ernest L.
Schildt, Karl J.
Schmidt, -1670
Schmidt, Hans
Schultz, Albert
Schultz, Axel
Schutz, Max
Schwencke, Karl
Scott, Ed.
Seekamp, E.
Sexon, Chas.
Siem, C.
Skaanes, Johan
Smith, W.
Soderlund, Anton
Soland, -2308
Sorensen, Theo.
Tarpey, Martin
Teigland, Carl
Tergesen, Tom
Tetter, Anton
Thomsen, Karl F.
Udd, John
Valbo, Hans
Verto, Herman
Verdick, C.
Waikkala, John
Wallenius, Chas.
Walters, Henry
Wanquist, E.
Wells, Geo.
Wetzel, Curt.
Wiberg, John
Yager, Adolph
Zesig, Johan
Ziepke, Fritz
Moller, Leif.
Monteiro, J.
Morgensen, Walter
Morken, Kristian
Mortimer, E.
Morris, Maynard
Morrison, Don
Musch, Karl
Nikander, Einar
Nilsen, Andrew
Nilsen, -520
Nielsen, -909
Nilsen, Hans
Nilson, Oscar
Nilsson, Nataniel
Nord, G. E. C.
Nylund, Hans J.
Olssen, -478
Olsson, J. W.
Olsson, -972
Olsson, A.
Olsson, -910
Osol, F.
Osol, Theo.
Ouchterlony, Fred
Peterson, L.
Peterson, A.
Petterson, John B.
Petterson, -1062
Petterson, -851
Petterson, -1227
Petoff, Savaty
Pietschman, Geo.
Pitkanen, J. W.
Plaskette, Mike
Price, C. G.
Roach, Con
Roalsen, Fred
Rogenes, A.
Rolkin, F.
Rosenthal, J.
Ross, Louis
Russell, W.
Ryits, -819
Rylander, R.
Sorensen, -1492
Sowick, Hjelmer
Stange, -2063
Stangeland, P.
Stenroth, Alf.
Stensen, Andreas
Stensland, Paul
Stensloff, Emil
Stephens, -1979
Sterro, John E.
Stolt, A. J.
Stolzer, Aug.
Strand, -1786
Strautman, Fred.
Stremmel, Harry
Stuhr, Harry M.
Sund, Johan
Sund, Wm.
Svendsen, Thorwald
Sweeney, John
Thompson, A.
Thureson, Arthur
Thurson, John
Tiebelt, E. F. P.
Ueback, Sigfrid
Vidal, Wm.
Visser, L.
Wigsten, Hjalmar
Winblad, M.
Winberg, -958
Winters, Chas.
Wittenborn, Hans
Wrig, F.
Zirnbauer, Karl
Zweygberg, John T.

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Apply to Secretary of Sailors' Union of the Pacific.

Andersen, -1609
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Curran, N.
Damiano, Alex.
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Foss, L.
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Bjormsgaard, Kristen
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Scott, Wm.
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Tyler, William B.
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Venn, Otto
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ALASKA FISHERMEN'S LETTER LIST.

San Francisco, Cal.

Letters at the Alaska Fishermen's office will be advertised for six months only and will be returned to the Post Office at the expiration of seven months from date of delivery.

Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

Alfonso, J. G.
Albertsen, P. H.
Antonsen, Carl
Anderson, Oskar
Benson, John
Balzani, Pietro
Benvon, Fred
Christiansen, Alfred
Cutino, Gaetano
Di Mauro, Giuseppi
Evald, Fred
Ellis, Wm.
Frazer, Jas.
Flyn, Wm.
Green, John
Gabrielsen, Knud
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Hansen, A. E.
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Johannessen, Engel A.
Johnson, George P.
Johnsson, Harry
Knudson, Oscar
Monteith, R. V.
Monroe, W.
Nicolarson, Otto
Olsen, Oskar
Peterson, Gust
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Romero, R.
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Thompson, A.
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Andersen, Lars T.
Andersen, John
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Anderson, S.
Armmi, Walter
Blunt, H.
Bostrom, C.
Brown, C. A.
Bryan, G. T.
Bulander, B.
Carlson, Gust.
Carlmark, Barthold
Counaughton, H.
Ekwall, G. A.
Grant, John
Gunther, Theo.
Gustafson, Edvard
Gowjette, Joseph
Hollins, Frank
Hummel, Fritz
Ingebretsen, Alfred
Isaacson, Gustave
Jensen, Hans -2014
Johnson, J.
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Kittelsen, Christ
Lombar, Eminio
Lorensen, Orgt. C.
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Olsen, Peder. A.
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Oterdahl, C.
Penney, Math.
Petterson, Aaskar
Ryberg, Ove
Syversen, Ole
Shulls, Christ
Sjelman, Jonas
Stabell, Frank
Svensen, Olof
Thoresen, Petter
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Valkman, Otto
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Bregler, Fred
Barg, George
Bay, Geary
Brandt, Nils
Bass, L. A.
Bensen, John
Bortelsen, Peder
Brun, M.
Collins, F.
Cooley, Howard
Christie, Martin
Cadwell, J.
Castel, G.
Carlson, Carl
Davis, John
Fisko, Oluf
Fagan, Andrew
Faccett, Sam
Creve, J. M.
Golper, M.
Graves, Sam
Gras, Charles
Gardiner, J.
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Hauser, Charlie
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Klingenberg, John
Klintberg, Charles
Ljnnggren, J. A.
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Larentzen, E.
Larson, M. A.
Langhelm, Paul
Langward, C.
Lehtauen, John
Lindquist, Gust
Laun, Martin
Lukkenen, Peter
Lundgren, C.
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Tillman, C.
Thompson, Chas.
Thorsen, Jens
Tolejersen, A.
Vuario, John
Vogel, H. M.
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Markmann, H.
Ingebretsen, Olaf
McVicar, George W.
Oling, C.
Schelenz, Karl
Thompson, Thomas

LETTERS AT THE SWEDISH CONSULATE, SAN FRANCISCO.

Aronson, Albert
Balcke, Salomon
Beausang, Eugene
Blad, Edvard
Borg, Knut
Carlson, Hjalmar
Franson, Oskar
Gravers, Gosta
Karlson, Uno
Kraft, Harry
Norberg, Carl
Pettersson, Johgn
Sporong, Ernst
Wahlstrom, Axel W.
Soderman, K. J.

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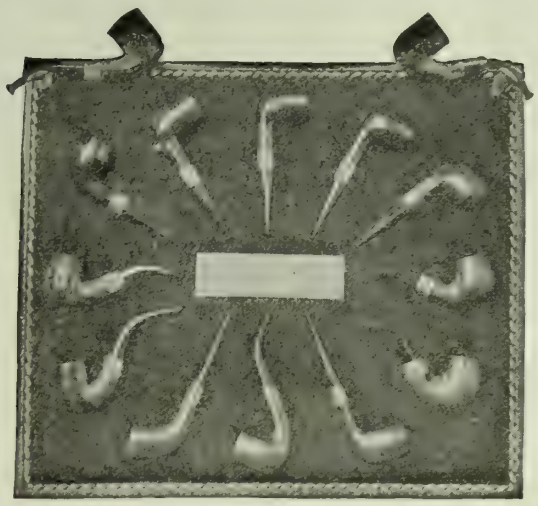
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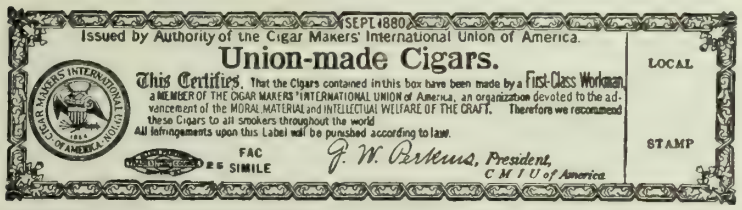
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Josef Jurek, a native of Rosdzin, Germany, is inquired for by the German Consul, 201 Sansome street, San Francisco.

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INFORMATION WANTED.

Paul Boose, who has a damage suit against the "Stanley Dollar," in the Federal Court at Seattle, Wash., desires very much to have the following witnesses come to Seattle, or if impossible, to communicate with him: P. Bush, No. 1106; Aug. Stolzer, No. 2087; A. Lamberg, No. 1359 and J. Clauson. Address, Box 65, Seattle, Wash.

Domestic and Naval.

The floating drydock Dewey, which recently sank in Subig Bay, at Olongapo, P. I., will be raised on June 20.

Eight lives were lost and half a dozen vessels wrecked at various points along the North Atlantic Coast on June 1.

Tenders for four war vessels for the new Canadian navy will be called for shortly. Vickers' Sons & Maxim and Harland & Wolfe will be among the bidders.

Admiral Dewey, president of the general board, United States Navy, has forwarded a report to the Secretary of the Navy, as to the economy of using Alaska coal in the Navy.

The schooner Sarah and Lucy, from Boston for New York, was off Pollock Rip on May 20, leaking badly. Water was gaining on pumps, and the cutter Acushnet was sent from Siasconsett to her assistance.

A recent cablegram from London reports that the British steamship Kilburn is ashore and full of water in latitude 17 south, longitude 177 west. Chances of floating the vessel are extremely doubtful. Assistance has been sent from Suva, Fiji Islands.

The charter of the British steamship Baron Balfour, to load railroad ties at Tasmania for Vera Cruz, Mexico, is a new departure in getting sleepers for railroads and is the first time that such material for that purpose has been shipped from such a remote distance.

A British bark, supposed to be the Hawthornbank, from Pisagua for Falmouth, was spoken on May 17 in latitude 36.03 north, longitude 43.10 west. The schooner William A. Crozier was also spoken, all well, on May 24 in latitude 37.50 north, longitude 72.00 west.

The new steamship Kentucky, built by the Maryland Steel Company for the American-Hawaiian Steamship Company, was docked at Philadelphia recently to have her hull cleaned and painted and all outside machinery looked over preparatory to a short run in Chesapeake Bay. The Kentucky will then proceed to New York.

Weekly sailings between Philadelphia and New Orleans by the Philadelphia and Gulf Steamship line were resumed with the sailing on May 28 of the steamship Mae for the Gulf port. Shippers have been notified that the fortnightly sailings, which have been in operation for several months, will now give way to weekly sailings between both ports.

The Anchor line has solved the problem of ocean travel for those who desire the best of accommodations with a minimum of expense, as it has made its rates as low as is consistent with the best of service. The steamships of the Anchor line are twin screw, commodious vessels, making the passage in 7½ days. All the ships in the service are equipped with the Marconi wireless telegraph.

The British steamship Minnesota passed the derelict schooner Anna R. Bishop, partially submerged, on April 28, in latitude 40 deg. 39 min. north, longitude 46 deg. 5 min. west. The bow, stern and stump of foremast of the derelict showed above water. The Minnesota also passed a large spar covered with barnacles and a mass of submerged wreckage, apparently part of a vessel's hull, on April 25.

With the Wits.

The Difference.—He—Dear, you are the first woman I could ever love.

She—And you are the last man I would ever love.—Baltimore American.

Son-in-Law's Viewpoint.—De Long—Your wife's father is a man of means, isn't he?

Shortleigh—Yes—also of meanness.—Chicago News.

Good and Sufficient Reason.—Editor—But, my good fellow, why do you bring this poem to me?

Impecunious One—Well, sir, because I hadn't a stamp, sir.—The Tatler.

Foot Notes.—Emma—I think Nat Charles is awfully light on his feet, don't you?

Emmajean—Well, maybe he is on his own, but he seemed awfully heavy on mine.—University of Wisconsin Sphinx.

Respect.—"Hiram," said Mrs. Corntossel, "it takes you twice as long to drive the pigs as it used to."

"I know it. You wouldn't expect me to speak harsh to a lot of critters that's worth $11 apiece, would you?"—Washington Star.

Real Tact.—An almost totally bald gentleman, dining one day in a restaurant, called out in anger, "Waiter, there's a hair in my soup!"

The waiter was a tactful man, and he replied, "Ah, ze magneeficent hair! Undoubtedly from monsieur's head!"

And the much-flattered diner smiled blandly and remarked, "Ah, well; accidents will happen!"—Human Life.

She Meant Well.—The young son of a Western family was away from home for his first year in college. His mother had been to visit him, and upon her return met a friend, who asked if her boy was homesick.

"No," said the doting mother. "I was afraid he would be, so I saw that he was located in one of the best maternity houses of the college."—Lippincott's.

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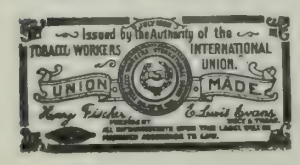
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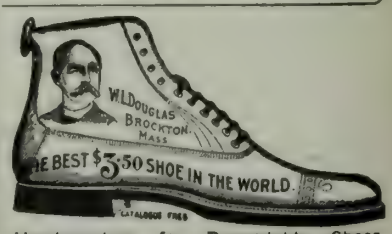
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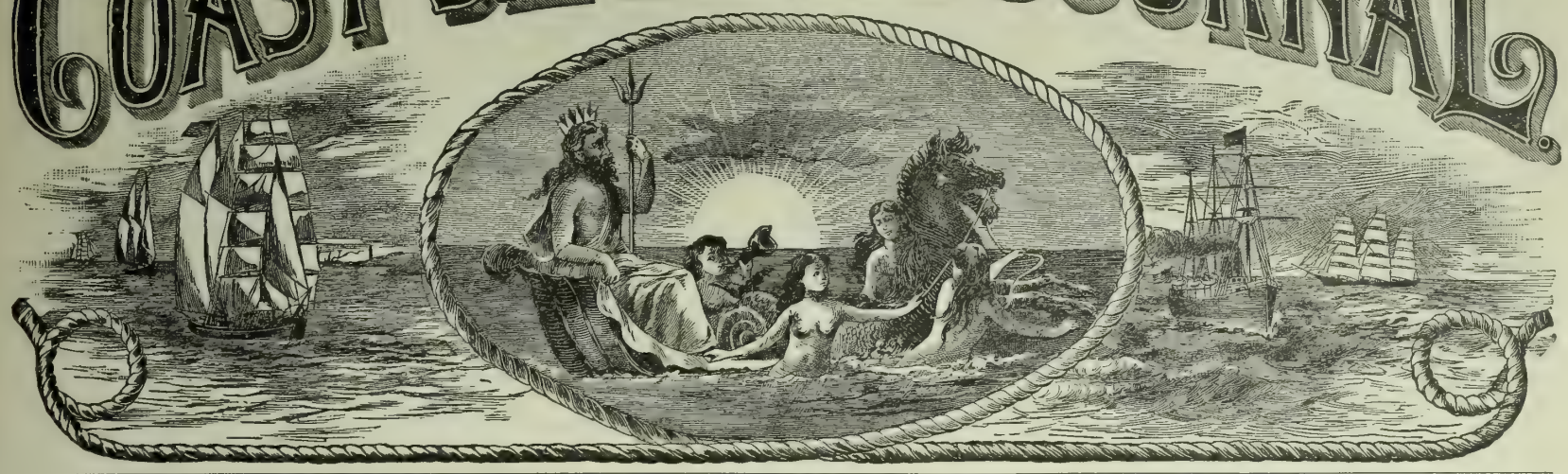
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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

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TRIAL BY JUDGE AND JURY.

THE SUBJECT of Government by Injunction is ably treated by Judge Henry Clay Caldwell, under the title of "Trial by Judge and Jury," in the May issue of the American Federationist, as follows:

Reduced to its last analysis the intelligent and impartial administration of justice is all there is of a free government. It is the public justice that holds the community together. It is to the courts that all must look for the protection of their liberty, person, property, and reputation.

The judicial department is not commonly regarded as the popular department of the Government, but it is, in fact, the people's department; the department in the adminstration of which the people have a greater concern than in any other. It is the only department which comes home to them and deals with them in all the relations of life, from their birth to their death, and with their heirs and estates after death; and it is the only department in the direct administration of which they have a constitutional right to participate. No apology, therefore, is offered for the subject of this paper, "Trial by Judge and Jury." While some aspects of the subject are trite, there are others of surpassing interest which are neither trite nor settled. By the term "trial by judge and jury" is implied a trial which takes place before a judge and jury—a trial in which the judge is commonly, though not in all cases, the exclusive judge of the law, and the jury the exclusive judge of the facts, and in some cases of the law also, and it comprehends besides the right of the citizen to have that kind of a trial.

It has been remarked that the judges—particularly the Federal judges—who have recently addressed bar associations, have very generallly made the defense and commendation of judges their theme. There has been a conspicuous absence of any commendation of the jury. A paper on somewhat different line will break the monotony if it has no other merit.

From an old law book on the British constitution, printed more than two hundred years ago, this extract is made:

"By the laws of King Ethelred, it is apparent that juries were in use many years before the Conquest, and they are, as it were incorporated with our constitution, being the most valuable part of it; for without them no man's life can be impeached (unless by parliament) and no one's liberty or property ought to be taken from him."

In the judgment of Englishmen the right of trial by jury continues to this day to be the most valuable right secured to them by their constitution. All Englishmen acquainted with the history of their country know that it is not to the opinions of the judges, but to the verdicts of juries who courageously and firmly stood out against the judges, that they owe their most precious rights and liberties. The right of the people to assemble for lawful purposes and the right to address them when they were assembled, the right of free speech and the freedom of the press, and the right of petition for the redress of grievances, were secured to the English people by English juries over the vehement protest of the judges.

Peremptory charges, browbeating, censures, fines, and imprisonment were the weapons used by the judges to coerce juries to render verdicts conformable to their views; but happily for England, and for America, too, the love of liberty, courage, and endurance of English juries finally triumphed over despotic power and its servile judges.

In view of the actual experience of the English people with judges and juries, it is not surprising that her greatest statesmen and lawyers have expressed their preference for trial by jury in the strongest terms. Let the brief utterances of two or three of them be quoted. Lord Commissioner Maynard declared: "Trial by jury is the subject's birthright and inheritance as his lands are, and without which he is not sure to keep them or anything else. This way of trial is his fence and protection against all frauds and surprises and against all storms of power." And that great constitutional lawyer, Lord Camden, said: "Trial by jury is indeed the foundation of our free constitution; take that away and the whole fabric will soon molder into dust." Lord Erskine took for his motto, which he had inscribed on his family shield and crest, "Trial by Jury." In an English law book printed a century and a half ago the author declares:

"One of the most valuable branches of our laws is that which relates to juries, whose antiquity is beyond the reach of record or history; they have the same area with our constitution, which can not survive them, our liberty must expire with them, as the animal body with its most vital parts. Our ancestors were too prudent to trust such great concerns (liberty or property) in the hands of any officers appointed by the crown, or of any certain number of men during life, lest they should be influenced or awed by great men, or corrupted by bribes, flattery, or love of power.

"The uncertainty of who shall be jurors on any inquisition or trial, and the little time they continue in that office, are strong barriers against corruption; but when we consider also the impartiality required and enforced in returning juries, and the properties which the law requires in every juryman when returned, we may almost doubt whether human wisdom is capable of providing a more perfect method of determining the truth of facts, consistent with the liberties of a free people. At least we may conclude that it has not hitherto done it."

A few of the cases in which the juries triumphed over the judges, and in which their verdicts have become foundation stones of the British constitution, may be seen by reference to 22 American Law Review and in the dissenting opinion in Hopkins vs. Oxley Stave Company.

Passing from England to our own country, we find that the king's judges in the colonies were as hostile to the rights and liberties of the people as their brethren in England. But a part, and the best part, of the inheritance of the colonies was the right of trial by jury, and fortunately colonial juries were imbued with the love of liberty and splendid courage and independence that characterized English juries.

It is an interesting historical fact that despotic power and official oppression received its first check in the colonies at the hands of a New York jury. The blow was a staggering one. It was the entering wedge to freedom which later was driven home. William Crosby was the Governor of New York in 1734. In the administration of his office he was unscrupulous, avaricious, and arbitrary. The New York Weekly Journal, a paper established to defend the cause of liberty against arbitrary power, exposed his official corruption and oppression. For this its publisher, John Peter Zenger, "may his tribe increase," was thrown into prison and a criminal information filed against him by the Attorney-General for libeling the Governor and other colonial officers. History tells us the case excited intense interest, not in New York only, but in other colonies, for it involved the vital issue of the liberty of speech and of the press without which the people of the colonies could not hope to be free. The case was brought on for trial before Chief Justice De Lancy, whose first act was to disbar Zenger's counsel for questioning the validity of the judge's commission. Zenger's friends then sent to Philadelphia for Andrew Hamilton, one of the foremost lawyers of his time, who came on to New York to defend him. Zenger entered a plea of not guilty, admitted the publication of the alleged libel, and justified it by asserting its truth. A jury was impaneled to try the case. The chief justice refused to permit the defendant to prove the truth of the publication, and charged the jury that it was libelous, and that it was their duty to return a verdict of guilty. The jury retired and soon returned with a verdict of "Not guilty." The verdict electrified the country. Gouverneur Morris, one of the ablest and most sagacious statesmen of the Revolutionary period, dated American liberty not from the Stamp Act of 1765, nor yet from the "Boston Tea Party," but from the verdict of the jury in Zenger's case. The rendition of this verdict constituted the immortalizing moment of those men's lives, and is the richest heritage of their descendants. If the names of these twelve patriots were at hand they would appear here. Their names should go down in history with those of the foremost patriots of the Revolution. This historic incident would not be complete without adding that the people bore Zenger's lawyer, Hamilton, out of the courtroom on their shoulders, and that the common council of New York gave him the freedom of the city in a gold box for his gratuitous services in "defense of the rights of mankind and the liberty of the press."

When the framers of the Declaration of Independence came to make a formal statement of the grievances of the colonists against King George, one of the chief counts of the indictment was "for depriving them in many cases of the benefit of trial by jury." While trial by jury was an undoubted heritage of the people of this country, they were unwilling that such a supreme and vital right should rest on the unwritten or common law. They were stern and inflexible in their demand that the right should be anchored in the Constitution in terms so explicit and peremptory as to make any evasion or denial of it impossible, except by overthrowing the Constitution itself. When the several provisions of the Constitution are read in connection we are amazed at their fullness and completeness. No more resolute and inexorable purpose to accomplish a particular end ever found expression on

paper. They will bear repeating—indeed, they can not be repeated too often:

"The trial of all crimes, except in cases of impeachment, shall be by jury;" "No person shall be held to answer for a capital or otherwise infamous crime, unless on a presentment or indictment of a grand jury, except in cases arising in the land or naval forces, or in the militia, when in actual service in time of war or public danger;" "In all criminal prosecutions, the accused shall enjoy the right to a speedy and public trial, by an impartial jury;" "In suits at common law, where the value in controversy shall exceed twenty dollars, the right of trial by jury shall be preserved." These mandatory provisions of the Constitution are not obsolete, and are not to be evaded or nullified by mustering against them a little horde of equity maxims and obsolete precedents which had their origin in a monarchical government having no written constitution. No reasoning and no precedents can avail to deprive the citizen accused of crime of his right to a jury trial guaranteed by the provisions of the Constitution, "except in cases arising in the land or naval forces, or in the militia, when in actual service in time of war, or of public danger." These exceptions serve to emphasize the right and to demonstrate that it is absolute and unqualified both in criminal and civil suits, save in the excepted cases. These constitutional guaranties are not to be swept aside by an equitable invention which turns crime into a contempt and confers on a judge the power to frame an extended criminal code of his own, making innocent acts crimes punishable by fine or imprisonment without limit, at his discretion.

No extended discussion of what has been appropriately termed Government by Injunction or judicial government, can be indulged in this paper. The fact, however, that it is a device by which the citizen is deprived of the right of trial by jury, calls for a few brief observations.

The modern Writ of Injunction is used for purposes which bear no more resemblance to the uses of the ancient writ of that name than the Milky Way bears to the sun. Formerly it was used to conserve the property in dispute between private litigants, but in modern times it has taken the place of the police powers of the State and Nation. It enforces and restrains with equal facility the criminal laws of the State and Nation. With it the judge not only restrains and punishes the commission of crimes defined by statute, but he proceeds to frame a criminal code of his own, as extended as he sees proper, by which various acts, innocent in law and morals, are made criminal; such as standing, walking, or marching on the public highway, or talking, speaking or preaching, and other like acts. In proceedings for contempt for an alleged violation of the injunction the judge is the lawmaker, the injured party, the prosecutor, the judge and the jury. It is not surprising that uniting in himself all these characters he is commonly able to obtain a conviction. While the penalty which the judge can inflict by direct sentence for a violation of his code is fine or imprisonment, limited only by his discretion, capital punishment may be inflicted by indirection. All that seems to be necessary to this end is to issue a writ to the marshal or sheriff commanding him to prevent a violation of the judge's code, and then the men with injunction nooses around their necks may be quickly dispatched if they attempt to march across this injunction deadline. It is said the judge does not punish for a violation of the statutory offense but only for a violation of his order prohibiting the commission of the statutory offense. Such reasoning as this is what Carlyle calls "logical cobwebbery." The web is not strong enough to deprive the smallest insect of its liberty, much less an American citizen.

The extent and use of this powerful writ finds its only limitation in that unknown quantity called judicial discretion, touching which Lord Camden, one of England's greatest constitutional lawyers, said: "The discretion of a judge is the law of tyrants; it is always unknown; it is different in different men; it is casual and depends upon constitution, temper, and passion. In the best it is oftentimes caprice; in the worst it is every crime, folly and passion to which human nature is liable." Mr. Burke pointed out the danger of investing "any sort of men" with jurisdiction limited only by their discretion. He said: "The spirit of any sort of men is not a fit rule for deciding on the bounds of their jurisdiction; first, because it is different in different men and even different in the same at different times, and can never become the proper directing line of law; and next because it is not reason but feeling, and when once it is irritated it is not apt to confine itself within its proper limits."

A jurisdiction that is not required to stop somewhere will stop nowhere.

Professor Baird says fish have no maturity but continue to grow until they die. This curious characteristic of fish is present in a very intensified form in the equitable octopus called injunction, for that has no maturity and never dies, and its jurisdiction grows and extends perpetually and unceasingly.

It attacks and nullifies State laws upon pure questions of fact which it refuses to submit to a jury. The validity of State statutes regulating the rates of transportation turn on the question whether the prescribed rates are reasonable. This is purely a question of fact which ought to be determined by a jury in all cases. But when the statute confers on an officer or board the power to fix the rates, the question of the reasonableness of the rates so fixed is never submitted to a jury, but through the instrumentality of a Writ of Injunction against the State officer or board who fixed the rates a judge takes jurisdiction of the facts as well as the law of the case, and proceeds to decide this pure question of fact. The legislature of a neighboring State, perceiving the futility of trying to regulate rates through any officer or board of the State who could be reached by a Writ of Injunction, hit upon the expedient of fixing the passenger rates by statute and giving to persons who were charged more than the prescribed rates, a right of action at law to recover a penalty from the common carrier. A common carrier charged more than the prescribed rates and the passenger brought suit for the penalty, and the jury found the rate prescribed by the legislature was reasonable. The case was taken to the Supreme Court of the United States, and what was there said is full of significance. After referring to the fact that where the rates were prescribed by an officer or board the officer or board could be enjoined from enforcing them, the court said:

"But there are other cases, and the present is one where the legislatures choose to act directly on the subject by themselves establishing a tariff of rates and prescribing penalties. In such cases there is no opportunity to resort to a compendious remedy, such as a proceeding in equity, because there is no public functionary or commission which can be made to respond;"

in other words, which can be enjoined, and hence no way of escaping a jury trial. A similar statute in another State was also upheld through the verdict of a jury. The Arkansas and Michigan cases will probably be the last of their kind. When another case arises under a similar statute a way will doubtless be found to apply the "compendious" remedy spoken of by Mr. Justice Shiras in the Gill case. All that is necessary to accomplish this result is for this equitable octopus to put forth an additional sucker and draw the case within its folds.

The history of this question is not without interest. It was first held that the determination of the question whether the rates prescribed for common carriers were reasonable was a judicial and not a legislative function, and was one upon which the common carrier was entitled to have its day in court and a jury trial.

But as soon as the jurisdiction was assumed the carrier no longer clamored for a jury trial, but quickly sought the arms of a Federal chancellor and the protecting shield of an injunction. The right of 70,000,000 of people to a jury trial of this question of fact, in which they are so deeply interested, and the correct determination of which is so vital to the public welfare, is not esteemed worthy of consideration; but through the medium of a writ of injunction is committed forever to nine men, or a majority of them who hold their offices by appointment for life and not one of whom sees or hears a single witness who testifies in the case.

It is undeniable that there are powerful influences at work to undermine the constitutional right of trial by jury through the use of the injunction, and in other ways. It is alleged that the injunction is a speedier and more vigorous and effective method of dealing with those charged with the commission of crime, or suspected of the intention of committing it, than by the customary and constitutional method of accusation, arrest, examination, indictment, and trial by jury. Some persons without serious thought of the consequences yield their assent to this dangerous reasoning. If these are sufficient reasons for disregarding the Constitution, it is not perceived why they are not sufficient to justify the complete adoption of the methods of eastern princes, and dispense with the formality of even a trial for contempt. The difference is one of degree only.

There are but two constitutional modes of trying citizens for offenses; one by military courts "in cases arising in the land or naval forces or in the militia when in actual service in time of war or public danger," and the other trial by jury.

The Constitution nowhere invests judges with the power either to define or punish offenses. They are to assist the jury in the enforcement of the laws made by the legislature, and not themselves to make and execute laws.

The extremely erroneous notion prevails in some quarters that the President of the United States is powerless to execute his high office and discharge one of his most important executive functions, except by permission of the Federal chancellor and through the medium of a Writ of Injunction.

It is assumed that when the laws of the republic are set at defiance by a force too powerful to be overcome by the usual and appropriate civil agencies, the President of the United States, who is charged with the duty of preserving the peace of the United States and enforcing its laws, can not use any portion of the Army of which he is Commander-in-Chief for that purpose without first obtaining the consent of and being summoned to the duty by a Federal chancellor.

The Constitution reads: "The President shall be the Commander-in-Chief of the Army and Navy of the United States;" it is proposed to qualify this comprehensive provison and make it read: "The President shall be Commander-in-Chief of the Army and Navy of the United States, subject to the discretion, direction, and commands of a United States Judge, and a Writ of Injunction." In answer to this contention it is only necessary to observe that whenever the United States mail or interstate commerce, or any other Federal right or agency is obstructed by a force too powerful to be dealt with by the ordinary processes of law, the President has the power, and it is his duty without applying to or waiting for the command of any judge, to overcome and remove such obstruction, and to that end use so much of the Army under his command as may be found necessary for the purpose; and to arrest the offenders against the law and turn them over to the civil authorities to be tried for their crimes in the mode provided by the Constitution, and not to turn them over to a judge to be tried for a contempt of court. But if in such case it is necessary for the President to be buttressed by some sort of judicial writ or order before he can exercise the functions of his high office, it is not to be done by a Writ of Injunction but by a warrant for the arrest of the guilty parties, and when they are arrested, by the Army, or by the marshal with the assistance of the Army, they should be turned over to the proper magistrate and proceeded against in accordance with the Constitution and established mode of proceeding against persons charged with crime, and which ends in a trial by jury.

This is the practice which has been observed by the chief magistrates of all the States for a hundred years, and the only difference between the powers and the duties of the governor of a State and the President in this regard is that one is charged with the duty of preserving the peace and enforcing the laws of the State, and the other is charged with the duty of preserving the peace and enforcing the laws of the United States.

It is a curious and significant fact, that the reasons given for conferring on Federal judges the police powers of the State and denying to accused persons the right of trial by jury, are precisely those given for the establishment of the Court of Star Chamber. Summed up in a few words, the reason for its creation as expressed in the preamble of the act of Parliament was to secure the certain and speedy punishment of all persons who in the opinion of the court deserved punishment, and to this end the court was invested with a large measure of the jurisdiction and discretion exercised by Federal chancellors in our day, and a trial by jury denied. Learned, able and honest judges sat in that court, but never a jury. History records the result. Its methods grew to be as cruel and pitiless as those of the Inquisition itself; it would have put an end to the liberties of the English people if it had not been abolished. "Had there been no Star Chamber," says a distinguished English writer, "there would have been no rebellion against Charles I." The lesson taught by the history of the Star Chamber is that the rights and liberties of the people will not long survive in any country where the administration of the law is committed exclusively to a caste endowed with boundless discretion and a long term of office, no matter how learned, able and honest its members may be.

Every student of history knows that most of the sufferings and oppressions which mankind has had to endure were the work of honest and able, but misguided or ambitious men. Honesty and ability do not exempt from error, and when coupled with error they become dangerous gifts. After all, the human skull is but the temple of human errors, and judicial clay, if you analyze it well, will be found to be like all other human clay. The rule is without exception that whenever the exclusive power of making or administering the law is committed for any extended period to a single man or a few men—to a caste—the progressive restriction of the liberty of the people follows. The bond of sympathy between them and the people grows steadily weaker until the rights of the people are forgotten and the protection and interest of caste and classes become their chief concern.

Criticizing the "encroaching jurisdiction" of the judges in England, by which it was said juries would "become a dead letter in the constitution," Mr. Burke said: "After the Star Chamber was abolished in the 10th of Charles I, its authority, indeed, ceased, but its maxims subsisted and survived it. The spirit of the Star Chamber has transmigrated, and lives again." Let us indulge the hope that the transmigration has not been to this country, and that its spirit may never obtain a foothold here.

Jury and Injunction are terms which cancel each other.

In proportion as the injunction is expanded, the right of trial by jury is restricted. And this result is not a mere incident to the use of the writ; in many cases its real purpose is to deprive a party of the right of trial by jury.

Armed with this powerful writ which has no defined boundaries or limitations, and which may be used at discretion, the power of the Federal chancellor may be fairly characterized as imperial.

But no apprehension need be felt that permanent harm will come to the republic from the exercise of imperial powers by the judiciary. This is a government "of the people, by the people, for the people," and this whole subject is in their hands. The courts of the United States—

(Continued on page 7.)

ENGLISH CHANNEL FERRY.

Opinions generally seem to agree that the Channel crossing is susceptible to sensible improvement. The British Government has vetoed the Channel tunnel; the Channel bridge is regarded as impracticable not only from the political point of view—for it is almost certain that other nations, notably Germany, would protest against the blocking of this great marine highway—but also from the engineering standpoint. There remains the Channel ferry. The experience of these ferries, which were originally introduced in Europe in the United Kingdom by train ferries over the Forth and the Tay, since superseded by bridges, and which already exist in the United States, Sweden, Denmark, Italy and Russia, has been that they almost instantly bring with them a very appreciable increase of goods and passenger traffic, which in course of time repays the initial cost of special harbor accommodation and the construction of strong and powerful ferry steamers. The latest train ferry is that between Germany and Sweden, opening a direct line of communication between Stockholm and the rest of Europe. The stretch of sea between Sassnitz, in Germany, and Trelleborg, in Sweden, is no less than fifty-six miles.

With regard to the Channel ferry, the Intercontinental Railway Company, a company formed out of the old Channel Bridge and Tunnel Company, exists, which for some years now has carried on an active propaganda on behalf of its object, with the noteworthy result that it has secured the patronage of the British Chamber of Commerce in Paris on behalf of its scheme. It is proposed that powers should be secured from Parliament to authorize the company to take over the Channel transit across the Dover-Calais route and to maintain the service by means of passenger and goods train ferries. It will be necessarry to provide special docks at Dover with apparatus for lifting or lowering the trains to the levels of the ferries, to erect sheds for the housing and customs examination of wares, and to build specially designed steamers to transport the trains bodily across the straits. It is proposed that these steamers should be turbine vessels. The trains will be run on lines into the body of the ships, and on the upper decks will be provided restaurants and smoking salons, as in the Swedish and Danish boats, some of which, it may be noted, were built in England. Thus passengers on the day service will be able to leave their seats in the train and lunch on the ferry en route and at night can stay comfortably in their sleeping-car berths without being disturbed. It is anticipated that if the railway companies adopt the scheme the times of the night trains from London will be so altered that passengers may go to bed in the train at Charing Cross and wake up as the Calais rapide is steaming into the Gare du Nord in Paris.

I have talked with Oliver Bodington, the well-known Paris lawyer, who is a director of the Intercontinental Railway Company and a leading spirit in the scheme, and he complains bitterly of the obstructionist attitude of the English railways. He levels the charge against the companies that they bring against the Channel ferry objections of detail which the ferry company disproves only to find them succeeded by other objections of, as Bodington declares, an equally superficial character. He adds that the new company is not committed to the Dover-Calais route, and that the success of the Sassnitz-Trelleborg ferry proves that the Dieppe-Newhaven route is equally well adapted to a train ferry. The attitude of the railway companies seems to be that the plans of the Channel Ferry Company are not definite enough, and there appears to be an apprehension lest the railways should be drawn into supporting a scheme which the weight of their names would render attractive to the public, but which on being approached would not be found practicable.—G. Valentine Williams in London Daily Mail.

GERMAN CITIES LEAD.

I know of no cities in the modern world which compare with those which have arisen in Germany during the past twenty years. There are none in Great Britain, from which country official delegations are constantly crossing the North Sea to study the achievements of the German city. There are none in France, in which country the building of cities has made but little progress since the achievements of Baron Haussman made Paris the beautiful city that it is.

There have been three great periods in which the building of cities inspired the thoughts and dreams of men. In the age of the Antonines the Roman people gave themselves with enthusiasm to the embellishment of their cities. The great public structures, the temples, amphitheaters and palaces then erected have withstood the ravages of time and still remain the wonder of subsequent centuries. During the Middle Ages the cities of Italy, France, Germany and the Netherlands erected similar monuments expressive of the love and pride awakened by their newly obtained freedom. Now again in the twentieth century the German people are expressing their pride in the fatherland and the imperial aspirations of Germany in monuments of the same permanent character and artistic splendor. Capital cities like Berlin, Munich and Dresden, as well as more commercial cities like Duesseldorf, Mannheim, Frankfort, Cologne, Wiesbaden and Stuttgart are vying with one another in the beautiful, the orderly and the serviceable.

Important as is the honesty and the efficiency of the German city, it is the bigness of vision, boldness of execution and farsighted outlook on the future that are most amazing. Germany is building her cities as Bismarck perfected the army before Sadowa and Sedan; as the Empire is building its warships and the merchantmen, as she develops her waterways and educational systems.—Frederic C. Howe in Scribner.

After it was arranged for the San Francisco and Wellington ships to connect at Tahiti, the wharf accommodations of the port were found to be so inadequate that the government has recently extended the wharf to more than twice its former capacity. Two years ago 500 yards of retaining sea wall was rebuilt in the residence part of the town of Papeete, where the cyclone of February 7-8, 1906, did the most damage to the shore. Now 450 yards of wall from the wharf along the bay front of the principal business part of the town has been restored, which adds much to the convenience of schooners and other small vessels, as well as to the appearance of the harbor.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Unions, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 85 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques v puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

Labor News.

The San Francisco Labor Council has decided to render financial assistance to the men now on strike in Los Angeles, Cal. About 1200 men are involved.

The entire plant of the American Print Works at Fall River, Mass., was shut down on June 6 under orders received from M. C. D. Borden of New York.

The official count in the election of officers of the International Typographical Union shows the re-election of President James M. Lynch, First Vice-President George A. Tracy and Secretary-Treasurer J. W. Hays.

Because non-union workmen were employed to put plaster of paris cornices on the American Music Hall, at Spokane, Wash., about sixty union workmen employed on the building threw down their tools on June 6.

T. L. Lewis, President of the United Mine Workers of America, had a conference with President Taft on June 6 to make some suggestions as to the policies of the new Bureau of Mines recently created by Congress.

The United States Interstate Commerce Commission on June 10 issued an order requiring the equipment with power brakes of 85 per cent of the cars in any train operated in interstate commerce. The order will become effective on September 1.

Two hundred and fifty employes of the Santa Fe in San Francisco received official announcement from the general offices of the company that all employes in the service who received less than $80 per month have been granted an increase of 10 per cent in wages.

An amendment to the Sundry Civil Appropriation bill adopted by the House of Representatives on June 2 stipulates that no part of the $100,000 provided in the bill for the enforcement of the Sherman Anti-Trust law can be used in the prosecution of labor organizations.

Representatives of the engineers of the Denver and Rio Grande Railroad on June 1 had a conference at Denver with General Manager Horace W. Clarke, at which they demanded a new wage scale and other concessions from the road. One of the reasons given for the demands is the high cost of living.

Nineteen machine shops in Seattle, Wash., employing 75 men, have granted the strikers' demand and are paying $3.60 a day for eight hours' work. Twenty shops and 175 men are still affected by the strike. Hannon says the machinists are not demanding a closed shop, but are merely asking for an eight-hour day.

Action of the Senate Committee on Appropriations in striking out of the Sundry Civil Appropriation bill the House provision directing that no part of the money appropriated for enforcing the Anti-Trust law shall be utilized in the prosecution of labor organizations was sustained by the Senate on June 9. The vote was 34 to 16.

Chinese lawfully in the United States intending to depart for China or any other country with the intention of coming back here afterward will be able to secure a return certificate with less trouble due to a revision of the regulations affecting Chinese immigration made by Commissioner-General of Immigration Keefe.

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INFORMATION WANTED.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Soren P. Nielsen, a native of Aarhus, Denmark, born 1887, is inquired for by his sister. Address, Danish Consulate, New Orleans, La.

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Anderson, Sam	Leahy, Wm.
Anderson, W. -1240	Lister, W.
Alexandersen, Paul	Lindeback, Lenart
Anderson, Oscar	Lang, Gust.
Anderson, Carl	Lundman, C. -1533
Andersen, Harald	Le Bloa, Sylvian
Anderson, Charley	Larsen, J. -1542
Arrhenius, Chas.	Larsen, Lars
Anderson, Werner	Maroth, Richard
Boylan, C J. (pkg.)	Mueller, Hugo
Blumquist, C.	Mathiasen, Nils
Bordjelm, Alex.	Magnussen, E. W.
Brose, R.	Malmin, Tom
Bjorseth, Knut	Mathisen, H. O. -1757
Backman, Ernest	Nelsson, Karl J.
Bowman, K. Hj.	Nelson, John C.
Barth, V. F.	Nordgren, Chas.
Beyerly, Rupert	Nestor, Wilson
Baehr, Emil	Nilsen, J. -780
Boylan, J. (pkg.)	Norman, John
Boisen, P. A. -1500	Nord, Emil
Bell, Frank M.	Norman, L.
Christophersen, A.	Nelson, Eddie
Carlson, Markus	Olsen, Hagbart
Christenson, H.	Ohlsen, Ch.
Carlssen, C.	O'Brian, Jack
Christiansen, Chr.	Olsen, Pete
Carlsen, Carl	Olson, Carl
Cook, Walter	Olsen, George A.
Carlsen, Ed.	Olsson, L.
Collins, E. F.	Olsen, Ole A.
Christensen, N. -1066	Osterholm, G. W.
Durholt, Harry	Olsson, Johannes
Dreyer, Herman	Pierson, A. -1102
Dean, J.	Pettersen, Peder. O.
Dransman, Hans	Peratis, John
Doyle, William	Peterson, Chas.
Englebright, H.	Pedersen, P. -1093
Emanuelsen, Gust.	Peterson, Algate
Eugene, John	Peterson, T.
Eichel, E. -740	Person, Fritz
Fischer, Wilhelm	Pederson, C. H. -1149
Froberg, Fred	Petersen, Wilhelm
Gutman, E.	Quinn, W.
Garner, Louie	Quinn, Wm.
Gregorian, Ept.	Rasmussen, F. -341
Grass, Charles	Rokow, Stefan
Hansen, C. -1910	Rantio, J.
Hentschel, Otto	Reutern, Axel
Hengst, Otto	Rolf, Harry
Hamalainen, Paul	Rydholm, Harry
Hilke, Carl	Reinik, Harry
Hansen, N. -1867	Ramstedt, Aksel
Hansen, Peter K.	Sorensen, C. -1607
Hafstrom, Fred	Solie, Ingvald
Henrikssen, Albert	Steen, Hilmar
Hansen, Thron	Scott, E. G. -2041
Hedlund, Arvid	Spearing, Gustav
Halvorsen, I.	Sundqvist, Fred. (Reg. letter)
Hanze, Albert	Schmidt, E. -1670
Hassall, G.	Simpson, L. C.
Hansen, L. -794	Soderman, Victor
Hansen, Hans	Smith, John V.
Husby, Lars	Svensen, G. -1549
Johnson, Charles	Steinberg, Arthur
Johansson, J. -1821	Sorensen, James
Johansen, J. -1462	Sunde, Albert
Jobsen, Ch.	Scholl, Karl
Janson, Julius	Strand, Olav
Johansson, J. -880	Saarinen, H.
Jonasson, C. A.	Schibsted, John
Johnssen, J. E.	Saul, Fred
Kaasik, August	Schaab, Anton
Kahze, A.	Stephan, M.
Kolostoff, J.	Samuelsen, W. L.
Kustel, Victor	Steen, Mr. (Telegram)
Klaessen, Karl	Sorensen, Charles
Keilman, Joe	Sindahl, Jens
Koso, Pete	Thompson, W. J.
Kuhne, Wilhelm	Tufte, A. Paulsen
Kohler, K. -901	Tuominen, Alfred
Kusik, M.	Touanne, Walter
Kleishman, F.	Thomas, Paul
Kittelson, C. J.	Thorne, Aug. W.
Kure, Gidion	Utby, Carl
Lano, Emil	Wahrenberg, Otto
Leith, Chas.	Wilemson, Hans
Louis, Michael	Zornow, H.
Larsen, Chris. T.	
Larsen, Christian	
Lange, Friedrich	

Notice.—All members having clothes in the baggage-room in San Pedro Branch will have to remove them by June 10, 1910, otherwise the same will be disposed of.

INFORMATION WANTED.

Henry Fauske, a native of Norway, aged 36, last heard of on the Pacific Coast 18 years ago, is inquired for by Mrs. Emma Fauske. Address St. Helens, Wash.

David Stove, age about 28, who is supposed to have shipped on some vessel from Puget Sound in January, 1901, is inquired for. Any one knowing his present whereabouts please notify Coast Seamen's Journal.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

Pacific Coast Marine.

The Salmon Packers' Association at Astoria on June 8 made public the prices for Columbia River salmon for this season: Cans, per dozen, talls, $1.75; flats, $1.90; halves, $1.10.

One hundred and seven sealskins were sold in Sitka on June 6 for $31 each. Last year the price in Sitka was $17, the increase in value being due to the decrease in the fur seal herds and in the catch.

The following change of masters was recorded at the San Francisco Custom-house on June 8: Schooner Dreadnought, Peter Soderman vice Henry Bolterman. The steamer Beaver, E. Mason master, was enrolled.

A libel suit in admiralty was filed in the United States District Court at San Francisco on June 6 by Havisde, Withers & Davies against the gasoline steamer President. The suit is to recover $236.71 for repairs made to the vessel.

The San Francisco bar pilots are to have a speedy and luxurious power boat to be used as a tender to the pilot-boats Gracie S., America, Bonita and Pathfinder. Contracts for the construction of the craft were closed on June 3.

Captain Blanchard returned to San Pedro on May 30 on the tug Warrior from a trip to the wreck of the schooner Dora Bluhm, which went on the rocks at Santa Rosa Island. There is little prospect of salvage, as Captain Blanchard could find no trace of the wreck excepting a few loose boards.

Work will begin shortly on the Government lighthouse, started last year on Cape Hinchinbrook. Thirty workmen and fifty tons of freight were recently landed by the steamer Portland at the lighthouse site. This lightguard entrance to Prince William Sound is considered by shipmasters as a very dangerous point.

The following changes of masters were recorded at the San Francisco Custom-house on June 2: Steamer Anita, W. J. Ward vice E. H. Barbier; schooner Champion, James Harper vice Volney H. French; steamer F. S. Look, H. O. Levinson vice E. G. Ahlstron. The steamer Umatilla, Thomas Reilly master, was enrolled.

President Taft was appealed to on June 6 by Representative Kahn and Secretary Patrick Flynn, of the Marine Firemen of the Pacific, to grant a pardon to John Wynne, a fireman, who killed Assistant-Engineer McKinnon at Hawaii about a year ago. The Supreme Court of the Territory, on May 4, affirmed the sentence.

The following changes of masters were recorded at the San Francisco Custom-house on June 4: Steamer Milton, Roy J. Osborne, vice W. R. J. Downey; schooner Caroline, John W. Asper, vice Gus Westerdall. The steamer Carlos, John Roberts, master, and the steamer Juliette, Charles H. Weber, Jr., master, were enrolled.

The Union Oil Company has completed negotiations with the D. O. Mills estate for the purchase of the steamer Thomas. The Thomas is now at New York, where she has been used as a dredger. She will be converted into an oil tanker with a capacity of 35,000 barrels, and will be added to the Union Company's fleet on the Coast.

The following changes of masters were recorded at the San Francisco Custom-house on June 6: Steamer Point Arena, John Jacobson, vice C. C. Hansen; bark Pactolus, U. G. Dowling vice Cyrus Ryder; steamer Pilot, John Olsson vice F. H. Crothers; steamer Korea, Samuel Sandberg, vice J. W. Saunders. The schooner Queen, L. A. Ganahl master, was enrolled.

The Associated Oil Company's powerful tug Navigator made a trip to Gaviota and back to San Francisco with a barge in tow with her crank shaft broken and none on board were any the wiser. The fact that the shaft was badly cracked was not discovered until the tug reached port on June 7. The shaft was cracked in such a manner that it was held together by the brass couplings.

The following changes of masters were recorded at the San Francisco Custom-house on May 31: Steamer Queen, George H. Zeh vice H. C. Thomas; schooner Verbena, John C. Jochimo vice T. B. Bo; steamer Guide, Arthur Markly vice John Bertoneini. The following vessels were enrolled: Schooner Ariel, C. M. Nielsen master; barkentine Wrestler, P. H. Bjornstrom master.

Judge Donworth, in the United States District Court at San Francisco, on June 3, granted a decision in favor of the libelant in the case of C. A. Hooper & Co. against the steamship Wellesley and the Steampshin Wellesley Company, claimant. The suit was brought to recover damages and salvage for shingles jettisoned from the Wellesley. The decision gives the libelant $3849.60½.

The salmon fleet all made good passages north to the stations this year, arriving at their respective destinations without any mishaps, according to the reports at hand. The ship Star of Russia, which left San Francisco on April 2, made the passage to Karluk in twenty-two days. The ship Star of France, which sailed from San Francisco on March 24, reached Cook Inlet on April 19th.

The following changes of masters were recorded at the San Francisco Custom-house on June 1: Schooner Ellen, Jens P. Christensen vice James Miller; steamer Sea Witch, Rasmus Rasmussen vice H. P. Marshall; steamer Captain Weber, George H. Goodell vice Charles N. King; schooner Magnolia, Ambrose Daley vice Fred Jessen; schooner Redwood City, R. H. Elneff vice J. P. Christensen.

When new crop grain begins to move from Portland the Sailing Ship Owners' Association will fix the minimum rate for transportation of cereal from ports of the Pacific Northwest to European markets at 27s. 6d. In the meantime members of the Association will be given the privilege of making any rate they see fit. This applies only to ships which may be engaged for loading this season's crop.

Certificates of graduation from the department of navigation of the Humboldt Evening High School, at San Francisco, were awarded on June 8 to the following: W. Barnes, R. J. Smith, William Sheahan, L. M. Heath, N. Jessen, K. M. Noldeke, R. Noldeke and C. E. Roberts. A new class in navigation will be organized at the commencement of the school term, July 25, when a large attendance is expected.

The following sailing vessels are reported spoken: May 1, latitude 16 north, longitude 26 west, British ship Claverdon, from Shields for Oregon; May 21, latitude 46 north, longitude 9 west, French bark Cornil Bart, from Antwerp for San Francisco; April 11, latitude 39 south, longitude 24 west, French bark Pierre Loti, from Tacoma for the United Kingdom; May 13, latitude 27 north, longitude 40 west, British ship Dumfriesshire, from Hamburg for Honolulu.

The Norwegian Polar ship Fram, in which Captain Roald Amundsen, the famous discoverer of the Northwest Passage, expects to make a dash to the North Pole, is on her way to San Francisco. The Fram sailed from Tonsberg on April 26 for the Golden Gate. She is coming out in command of Captain Nielsen, and will take the Straits of Magellan, having auxiliary power. The Fram will sail from San Francisco in June or July, 1911.

Announcement was made at Portland on June 10 that the firm of Olsen & Mahony of San Francisco is interested in the Ocean Barge and Tugboat Company, and will operate the sailing schooners Andy Mahony, Seahome and Oliver J. Olson in conjunction with the barks Gerald C. Tobey and Annie Turner, towing two schooners at a time between Portland and San Francisco. It is intended to do away entirely with operating the schooners under sail.

The following changes of masters were recorded at the San Francisco Custom-house on June 10: Steamer Richmond, Henry A. Simpson, vice John Nelson; schooner Emily Dunat, Daniel Archer, vice J. P. Peterson; steamer State of California, Charles C. T. Grelon, vice E. Alexander; schooner Natalie, George Richter, vice R. H. Elneff; steamer Homer, Adam Donaldson, vice Thomas P. Dorris. The following vessels were registered: Virgil G. Bogue, E. Olson master; steamer J. D. Peters, E. S. Lee master.

The following changes of masters were recorded at the San Francisco Custom-house on June 7: Steamer Grace Dollar, Martin Kalmin, vice Bertimus Lee; steamer Maverick, W. F. Daniels, vice John McKellar; schooner Cecelia Sudden, M. A. Christensen, vice P. Petterson; steamer Fort Bragg, Charles N. King, vice A. P. Christensen; steamer Governor Markham, A. C. Johnson, vice J. F. Patzinger. The following vessels were enrolled: Steamer Alviso, Peter Hansen master; steamer Sea Queen, E. A. Sandstrom master.

The Washington Supreme Court is asked to decide whether a steamship plying between Portland and San Francisco is "United States soil" in the case of O. L. Lewis against the Continental Casualty Company. The decison will determine whether an insurance company will pay insurance on Mrs. Lewis, who lost her life more than three miles from the shore, while en route north from San Francisco. Following the tragedy the company refused to pay the insurance on the ground that the policy expressly provided that it should extend only to the policyholder on United States soil. Attorneys for the plaintiff cite the authority of the United States Supreme Court that under a strict construction of the law an American ship is considered United States territory.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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(Continued on Page 10.)

Coast Seamen's Journal

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JUNE 15, 1910.

IMPORTANT TO FISHERMEN.

A case of importance to fishermen in Alaskan and Pacific Coast waters was recently decided in the United States District Court at San Francisco. The point at issue involved the liability of the vessel for wages in case of a seaman injured while on board ship.

August Johnson, a seaman and fisherman on the bark B. P. Cheney, received an injury to his arm while running the donkey engine on board that vessel at Ugashik in 1909. Johnson was incapacitated from fishing, but was put to tallying fish and other light work. Upon the arrival of the vessel at San Francisco, the owners sought to discharge Johnson at a rate lower than that agreed upon in the articles. At this juncture, Secretary I. N. Hylen, of the Alaska Fishermen's Union, took up the matter and insisted upon the point that Johnson should receive wages based upon the average catch of all the men on board the Cheney, as stipulated in the contract entered into between the Union and the Company. The Company endeavored to compromise with Johnson by offering him a sum considerably less than the average wage of the whole crew. Finally the case was taken to court. The following communication from the Union's attorney, Mr. H. W. Hutton, sets forth the result of the suit:

San Francisco, Cal., June 9, 1910.

Alaska Fishermen's Union.—

Gentlemen: The case of August Johnson against the Red Salmon Canning Company, brought to ascertain whether a seaman and fisherman injured while working on a vessel and thereby incapacitated from fishing, was entitled to the average of what other fishermen caught at that station under the maritime law and the articles signed in this port, was tried before Judge Donworth in the United States District Court on Friday, the 3d inst., and decided in favor of the libellant, he obtaining judgment for the sum of $291, the average, less advances and supplies received.

The Court held that a man shipping on an Alaska salmon vessel was a seaman, at least while he was on the vessel, and if injured while working on board, he was entitled to the same wages as if he had been able to work and fish.

The judgment was paid with costs yesterday.

There has been some delay in bringing the case to trial, but it was solely occasioned by the fact that there has been no judge in the United States District Court, except for a day or two at a time, since January last.

Yours, very truly,
H. W. HUTTON.

It will be noted that the point decided by the Court is that a man engaged on a fishing vessel is a seaman, at least while actually at work on the vessel, and therefore entitled to the protection of the maritime law, which provides that an injured seaman shall receive his wages in full while incapacitated. The verdict in this case illustrates the power of the Alaska Fishermen's Union in protecting its members against injustice.

GOOD WORK RECOGNIZED.

Because the members of the Sailors' Union are not strongly in evidence, is no proof that they are dead. During the brief time Agent Pierson has been in the district wonderful progress has been made in organizing the men engaged in the local coasting service. While there are still a considerable number without the fold, a sufficient number has been reached to enable the Union to demand and secure higher wages and better working conditions.

Even though the wages have been increased and the working conditions slightly improved, the treatment experienced by men engaged in the merchant marine may be justly described as the worst received by any class of workers. Worked from ten to thirty-five hours without sleep, the food often unfit to eat and the sleeping accommodation dirty and unsanitary, the lot of the "men who go down to the sea in ships" is by no means a bed of roses. However, the men are showing a determination to make a stand for themselves, and with a fair show during the coming summer will undoubtedly still further change existing conditions for the better. Unlike other trades,their success lies entirely with themselves, there bing no opportunity for other Unions to lend assistance, except of a financial nature; this, however, not being required at this time.

Every one will join in wishing Agent Pierson continued success in the difficult task his organization has undertaken.—Western Wage-Earner, Vancouver, B. C.

The foregoing is a well-deserved recognition of the work being done by the Sailors' Union of the Pacific on the British side. Comrade Pierson, as an intelligent and enthusiastic official of the Union, is entitled to all credit for his good work under adverse conditions.

Of course, Labor Commissioner Mackenzie's pro-Jap report misses the main point of the whole case. It says nothing of the racial aspect of the problem, which, after all, is the whole problem. If all that the report says concerning the economic phase of the subject were true, there would still remain the much more important question as to whether or not it were well that California should be developed by an alien race. There can be but one answer to this question, and that a decided negative. This question isn't a question at all; on the contrary, it is a fact—a fact confirmed by all human experience and proclaimed by every respectable authority. But what's the use of talking about the race problem to men whose sole object in life is to cheapen labor? No doubt there are men in the South to-day who, if they dared, would import more "niggers" on the sole ground that "cheap labor" is a necessity to the cultivation of that section! To paraphrase a well-known saying: "Against greed the gods themselves fight in vain!"

In accordance with its rule since the day of its birth, the Sailors' Union of the Pacific has instructed its agency at San Pedro to affiliate with the Central Labor Council of Los Angeles, thus completing the chain that binds the Sailors in close affiliation with the labor movement in every port on the Coast. The closer relationship established between the members of the Sailors' Union at San Pedro and the labor movement of Los Angeles will doubtless redound to the advantage of all concerned.

Notice! All Los Angeles beer is unfair.

THE MIGRATORY WORKERS.

The movement recently inaugurated at San Francisco to organize the migratory workers —that is, the men of the so-called unskilled trades whose occupation takes them from place to place as employment offers—is now well under way and meeting with fair success. The work has been placed in charge of Brothers Joshua Dale, of Vallejo, and Ed. Thompson, of Oakland. Under the experienced and energetic guidance of these two veterans, the laborers of the Bay section are being gathered into the fold of unionism, with every prospect of forming a strong organization that will afford its members the protection they are so greatly in need of. Incidentally, the organization of the migratory workers will serve to protect the "skilled" trades against the pressure of a large body of workers, who, in an unorganized state, constitute a standing menace to the conditions gained by organization in the mechanical trades.

The task of organizing the migratory workers is being carried on under the joint auspices of the California State Federation of Labor, San Francisco Labor Council and San Francisco Building Trades Council. Each of these bodies contributes to the fund necessary for carrying on the work, besides giving full moral support to the movement. The first fruits of this work are evidenced by the application for a charter from the American Federation of Labor for the Oakland Laborers' Union. No greater work has ever been undertaken by the labor movement of any locality, and every well-wisher of labor, without respect to class or craft, will hope and work for its success. Labor will never be thoroughly organized until the man at the bottom of the industrial heap—the man upon whose back rests the whole industrial structure—is brought within the protecting folds of the labor movement.

The article, "Trial by Judge and Jury," published in this issue, is well worth the space it occupies, and should be read by every person who desires to be well informed upon the subject dealt with. In this article Judge Caldwell has presented a masterly argument for the maintenance of the jury system in all its pristine force and function. In the nature of things, Judge Caldwell's views are as strongly against Government by Injunction as they are favorable to Trial by Jury. In the Judge' own words, "Jury and Injunction are terms which cancel each other." In general, the article is another illustration of the force of truth in making converts. The attitude of the labor movement toward Government by Injunction finds a constantly increasing number of supporters among the leading judicial minds of the country.

The translation of the ancient maritime laws recently published in the JOURNAL, from the report of the Maritime Commission of Norway, has been issued by the United States Senate as a public document. As noted in these columns at the time, the translation was made from the original by Acting-Secretary E. Ellison, of the Sailors' Union, whose name appears on the Senate Document. Students of maritime affairs will find in this work a fund of information valuable both for practical and historical purposes. Copies may be had by addressing any Senator and requesting "Senate Document No. 552, 61st Congress, 2d Session."

Demand the union label on all products.

TRIAL BY JUDGE AND JURY.

(Continued from Page 2.)

except the Supreme Court of the United States in the few cases enumerated in the Constitution —can exercise no jurisdiction whatever, except in pursuance of an act of Congress conferring it. They are the creatures of the people who, through their representatives in Congress, may confer upon them just such jurisdiction—up to the constitutional limit of the grant of judicial power—as they see proper, and may withdraw all or any part of that jurisdiction at their pleasure.

The people are always singularly patient of abuses in the administration of the law. This is due to their confidence and respect for the judicial office. But when that confidence is shaken by abuses open and obvious to their comprehension, they will put an end to them by the exercise of their own true imperial, sovereign power. The Duke of Wellington was waited upon by a delegation of citizens and told that there was danger of a revolution unless a certain public grievance was corrected; replying to this threat of revolution the Iron Duke said: "There will never be a revolution in England except through an act of Parliament."

Happily for this republic, its constitution of government is such that the only revolution essential to correct abuses and preserve the liberties of the people is an act of Congress.

We pass from the right of trial by jury to its utility and value. Its immense superiority to any other mode of trial in criminal cases is indisputable. The criminal law is crude and arbitrary. The discrimination essential to distinguish between crimes dangerous to society and those not so can not always be formulated into a written rule. Human intelligence and foresight are not equal to the task of conceiving, and the English language is not adequate to express the nice distinctions and varying qualities in human actions. They depend upon the environments, age, temperament, education, motive, and many other things which can be applied to the particular case by a jury only.

The law takes no note of moral justification, but only legal. It remains so for two reasons—one is the difficulty already mentioned of defining with precison the cases for the application of the principle of moral justification or retributive justice; and the other is the knowledge that the jury, owing to their peculiar constitution and representative character, have power to and will supply this defect. A jury will convict the assassin, but not the girl who kills her seducer; they will convict the man who murders for money, but not the man who kills the invader of his home; and when a hundred good men, overcome with virtuous indignation by the atrocious crime of some savage brute, do execution upon him without the forms of law, the jury will not hang the hundred good men for accelerating the outlaw's punishment. Cases arise in which to inflict the penalty of the law would be more dangerous to social order than to overlook the offense. Immunity to murders generally would soon dissolve the bonds of society; but juries instinctively feel that the social bond is not weakened but rather strengthened by the death of a seducer at the hands of his victim. The seducer knows that punishment from such a source can not be delayed or evaded by the quibbles and technicalities of the law. In such cases the verdict represents the sense of justice of the people, and "the immense justice of the people is almost as impersonal as the justice of God." Representing as it does the immense justice of the people, the jury can not be replaced by an individuality. Uninfluenced by circumstances of moral justification or retributive justice, and heeding nothing but the text of the law, the judge would be constrained to visit with the same penalty the assassin and the girl who slays her seducer, the man who murdered for money, and the man who killed the invader of his home, the savage brute who slew the victim of his lust, and the hundred good citizens who retired him from circulation.

The judge would have to do this, for he does not represent and can not appeal to the immense justice of the people to justify him for departing from the text of the law. He could not avail himself of that elastic and equitable principle which juries can apply to the administration of criminal justice and without which no written criminal code could long survive.

By constitutional provision in most, if not all, of the States the jury is made the judge of the law as well as the facts in libel cases, and in some of the States they are the judges of the law in all criminal cases. Such is the law in the State of Pennsylvania. In Kane vs. Commonwealth, decided in 1879, Chief Justice Sharswood in delivering the opinion of the court said:

"The power of the jury to judge of the law in a criminal case is one of the most valuable securities guaranteed by the Bill of Rights. Judges may still be partial and oppressive, as well from political as personal prejudice, and when a jury are satisfied of such prejudice, it is not only their right, but their duty to interpose the shield of their protection to the accused. It is as important in a Republican as any other form of government, that, to use the language of the Constitution of 1776, 'in all prosecutions for criminal offenses' a man should have a right 'to a speedy trial by an impartial jury of the country, without the unanimous consent of which jury he can not be found guilty.'"

Here is a solemn judicial determination that judges may be "partial and oppressive as well from political as from personal prejudice, and when a jury are satisfied of such prejudice it is not only their right, but their duty to interpose the shield of their protection to the accused." It will be observed that in that State the jury sits in judgment on the judge as well as the prisoner, and no complaint is made that criminal justice is not as well administered in that State as in any other.

The Pennsylvania rule prevailed in some of the United States courts at one time. Mr. Justice Baldwin, of the Supreme Court of the United States, presided at the trial of Wilson for a capital offense, and said to the jury:

"We have thus stated to you the law of this case under the solemn duties and obligations imposed on us, under the clear convinction that in doing so we have presented to you the true test by which you will apply the evidence to the case; but you will distinctly understand that you are the judges both of the law and fact in a criminal case, and are not bound by the opinion of the court; you may judge for yourselves, and if you should feel it your duty to differ from us, you must find your verdict accordingly. . . . If you are prepared to say that the law is different from what you have heard from us, you are in the exercise of a constitutional right to do so."

The Constitution confers upon the Supreme Court of the United States original jurisdiction in certain enumerated cases, and a provision of the judiciary act of 1789, now section 689 of the Revised Statutes of the United States, provided that "the trial of issues of fact in the Supreme Court in all actions at law against citizens of the United States, shall be by jury." The first jury trial in that august tribunal was the case of the State of Georgia vs. Brailsford. The chief justice and all of the justices were on the bench, and Chief Justice Jay, as the organ of the court in charging the jury, said:

"It may not be amiss here, gentlemen, to remind you of the good old rule, that on questions of fact it is the province of the jury, on questions of law, it is the province of the court to decide. But it must be observed that by the same law which recognizes this reasonable distribution of jurisdiction, you have nevertheless a right to take upon yourselves to judge of both, and to determine the law as well as the fact in controversy. On this, and on every other occasion, however, we have no doubt you will pay that respect which is due to the opinion of the court; for, as on the one hand it is presumed that juries are the best judges of facts, it is, on the other hand, presumable that the courts are the best judges of law. But still both objects are lawfully within your power of decision."

It is sometimes asserted that the juries are responsible for the miscarriage of justice which occasionally takes place in criminal cases. As a rule the responsibility for such miscarriage will be found on the bench and not in the jury box. Observation teaches us, and the law reports prove, that ten guilty men escape through the errors and mistakes and technical quibbles of the courts for one who escapes through an error of the jury. One of England's best and ablest judges, Lord Chief Justice Denman, said:

"It is a grateful task to bear testimony to the excellent conduct of juries at the Old Bailey sessions. I don't remember a single conviction that appeared to be unjust. Some acquittals have startled me; but often very good reasons, which had not occurred to me at the trial, have been suggested afterwards and I have often thought that their mistakes might be traced to their feeling too much deference for certain vulgar scraps of judicial phraseology which have come to be considered as principles of law."

Who is responsible for these "vulgar scraps of judicial phraseology," that do sometimes mislead and frighten a jury into an erroneous verdict?

The superiority of the jury as judges of facts is as marked in civil as it is in criminal cases.

This superiority results, in a great part, from the inherent difference between fixed and casual tribunals. A fixed tribunal is one where the office is permanent and where the person or persons who exercise its functions do so for long terms or periods, and each officer in turn is guided by the precedents established by his predecessors. A casual tribunal is one summoned from the body of the people for the occasion only, or for a very brief term of service, and who consequently bring to the discharge of their duties a freshness and earnestness unknown to fixed tribunals, and who decide the controversy submitted to them upon its merits, unembarrassed by precedents. The judge represents the fixed, and the jury the casual tribunal. A jury trial is impersonal; it gives expression to the sense of justice of the people, which is the nearest approach to absolute justice attainable in earthly tribunals.

The twelve men summoned from the body of the people represent in their several persons, different pursuits and occupations in life. Their preiudices, if they have any, resulting from their varied pursuits and environments, counteract each other; but the single judge, having no counterpoise, his bias and prejudice find full and unrestrained expression in his judgments. He is,

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, June 13, 1910.
Regular weekly meeting was called to order at 7:30 p. m., Paul Scharrenberg, presiding. Secretary reported shipping medium. Balloting for officers was continued.

E. ELLISON, Secretary pro tem.
44-46 East St. Pacific Phone Kearny 2228. Home Phone J 2228.

Vancouver, B. C., June 6, 1910.
General situation fair.

JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, June 6, 1910.
Shipping fair; prospects uncertain; men scarce.

H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, June 6, 1910.
Shipping and prospects fair.

P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65 Tel. Main 4403.

Port Townsend Agency, June 6, 1910.
No meeting; no quorum. Shipping medium; prospects uncertain.

WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, June 6, 1910.
Shipping and prospects fair.

H. G. LUNDBERG, Agent pro tem.
P. O. Box 6. Tel. 225.

Portland, Ore., Agency, June 6, 1910.
Shipping dull.

D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, June 7, 1910.
No meeting; no quorum. Shipping and prospects fair.

JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, June 6, 1910.
Shipping slack; prospects poor.

HARRY OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, June 1, 1910.
No meeting; no quorum. Shipping good, prospects poor.

CHAS. SORENSEN, Agent.
P. O. Box 314.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, June 6, 1910.
Situation good.

ALEX. McKECHNIE, Sec'y pro tem.
674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., June 7, 1910.
Shipping fairly good.

WM. H. FRAZIER, Secretary.
1½A Lewis Street.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., June 9, 1910.
No meeting; no quorum. Shipping fair for waiters.

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, June 2, 1910.
No meeting; no quorum. Shipping fair.

LEONARD NORKGAUER, Agent.
Phone Sun Main 2233. P. O. Box 1335.

San Pedro Agency, June 8, 1910.
No meeting. Shipping and prospects good. Few men ashore.

ED. BARRY, Agent.
P. O. Box 54.

DIED.

John Emilius Johannessen, No. 1818, a native of Norway, aged 32, died at San Francisco, Cal., on June 13, 1910.

August Weinberg, No. 1175, a native of Russia, aged 22, died at Port Townsend, Wash., June 7, 1910.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

GOODYEAR-WOOD COLLISION.

On Monday, May 23, when off Point Aux Barques, Lake Huron, the scab steamers Frank H. Goodyear and James B. Wood were in collision. The Goodyear is at the bottom of Lake Huron and 18 of her crew of strike-breakers lie with her. Careful reading of the newspaper accounts of the wreck show a wide difference of opinion. Some claim that efforts were made to launch the Goodyear's boats; some say not. Here is the testimony of one:

"I was standing on deck when I heard the alarm whistle," said one of the crew of the Wood. "A moment later the two boats crashed together. I ran forward and saw the extent of the damage to our boat, and then turned my attention toward the Goodyear. She was sinking fast.

"Standing amidship on the Goodyear were the entire crew huddled close together, and I saw first one and another jump overboard. Suddenly the Goodyear made a lurch to one side and went down. The suction carried many down with it."

No evidence here of any attempt to launch the boats. Panic, pure and simple. Untrained, incompetent, they knew not what to do.

To go further into the stories of those on the Goodyear, who were saved, we have the story of Frank Bassett, the cook. He tells two stories and fails to satisfy anyone as to what excuse he has for abandoning his wife and child. I am placing the story side by side with that of his mother:

The Goodyear was struck amidships on the starboard side. The bows of the Wood were punctured.

In a moment it was seen that the Goodyear was doomed, as she began to fill rapidly. Every one on board was supplied with a life preserver, and efforts were made to launch the small boats. But the water poured into the hold so rapidly that the heavy hatches were forced from their frames by the pressure from underneath and blown into the air, spreading death and injury.

With his infant child in his arms, Stewart Bassett had almost reached safety in one of the lifeboats when one of the tumbling hatches forced the baby from his arms. The child fell into the lake and was drowned despite the frantic efforts of the father to recover it. Bassett was saved.

And again:

Frank Bassett said it seemed as though the vessel collapsed under the feet of those on deck. He was thrown into the water so quickly that he didn't see his wife and child hurled into the water.

Now then:

Mrs. Emma Bassett, one of the survivors, tells the following story

"I was engaged in the cabin when I heard the whistles of both boats. I ran on deck. A moment later the crash came and I grabbed one of the life preservers. In my excitement I could only get it over one arm, but I jumped over the rail.

"When I came up I saw some one clinging to a board a short distance away. I went down for the second time, and when I came up I found my son Frank was the man on the board. I called for help, but it seemed as though no one could hear me.

"Then I secured a hold on the sinking steamer and managed to hang to a window-sill. I shouted to Frank, and asked him where his wife and baby were. He replied he feared they had gone down. I grew tired and was on the verge of releasing my hold, when I saw a small boat coming toward me. The next I knew I was on board the Wood."

Evidence that the small boats from the Wood were on the scene before the Goodyear sank.

The evidence of "one of the crew of the Wood" goes to show that no effort was made to launch the Goodyear boats; probably some of the boat crew did not even know she carried them, or how to launch them. The statement of Bassett's mother that after jumping into the Lake, she held on to the sinking steamer until a small boat from the Wood rescued her, shows that there was plenty of time to launch the Goodyear's boats.

Captain F. R. Hamenger, master of the Goodyear, does not cut a heroic figure, to say the least. He was apparently one of the first over the side. Bassett is even worse, for he abandoned his wife, child and mother to save his own carcass.

Now the smallest estimate given by any of the reports as to the length of time the Goodyear took in sinking was four minutes. Mrs. Bassett's story, I believe, would increase this by fifteen minutes. But say four minutes. Now let's see what the inevitable "Prominent Vesselowner" says:

"There must have been quite a panic on board the F. H. Goodyear when she and the Wood collided," said a local vesselman yesterday. "I can't understand why more of the crew were not saved. I suppose it was due to the suddenness of the collision and the rapidity with which the Goodyear filled and settled. According to the statement published in this morning's paper, the boat went down within about four minutes of the time she was struck, and I realize that little could have been accomplished in that time.

"This disaster reminds me of the sinking of the steamer Etruria, of the Hawgood fleet, in June, 1905. She went down off Presque Isle in 400 feet of water on being struck by the Amasa Stone. She disappeared in about four minutes after they came together, and by wonderful work on the part of the crew the boats were lowered and every person on board was saved. The Etruria went right up onto her stern and went over backward. Captain J. D. Green and his men were on their way in the boat that picked them up in nineteen minutes after the boat went down.

"I consider that the most wonderful getaway ever made by a crew from a sinking ship, and it would not be liable to happen again in a lifetime."

Yes, Mr. "Prominent Vesselowner," it was wonderful work aboard the Etruria, AND IT WAS DONE BY UNION SEAMEN. If that vessel had been manned by a lot of haymakers the chances are that she would have taken them with her.

The property loss on the steamer F. H. Goodyear was about $280,000. The steamer was insured for $255,000 through Wilcox, Peck & Hughes. Under her old policy, which only expired May 19, she was insured for $285,000. When the new policy attached her valuation was cut down $30,000.

The Goodyear had 6,000 tons of ore, which was shipped from Duluth by the United States Steel Corporation. The cargo was valued at about $25,000.

The Goodyear was owned by the Buffalo & Susquehanna Steamship Company, of which Captain John Mitchell is manager. The steamer was built at the Lorain yard of the American Shipbuilding Company in 1902. She was 116 feet keel, 50 feet beam and 28 feet deep. The wrecked boat is in forty-seven fathoms of water.

The steamer J. B. Wood, which sent the Goodyear to the bottom, was in command of Captain T. D. Gibson. The Wood, which was pretty badly damaged in the collision, is at Port Huron. She is owned by the Gilchrist Transportation Company. The Wood has a carrying capacity of 9,300 tons. She is 514 feet keel, 54 feet beam and 31 feet deep. The Wood was bound up with coal.

The marine underwriters, in their eagerness to find the wreck of the carferry Marquette & Bessemer No. 2, which was lost in Lake Erie December 7 last year, are out with an offer of $500 reward for reliable information relative to the exact location of the wreck.

ANNIVERSARY OF EXPLOSION.

Saturday, May 21, was the forty-sixth anniversary of the destruction of the steamer Nile, a little boat that plied out of Detroit during the period before and during the Civil War, and to those few marine men who remember the event, it was the occasion for interesting recollections. A peculiar feature of the event to them was that this year May 21 fell on Saturday, the same day that the explosion of the Nile's boilers occurred in the year 1864.

Old officials in the United States Steamboat Inspector's office tell the tale of the disaster in which ten men lost their lives. The Nile was owned by the Buffalo and Chicago line, operated by Mr. Evans, of Buffalo. As she was leaving Bissell & Gillett's dock at the foot of First street, Detroit, on that May morning over two score years ago, the boilers in the little steam vessel exploded with terrific force, twisting and tearing the boat into a mass of kindling wood. Fragments of the vessel were blown for 200 yards and except a small portion forward, the upper works were completely demolished.

Among the killed were J. M. Walters, first-mate; Chief Engineer Michael King, Assistant-Engineer Owen Tumblety, three firemen and three passengers. A. W. Bacon, one of the passengers, was blown over O'Grady's warehouse on the river front and instantly killed. Peter Shaeffer, a cobbler at work in his shop on Jefferson avenue, was killed by a flying beam which entered through a window.

DELEHANTY DESCRIBED.

John Delehanty, age about 45 or 50; height, 5 feet 2 inches; slim build; sandy complexion; blue eyes; now wears sandy moustache; a deep water sailor; now strike-breaking on the Lakes; usually hangs out at the Bessemer or Bethel hotel at Conneaut. Delehanty swore out a peace warrant against James Hagan, union picket at Conneaut, on June 1. At the trial he changed his mind and swore to another warrant against John Connors, union picket, and Connors was placed under $100 bond to keep the peace. Delehanty is a tool of the scab shipping-master. His description should be posted in the forecastle of every deep-water ship. He is absolutely devoid of principle and manhood, and even his attorney admitted in court that he is half-witted. He originally hailed from Queenstown.

Conneaut, O. W. H. JENKINS.

STRANDED IN A FOG.

The steamer Rosemount, from Cleveland to Montreal, and the barge Hamilton, from Ashtabula to Kingston, both laden with coal, went ashore on Kinneards Reef, about ten miles west of Port Colborne, during a fog on May 22. Tugs and lighters went to the assistance of the stranded craft and after lightering a part of the cargoes succeeded in taking them off without any serious damage having been done. The barge Valencia, which was in the same tow, did not go on the reef. The boats belong to the Montreal Transportation Company of Montreal.

HAS STOPPED DREDGING.

That the removal of vast quantities of sand and gravel for construction work from the bed of the St. Clair River at and near its mouth is contributing to a gradual reduction in level of the Upper Lakes is the opinion of Colonel C. McD. Townsend, Engineer Corps, U. S. A., of the Detroit district, who made and is continuing a careful investigation.

To guard against further lowering of the Upper Lakes he has forbidden contractors and others to operate dredges and sand-suckers in the American channel above the entrance to the Grand Trunk Railroad tunnel, Port Huron.

"Observations made on the Canadian side show the flow on that side has increased from 10 to 20 per cent since 1867," said Colonel Townsend recently. "On the American side I believe the increase is greater." Colonel Townsend believes the removal of large quantities of sand and gravel at the head of the river where the current sets in very strong from Lake Huron and consequent erosion has enlarged the outlet of Lake Huron to an extent that is having an appreciable effect on the Upper Lakes.

Several contractors have moved their outfits to the Canadian side and are continuing operations. Colonel Townsend will submit information in his possession to the Dominion Government with a request that it co-operate to prevent further deepening of the outlet.

MESSAGE CASE RETURNED.

Another of the metallic message carriers with which experiments were made last season has been returned to the Detroit Steamboat Inspection office. It was thrown overboard four and a half miles east of Middle Island, Lake Huron, November 7, 1909, by Captain William H. Hoffman of the steamer Charles W. Kotcher, and was picked up by Fred Benito at Outer Duck Island, April 22. This is about thirty miles east of the spot where the case was thrown into the Lake. It is believed it was carried to Outer Duck almost immediately, after being being thrown overboard, but no one has been on the island during the winter. The case contained a list of the crew and their addresses and the time and place when it was dropped. It was quite dry inside and in good condition.

CAPTAIN LEISK DEAD.

Captain Thomas Leisk, aged seventy-two years, died on April 28 at Milwaukee.

Captain Leisk was a familiar figure in local marine circles. Born in Iceland, and an arctic sailor in his youth, he came to America in 1880, and settled in Milwaukee. He was captain of the F. M. Knapp, the Alleghany, the Harold and the Aberdeen. He was master of the Aberdeen, owned by Henry Pauly, at the time of his death.

Captain Leisk is survived by his wife, a large family of children, and by two brothers, Captain Henry Leisk and John Leisk, both of Milwaukee. He was a half brother of Captain William Jamison.

Two wheelsmen (?) quit the steamship Deskerr at Conneaut on May 20, saying that the vessel refused to pay the much-heralded raise in wages "voluntarily" given by the Lake Carriers last month.

STRIKE
ON THE GREAT LAKES

COMRADES:

The strike of Sailors, Firemen and Cooks on the Great Lakes is still on. We appeal to all seafaring men to assist us in persuading seamen to stay away from the Lakes during this strike.

Any reports that the strike has been settled are false.

The Seamen of the Great Lakes are sticking together solidly, and will keep up the battle for freedom and decent conditions until the fight is won. "God Almighty hates a quitter." (So do we.)

Lend a hand, comrades, by inducing seamen to stay away from the Lakes while the strike is on.

Yours fraternally,

LAKE DISTRICT,

International Seamen's Union of America.

STRIKE ON THE GREAT LAKES
KEEP AWAY!

STEAMER KETCHUM ASHORE.

On May 21 the steamer J. B. Ketchum, loaded with pulpwood, struck a crib on the east side above the dam at the upper end of West Nebish Rock cut. She struck on the starboard bow. Her stern swung around down stream and her bow swung to the westward.

The steamer went down fifty feet below the old upper dam right in the middle of the channel. Her forecastle deck and after cabin are about three feet above the water and her main deck is about seven feet under water. It is about fifty feet from the stem of the steamer to the west channel bank and thirty feet from the stern to the east bank.

The steamers Louisiana and Alva following the Ketchum down passed around her bow but struck hard while passing.

WILL SHOW WEATHER SIGNALS.

So that the masters of vessels may know what sort of weather to expect, the United States Government will erect a steel tower at Grand Marais, Minn., on which weather signals will be hoisted.

Each day or as many times a day as is necessary, the Duluth Weather Bureau will send messages concerning the weather to Grand Marais by wireless. The signals will then be raised and masters within distance will have only to cast their eyes in the direction of the north shore town.

The tower will be of sufficient height so that it can be seen for some distance and it is expected that the signals will prove of great benefit to those who sail the Lakes.

COAL RECEIPTS HEAVY.

Coal receipts at Duluth are heavy and are welcomed by the coal companies for the stocks were low. It was apparent for sixty days before the opening of navigation that the stocks were sure to be practically cleaned up by the time the boats began to deliver cargoes this spring. There has been a scarcity of some grades of soft coal, but these will quickly be supplied, and no interests in the Duluth territory have suffered.

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Joseph Ward, No. 21241, Lake Seamen's Union, is inquired for by his mother, Mrs. Julia Ward, 223 Devoe street, Brooklyn, N. Y.

Comrade William Burke, of the Marine Firemen, Oilers and Water Tenders of the Great Lakes, is inquired for by his sister, Miss Ella Burke, Little Falls, New York.

Marie Panoitz, 1195 W. 11th street N. W., Cleveland, O., inquires for her brother, John Ernest Meyna, last heard from nine years ago. Anyone knowing his whereabouts please notify above address at once.

Miss Janet Crittenden, No. 40 Miller street, Mt. Clemens, Mich., is enquiring for her brother, John Crittenden, last heard from in 1907. Any one having information as to this comrade please notify the above address.

The schooner Athens, and the steamer William S. Mack, got into a mixup with the steamer Mahoning at Princess Point, and the Athens had a ten-foot hole knocked into her. She was towed into Portage River on April 28.

The 10,000-ton steamer building for H. K. Oakes of Detroit at the Wyandotte yard will be named for E. H. Utley of Pittsburg, vice-president of the Bessemer & Lake Erie Railroad. She will be launched in the near future.

LAKE SEAMEN'S DIRECTORY.

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(Lake District International Seamen's Union of America.)
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Telephone Bell 175 R
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Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

TRIAL BY JUDGE AND JURY.

(Continued from Page 7.)

besides, constantly struggling to force his decision into the groove of precedent, and to that end keeps on pursuing precedent and analogies and refining and refining until he grows "wild with logic and metaphysics" and loses sight of the facts and merits of the case in hand. Juries performing casual service only, can never acquire the bad habit of fixed tribunals of deciding mechanically upon some supposed precedent.

Moreover, the consequences of an erroneous verdict by a jury are immeasurably less than an erroneous verdict by the judge; for one jury is not bound by the error of a former jury, but the law of precedent will compel the judge to adhere to his error, for it is a rule of fixed tribunals that consistency in error is to be preferred to a right decision.

Lord Brougham, who possessed that noble characteristic of the profession, the courage to defend the defenseless against the strong—even a friendless woman against a powerful king—recognized the great superiority of the people as judges of the facts, and after long experience in courts of law and equity, and on the bench as well, declared that trial by jury "should be applied to those cases from which the practice in equity has excluded it; and that improvement would be best effected by drawing to it the cases which the courts of equity have taken from the common law, and which they constantly evince their incapacity to deal with by sending issues to be tried whenever any difficulty occurs."

It is said juries are inferior to the judge in point of learning and ability. In the affairs of life much that is called learning is of little utility.

"How small a matter," says Dr. Holmes, "literature is to the great seething, toiling, struggling, love-making, bread-winning, child-rearing, death-awaiting men and women who fill this huge, palpitating world of ours."

Men may be oracles in the arts and sciences, and infants in the affairs of life.

This truth is beautifully expressed by Milton:

"But to know
That which before us lies in daily life
Is the prime wisdom."

Job says, "Great men are not always wise," and there is nothing truer in the Book. It is out of the question that one man whose whole existence is devoted to one occupation, can know as much about men and affairs—and that is the kind of knowledge that is wanted in the settlement of controversies among men—as twelve men of affairs engaged in varied pursuits and occupations. Judges, as judges of the facts, have all the faults, but not all the virtues of juries. Lord Hobhouse in an address showing the necessity for jury trials said:

"It seems to me that juries have kept our laws sweet; they have kept them practical; they still do so; they are like the constant, unseen, unfelt force of gravitation which enables us to walk on the face of the earth instead of flying off into space. Certainly nothing can be more important to the welfare and coherence and strength of the nation, than that its laws should be in general harmony with its convictions and feelings. . . . Juries are passing every day innumerable decisions, each of them very small, but constant, ubiquitous, and tending to carry superfine laws down into practical life so as to make them fit for human nature's daily food."

The idea here expressed by the learned lord is conveyed in the homely old maxim of the farmer, that when the fodder in the rack hangs too high for the cattle, the fodder must come down or the cattle will starve. The tendency of judges in the absence of juries would be to hang the fodder in the rack too high for the cattle.

But it is said juries are prejudiced, especially in particular sorts of cases, such as suits for personal injuries, and on policies of insurance, and other like cases.

When you impeach the impartiality and integrity of the jury you impeach the impartiality and integrity of the whole body of the people from whom they are drawn, and of which they are a representative part. Our idea of the prejudices of men is gauged by our own prejudices. The difference between a prejudiced man and an enlightened and impartial one is the difference between the man who opposes our views and the man who agrees with our views. It is the old aphorism on orthodoxy and heterodoxy over again. It is always implied in this charge against the jury that there is a tribunal that is free from bias, passion, or prejudice, and that that tribunal is found in the judge.

Did it ever occur to those who make this charge against the jury that they might have a beam in their own eye, and that if jurors are prejudiced in favor of the plaintiffs in the class of cases mentioned, it is just possible that the judge might have a little bias in favor of the other side? But it is assumed that judges never fetter their impartiality by entertaining an opinion on any subject—that they love nothing, hate nothing, feel nothing, see nothing, and know nothing—in a word, that they are animated icicles.

But they are human, and the only thing human that is permanent and unchangeable is human nature. Beyond all question as a rule, the prejudices of a particular class or caste are altogether stronger than the prejudices of the whole body of citizens whom the jury represents. Transferring the functions of the jury to the judge would only be to exchange one class of prejudices for another.

But in the trial by judge and jury they exert on each other a mutual and very salutary control, besides imparting an immense moral weight to their joint action.

It is said jury trials protract litigation, but the errors that lead to new trials, and appeals and writs of error and the reversal of judgments and protraction of litigation are the errors of the judges. Look into the reports and you will find that in the trial of commonplace cases the trial court is charged with the commission of from five to fifty errors of law, and frequently convicted on some of the charges. And the errors of judges are not limited to the courts of original jurisdiction. The appellate courts themselves are constantly falling into error. If one is curious to know the extent of these errors, let him consult Bigelow's Overruled Cases, where he will find that the appellate courts as far back as 1873, had overruled nearly 10,000 of their own decisions. How many they have overruled since that time is not known. These are their confessed errors only; there still remain, we know not how many errors not yet confessed, for judges are like all great sinners—never confess their errors until in extremis—and not then with that openness, fulness, and frankness supposed to be essential to insure spiritual salvation to a sinner.

In a volume of the reports of the Supreme Court of Nebraska is an official list of 111 cases previously decided by that court which have been overruled by the same court.

On one great line of questions the opinions of the Supreme Court of the United States have for some time swung back and forth with the regularity of a pendulum, so much so that a distinguished lawyer recently remarked that when he had one of that line of cases he felt sure of winning it if the last case decided by the court was against him.

And yet in the light of these facts there are those who affect to regard a court as a fetish and assert that the opinions of judges are exempt from criticism, and that they are not amenable in any degree to an enlightened public opinion strong and forcible enough to compel attention even from an absolute monarch. Judges are not popes and their decrees are not infallible.

They are as prone to err as other men and no more infallible. The notion that a wrong judicial decision forecloses further discussion and perpetuates the wrong forever is altogether erroneous. That would simply be to change the maxim "the king can do not wrong" to "judges can do no wrong;" and to exchange the despotic rule of a king for the despotic rule of judges. Judge Hoar, United States Senator from Massachusetts, in an address before the Virginia Bar Association at Old Point Comfort, July 7, 1898, answered the contention that the wrong of a court of last resort is irretrievable and irreversible in the following eloquent and convincing language:

"Experience has shown that the errors of judicial decisions require no revolution or disorder or violence for their remedy. The experience of England and of this country, alike demonstrates that there is nothing over which a sound and healthful public sentiment makes a peaceful way more surely than over a judicial decision which is unjust or wrong, or in restraint of liberty or in favor of rank against the people or the rich against the poor. The court soon finds a way out of it. It gets limited and trimmed. Its corners get cut. The vigor and vitality are construed out of it. It is founded upon the sand. Settled, permanent, deliberate public opinion, sometimes taking generations, sometimes taking centuries, to grow and ripen, prevails in the end alike over the edict of the monarch, the decree of the infallible church, the judgment of the court and the anger of the mob."

Having shown the complaints against the jury to be groundless, the well-founded complaints of the jury against the judges and against some of the provisions of the law for their government will be briefly considered. Juries who return verdicts upon their oaths and consciences contrary to the judge's view of the facts of the case are sometimes publicly arraigned and impeached and summarily dismissed from their office. Now, this kind of procedure was fought out and settled against any such invasion of the jury's rights a good while ago in that country from which we inherit the right of trial by jury. Compare such treatment of the jury with the deference shown to the jury by the Supreme Court of the United States in its charge in the case of Georgia vs. Brailsford, which is elsewhere quoted. The Supreme Court of the United States had a just appreciation of the dignity, honor, responsibility, and rights that attach to juries. The juries, equally with the judge on the bench, are judges, and as supreme and independent in the exercise of their jurisdiction as he is in his. The errors of both may be corrected in the orderly mode provided by law, and both may be impeached and removed from office for corruption, but neither has a right to summarily impeach or remove the other from his office for a supposed error in discharging his or their duty. Let the case be reversed: Suppose whenever the judge errs in deciding the law he was summarily ordered to step down off the bench. What would

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

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be the result? Not one single judge's bench would be occupied next Monday. . . .

Judges make hundreds of mistakes in deciding the law where the jury makes one in deciding the facts; and when juries do err, it is commonly owing to the mistake of the judge in instructing them erroneously or inconsistently on the law. A jury after receiving a two-sided charge from the judge were unable to agree and when they were discharged the judge asked them how they stood, to which their foreman replied: "Just like your Honor's charge, six to six." When the judges learn to decide the law with as much accuracy and fidelity as juries do the facts, it will be time enough for them to indulge in censorious criticism of the jury for their supposed mistakes. Such action is not only a gross invasion of the rights of the jury, but it is an invasion of the constitutional rights of the suitor who is entitled to have a jury in the box who will not be influenced in any degree in the honest and independent exercise of their own opinion by fear of censure, or the hope of applause from the judge. The free, independent mind has one opinion, and the trammeled, dependent mind another opinion; and the free, independent mind is what every suitor is entitled to have in the jury box.

To conclude: For a free people, "trial by judge and jury" is immensely superior to any other mode of trial that the wit of man has ever yet devised, or is capable of devising; and evil will be the hour for the people of this country when, seduced by any theory, however plausible, or deluded by any consideration of fancied emergency or expediency, they supinely acquiesce in its invasion or consent to its abolition.

ENGLAND'S NEW NAVAL BASE.

The new harbor recently completed at Dover, England, by the British Admiralty, which was formally opened by the Prince of Wales, is, according to the Technical World, one of the greatest engineering feats ever put in hand and brought to a successful completion.

This new home for the British fleet can claim the distinction of being the largest artificial harbor in the world. It incloses at low tide a water area of no less than 610 acres, affording ample accommodation for a fleet of twenty-five first-class battleships with the attendant smaller craft, such as torpedo boats, gunboats, etc.

This harbor has taken eleven years to construct and has cost the Government $20,000,000. By its erection the ancient English port of Dover has been transformed into a powerful naval base. The reason for this transformation is not far to seek. It is the policy of the British Admiralty for the strength and bulk of their ships to lie nearest their strongest rival.

That rival to-day is Germany, hence the desirability of equipping Dover with an efficiently protected harbor, where the ships can lie safely at anchor and yet be in a position to strike quickly at the North Sea. As a matter of fact other naval bases are being erected on the east coast of Great Britain. One is now nearing completion at Rosyth in Scotland, and another new harbor is to be constructed in the Orkneys.

The Dover harbor, begun in 1898, has been secured by constructing three arms or walls. The well-known Admiralty pier, which had a length of 1,000 feet, has been extended another 2,000 feet and forms the western arm of the harbor. The second runs out 3,320 feet from the base of the cliffs, and the third arm is the breakwater, 4,200 feet in length, situated three-quarters of a mile from the shore and almost parallel with it.

Work is progressing rapidly on the railway line from Rosario to Puerto Belgrano, near Bahia Blanca; 221 miles have been finished up to May 1, 1909, and it is hoped to have the entire 549 miles finished by July 1, 1910. Stations are to be built every 7 miles.

SUCCESS OF PUBLIC OWNERSHIP.

Another striking instance of the success of municipal ownership is being lauded by the capitalistic press of Sydney, which, strange to say, is never tired of preaching the doctrine of individualism as opposed to collectivism. The case in point is this time provided by the City Council of Sydney, who this year realized a net profit of no less than £17,898/8/4 from its electric lighting service. As a result of this fine surplus on the year's working the City Electrical Engineer has made a recommendation to the Council that a reduction be made in the charge to consumers. In his report he says that it is expected that the profit for this year will not be so great as last, but it will not, it is estimated, fall below £12,000 if all the sources of revenue were maintained as at present. The City Electrical Engineer adds: "I hope that after 1910 the annual profit will continue to rise. I believe that the time has come to make a concession to the consumer. I think that this concession should take the shape of the abolition of rents for meters and maximum demand indicators. This would mean a gain to the consumers, and a sacrifice of revenue on the part of the Council of about £500 per annum, as things are at present. It would make a difference in the revenue of 1910 of about £5750. As a percentage reduction in the annual charge to a consumer, the proposed change, of course, favors the small consumer. I recommend that from June 30 next one lighting meter, one power meter, and one maximum demand meter for each service be supplied free of charge. Where more than one lighting meter, power meter, or maximum demand indicator per service is desired by the consumer, the charges to be as at present." The total income for the year was £118,275/1/10. Among the items of expenditure were—General (fuel, etc.), £29,094/8/8; distribution (maintenance of mains, buildings, machinery, etc.), £17,145/10/5; salaries, rates, insurances, and other matters, £6677/8/8. The monthly payments re-transferred customers amounted to £14,362/1/7. The bad debts totaled only £58/19/8. Provision was also made for payment of interest on debentures for an amount to the sinking fund.

The success of this undertaking by the City Council is another object lesson of the benefits to be derived by the people owning the great public utilities and services. The citizens are not only well served, but in this case consumers share in the profits by having the cost of the service reduced to them. Yet if the contentions of the anti-Laborites and their main buttress, the daily press, were allowed to be carried out to their logical conclusion such a service would be in the hands of a capitalistic monopoly, that could bleed the people to any extent it liked. As an instance of this one need look no further than the other supplier of light and power in the city—the Australian Gaslight Company. For years this company charged a price for gas far in excess of what it could be obtained for in Melbourne, notwithstanding that it had coal so close at hand, while it had to be conveyed hundreds of miles to Melbourne. Where a great public service is in the hands of a monopoly the interests of a few shareholders are the first and great consideration; where it is owned by the people the interests of the latter must be thought of.—The Worker, Sydney, N. S. W.

USES OF RUBBER.

A general idea of the uses to which the different grades of rubber are put may be interesting. As a rule, it might be laid down that rubber which can be used in high-class work, such as motor tires, elastic thread, surgical goods, etc., can be also used for inferior grades of manufacture. The manufacturers vary their mixtures according to the price of the different grades, their efforts being to produce the cheapest possible mixture consistent with the selling standard of the product. It is true that high-class rubber can be used for almost anything, but the inferior grades can be used only for inferior articles, such as garden hose, door mats, rubber flooring, etc., where elasticity is not essential.

The product of the Amazon is approximately divided into three grades: Fine Para, about 24,000 tons; nigger-heads of various descriptions, about 8,000 tons; and Peruvian ball, about 8,000 tons.

Fine Para is the standard grade for motor tires for the entire market. It is bought and sold on name only, without samples being shown, and is the one grade which, generally speaking, can be used for the manufacture of all rubber goods. The present price is about $2.43 per pound, and manufacturers therefore economize as much as possible in its use, particularly as in the crude state it contains about 15 per cent of impurities, mostly water, so that by the time the manufacturer has washed and dried it he has a raw material that costs him $2.92 per pound. But for really high-class goods, such as the inner tubes of motor tires, the manufacturer has no alternative but to use hard, fine Para. No other rubber has the necessary strength to stand the strain. For the outer cover manufacturers are able to use with fine Para a certain proportion of other rubbers, niggerheads and ball, or fine plantation rubber and some of the medium grades. It is estimated that the present annual consumption of rubber for motor tires alone is not less than 30,000 tons. It is therefore evident that, without considering the cost of this high-grade rubber, the quantity of fine Para required for motor tires could not be obtained.

The next article of importance is the rubber shoe. This one branch of the rubber industry finds its largest consumers in Scandinavia, Netherlands, Russia, and in other northern sections of Europe and in North America.

Another very important item of consumption for which nothing but hard-cure fine Para can be used is the so-called India rubber thread, used in the weaving of all sorts of elastic fabrics. It seems impossible in the scope of a short report, to enumerate the many minor uses of rubber in the manufacture of articles that promote the comfort of the human race and which have become indispensable. The consumption of these articles shows no sign of decrease but rather a steady increase, in spite of the enormous rise in the price of crude rubber. It must be remembered, however, that while the price of rubber has advanced, the costs of production, such as labor, power, canvass and other expenses that go in the make-up of rubber goods have not advanced.

Arrangements are about completed for the opening of a strong French banking house in Valparaiso in the interest of the increasing business from that country.

News from Abroad.

An oil trust to monopolize the sale of petroleum produced in Russia is being formed at Baku.

Both Peru and Ecuador have agreed to withdraw the troops mobilizing on the frontier of the two countries preparatory to war on the question of their boundary.

The City Council of St. Petersburg has appropriated 223,000 roubles for preliminary expenditures in the fight against the expected epidemic of cholera this summer.

Charles Stewart Rolls driving a Wright biplane crossed the English Channel twice on June 2 without alighting. He made the round trip between Dover and Calais, 42 miles, in ninety minutes.

The price of rice at Amoy, China, has risen 50 per cent and the poor are unable to buy food. As a consequence of this an anti-Government demonstration took place on May 29 at Chang Chow.

A Spanish Imperial decree was issued on June 1 directing religous orders not authorized by the concordat of 1851 or engaged in industry, to seek immediately authorization under the law adopted in 1887.

A great anarchist plot against the Japanese Government has been discovered. Its ramifications are so extensive and the interests involved are so enormous that the newspapers have been forbidden to publish the details.

The London Times announces the discovery by a British expedition exploring the great Snow Mountains of Dutch New Guinea of a tribe of pygmies averaging fifty-one inches in height, dwelling at an elevation of about 2000 feet.

The births in France during 1909 were 770,000 as against 792,000 in the preceding year. Since 1851 the population of France has been increased by 3,000,000 only, while the population of Germany in the same period has been increased by 30,000,000.

Emperor William of Germany has received an autograph letter from President Diaz of Mexico asking him to accept the grand cordon of the newly instituted Order of the Mexican Eagle. His majesty accepted the decoration in a cordial response.

The Austrian Ministers of Finance, Commerce and Railways have decided on joint administrative measures for the protection of the home petroleum industry against the inroads being made by the Vacuum Oil Company, the Austrian branch of the Standard Oil Company.

Penalties of death or life imprisonment have been meted out to the Russian men and women of a youthful band that for eighteen months during 1907-1908 committed a series of murders and robberies that kept the residents of a considerable territory in a state of terror. Twenty-nine men were sentenced to death. Eight women were sentenced to imprisonment for life.

The Union of South Africa was born at Pretoria on May 31. The royal proclamation of the single dominion constituted by the legislative union of Cape Colony, Orange River Colony, Natal and the Transvaal was read at the Assembly house. Following the reading of the proclamation, Viscount Gladstone was sworn in as Governor-General of the Union, and General Louis Botha as Premier, and the other members of the new Ministry took the oath of office.

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Allen, E. N.		Linsay, A.	
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Lahtonen, F.		Yerka, Amil	
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INFORMATION WANTED.

Louis Hayot, a native of Porto Rico, about 54 years old, is inquired for by Sandalio Bernard, Sailors' Union of the Pacific, San Francisco.

Robert Fordyce Bowers, last heard of at San Francisco, in March, 1907, is requested to communicate with his mother Mrs. M. E. Watson, of 12 Lampton street, Bishopswearmouth, Sunderland, England.

Carl Leopold Anderson, native of Nordtelje, Sweden, last heard from in New Orleans, La., November, 1904, is inquired for by his brother John Anderson. Address: Sailors' Union, San Francisco, Cal.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

Erwin Bausback, born at Weilheim, Germany, is inquired for by the German Consul, San Francisco. Royal Insurance Building, 201 Sansome street.

Fritz V. Jacobson is inquired for by his brother, Job Jacobson. He was last heard of in Seattle. Address Lake Seamen's Union, 70 Isabella street, Ogdensburg, New York.

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INFORMATION WANTED.

William Beckman, a native of Bochum, Westfalia, Germany, is inquired for by his mother, who is at present in Los Angeles, Cal., at 317 Crocker street.

Any one knowing whereabouts of Harry Fields, sometimes called Martin Smith, kindly report to F. Ascher, 1817 Chapin street, Alameda, Cal.

Peter Nielsen, from Aarhus, Denmark, is inquired for by Christ Hansen, 230 W. Thirty-second street, Los Angeles, Cal.

Wilhelm Mahsing, last heard of as sailing on the Pacific Coast, is inquired for by his brother, John Mahsing, now sailing out of New Orleans. Address, Marine Firemen's Union, 514 Dumaine St., New Orleans, La.

The U. S. District Court in New Orleans has decided the case of John Kauer vs. the SS. Dover in favor of the libelant, and the New Orleans Agent has collected the money. Any one knowing the address of John Kauer, please communicate with the Sailors' Agent in New Orleans, George C. Bodine, 514 Dumaine St.

Edward Monsen, a native of Skudesnes, Norway, about 38 years of age, last seen in New York in 1907, supposed to be on the Pacific Coast, is inquired for by his brother-in-law, K. Moklef, 150 Noe street, San Francisco, Cal.

John Tierney, last heard from by letter, October, 1906, is inquired for by his sister, Mrs. Wm. Degnan, 124 Harrison street, Pawtucket, R. I.

Home News.

The quarterly dividend of the Calumet and Hecla Mining Company was reduced from $8, paid the last quarter, to $7 a share at Boston on June 3. The dividend paid at the corresponding quarter last year was $6.

Representatives of the Federation of Jewish Organizations at New York have laid plans for a nation-wide boycott on all Russian goods because of action by the Russian authorities at Kiev in banishing the Jews.

The city of Omaha, Neb., will be required to purchase the water works system of the Omaha Water Works Company for $6,263,295.49 under a decision of the United States Supreme Court on May 31.

Twenty-five Western railroads were temporarily restrained by United States District Judge Dyer at Hannibal, Mo., on May 31, from enforcing or making a general advance in interstate freight rates.

Secretary of State Knox on June 1 signed a consular treaty with Sweden, similar in important particulars to those in force between the United States and Belgium and other European countries.

Chester Beecroft of Pelham Manor, N. Y., announced on May 29 he will sail for Etah on June 15 with the Bernier expedition to the Arctic in the hope of finding the records Dr. Cook says he left in the North.

Fire on the water front in the northern part of Seattle, Wash., on June 10, swept away nearly all the buildings on ten blocks, and caused the loss of $1,000,000 worth of property and probably a number of lives.

Four hundred kegs of powder were prematurely discharged in the quarry of the Union Portland Cement Company near Morgan, Utah, on June 1. Seventeen laborers are missing and it is believed all were killed in the explosion.

The special Grand Jury of Schenectady, N. Y., on June 2, handed up fifty indictments against twenty-seven persons, including the majority of members of the Board of Supervisors, a former Sheriff and contractors and merchants.

For the purpose of enabling the Secretary of Agriculture to conduct experiments in paper making, the House of Representatives on June 3 adopted an amendment to the Sundry Civil Appropriation bill carrying an appropriation of $30,000.

It has been decided that Lee O'Neil Browne, leader of the Democratic minority in the lower House at Springfield, must stand trial on the charge of bribing State Representative C. A. White to vote for William Lorimer for United States Senator.

Glenn H. Curtiss flew from Albany to New York City in an aeroplane on May 29, winning the $10,000 prize offered by the New York World. He covered the distance of 137 miles in two hours and thirty-two minutes, an average of 54.06 miles an hour.

President Taft on June 9 refused to accede to a demand from the citizens of Seattle, Wash., for the removal of the Twenty-fifth Infantry (colored) because a soldier is accused of assaulting a white woman. The soldier pleaded guilty.

The Singer Manufacturing Company has called a meeting of directors on June 18 to declare a $30,000,000 stock dividend. The company is capitalized at $30,000,000, and the stock dividend is 100 per cent. The company has a surplus of $30,000,000.

World's Workers.

Stage supernumeraries in Sydney, Australia, have formed a union for their protection against theatrical sweaters, who are the real villains of the piece.

The Australasian Typographical Association held a conference in Brisbane last month, when delegates from every State in the Commonwealth were present.

A deputation of stonemasons waited on the Queensland Minister for Works recently, and asked that more stone work be used in the construction of public buildings.

The marine stewards have a claim before the Australian Arbitration Court that their wages should be fixed at £5, £6, £7, and £8 per month, according to classification.

A party of English trade-unionists, accompanied by Labor member Ramsay McDonald, are about to start on a tour through Germany, with a view of studying questions of wages and unemployment.

Speaking at the Eight-Hour banquet in Melbourne, recently, Senator Arthur Rae, of New South Wales, said he attached more importance to the industrial than to the political side of the labor movement.

The New Zealand Seamen's Union has resolved to further assist the Weekly Herald, a labor paper of Wellington, by taking up another 25 shares, which with the previous 50 now makes 75 held by this union.

Exclusive of seamen, the number of British workpeople reported as killed in the course of their employment during April was 203, a decrease of 9 as compared with March, and a decrease of 33 as compared with a year ago.

A strike has occurred among the boys employed in the packing department of a firm of printers and stationers at Perth, West Australia. The trouble started through the issue of meal tickets, valued at 9d., instead of the boys being paid overtime.

During the recent miners' strike in New South Wales 67 cargoes of coal were imported from abroad, 26 from England, 25 from Calcutta, nine from Natal, and seven from Japan. The total quantity of coal imported was between 290,000 and 300,000 tons.

The difference between the New Zealand Seamen's Union and the Union Company concerning overtime claimed for the firemen, greasers, and trimmers of the Wairuna, and overtime for the crew of the Tarawera, has been settled by the company deciding to pay the overtime claimed by the union.

The timber stackers' strike, which began in Melbourne, Australia, on March 12, and which threatened to dislocate a number of the trades of that city, terminated recently. The men have been granted three representatives on the new wages board, to look after their interests, whereas previously they had not been represented.

The total number of fatal accidents at British mines and quarries in April was 90, as compared with 97 in March, and 89 a year ago. The total number of fatal accidents reported during April was 93, as compared with 79 in the previous month, and 99 a year ago. The corresponding figures for work people employed in the railway service were 20, 34, and 47 respectively.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Allen, G.
Amundsen, Albert
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Balm, O.
Bastion, W.
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Bernert, Fred
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Eliassen, J. A.
Fagerholm, Carl
Farnen, Wm.
Feldt, Knudt
Ferwedow, R.
Fisher, Frank
Gardner, Jack
Garnier Gustav
German, R. B.
Gostman, A.
Gravert, Joe
Gronvold, Peter
Grossl, Josef M.
Haakansen, H.
Hafke, Peter
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Moller, Leif.
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Morken, Kristian
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Martinson, David
Mathisen, Herman
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Matthews, F.
McArthur, Lorne
McCarthy, T.
McFarland, C. E.
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Raahange, J. F.
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Randolf, D. W.
Rasmussen, Emil
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Rasmussen, Peter F.
Rasmussen, S. W.
Reed, Louis
Reek, John A.
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Saul, Th. A.
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Roach, Con
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Stolt, A. J.
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Stremmel, Harry
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Sund, Johan
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Svanson, Fred. M.
Sweeney, John
Thureson, Arthur
Thurson, John
Tiebelt, E. F. P.
Tillman, Chas.
Tollefsen, Aug.
Tollefsen, Andreas
Torbjornsen, O.
Torjussen, G. T.
Traines, Peder
Tuft, Edw.
Ulla, Ole O.
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Apply to Secretary of Sailors' Union of the Pacific.

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Arnold, E. B.
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Wolter, J.

ALASKA FISHERMEN'S LETTER LIST.

San Francisco, Cal.

Letters at the Alaska Fishermen's office will be advertised for six months only and will be returned to the Post Office at the expiration of seven months from date of delivery.

Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

Andersen, Malvin
Andersson, Oskar
Albertsen, Paul H.
Belzani, Pietro
Benson, John
Benoor, Fred
Cutino, G.
Christiansen, Alf.
Di Mauro, G.
Ellis, Wm.
Frazer, James
Flynn, Wm.
Green, John
Huisinga, A.
Hagen, G. L.
Hanez, L.
Hansen, A. E.
Johnsson, Harry
Johnson, G. P.
Johannesen, E. A.
Lofgren, Hjalmar
Munroe, W.
Monteith, R. V.
Olsen, Fred
Olsen, Antone
Petersen, Gust.
Rilse, Wm.
Rensen, A.
Roehl, Fred. G.
Romero, R.
Swanson, Chas.
Schjele, B. O.
Tonnessen, Gorgen
Thompson, A.
Ylanes, L.
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Eureka, Cal., Letter List.

Andersen, Lars T.
Andersen, John
Andersen, Olof
Anderson, S.
Armmi, Walter
Blunt, H.
Bostrom, C.
Brown, C. A.
Bryan, G. T.
Bulander, B.
Carlson, Gust.
Carlmark, Barthold
Counaughton, H.
Ekwall, G. A.
Grant, John
Gunther, Theo.
Gustafson, Edvard
Gowjette, Joseph
Hollins, Frank
Hummel, Fritz
Ingebretsen, Alfred
Isaacson, Gustave
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Karlson, E.
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Lombar, Eminio
Lorensen, Orgt. C.
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Nilsson, O. -936
Nilsen, Ruder
Nordblom, Ben.
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Olsson, Bror
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Oliver, G.
Oman, Victor
Oterdahl, C.
Penney, Math.
Petterson, Aaskar
Ryberg, Ove
Syversen, Ole
Shulls, Christ
Sjelman, Jonas
Stabell, Frank
Svensen, Olof
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Teigland, G.
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Weback, S.
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Bortelsen, Peder
Brun, M.
Collins, F.
Cooley, Howard
Christie, Martin
Cadwell, J.
Castel, G.
Carlson, Carl
Davis, John
Fisko, Oluf
Fagan, Andrew
Faccett, Sam
Creve, J. M.
Golper, M.
Graves, Sam
Gras, Charles
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Langhelm, Paul
Langward, C.
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Sorensen, Karl
Tillman, C.
Thompson, Chas.
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Tolejersen, A.
Vuario, John
Vogel, H. M.
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Barry, Thomas C.
Bianca, F.
Grunwald, Alfons.
Holstrom, Carl A.
Markmann. H.
Ingebretsen, Olaf
McVicar, George W.
Oling, C.
Schelenz, Karl
Thompson, Thomas

LETTERS AT THE SWEDISH CONSULATE, SAN FRANCISCO.

Aronson, Albert
Balcke, Salomon
Beausang, Eugene
Blad, Edvard
Borg, Knut
Carlson, Hjalmar
Franson, Oskar
Gravers, Gosta
Karlson, Uno
Kraft, Harry
Norberg, Carl
Pettersson, Johgn
Sporong, Ernst
Wahlstrom, Axel W.
Soderman, K. J.

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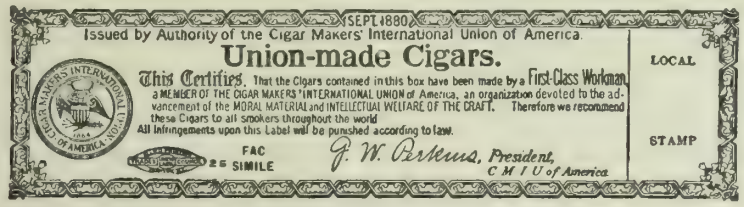
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INFORMATION WANTED.

Anyone knowing the whereabouts of Andrew Anderson from Tioedestrand, Norway, will please communicate with the Coast Seamen's Journal.

Jacob Herman and Frank Luter who were on the five-masted schooner Inca when James Robson met with an accident, are requested to communicate with the latter at 734 Roosevelt street, Portland, Or.

Domestic and Naval.

The British barkentine C. R. C., bound from Barbados, West Indies, for Charlottestown and Paspebiac, is a total wreck at Pork Daniels, Quebec. The crew escaped in the boats.

An order issued from the Navy Department to the commandants of all marine stations provides for the immediate institution of schools of practical and theoretical instruction for all line officers below field rank.

The master of the schooner Cox and Green, from Satilla, reports that on May 26, between Cape Lookout and Cape Hatteras, he passed a vessel's topmast and spar, apparently attached to submerged wreckage and projecting above water.

The first business session of the Arbitration Tribunal which is to decide the New Foundland fisheries question between the United States and Great Britain was held in the historic Binnenhof at The Hague on June 6.

A telegraph buoy marked "C4," apparently moored, was passed on May 23, 265 miles east, half north, true from Nantucket Lightship, by the British steamship Industry, which arrived at Philadelphia on May 26 from Antwerp.

A wireless message received at New York recently reported the schooner William R. Huston three miles north of Cape Charles, with mainmast gone. The Huston was last reported sailing from New York, May 19, bound from Boothbay for Philadelphia.

The Navy Department has decided to give another chance to the eight midshipmen of the class of 1908 who were found deficient in the recent examinations and recommended to be dropped. The boys will be given a re-examination with the next class in March, 1911.

The barkentine Good News, of Philadelphia, has been lost at sea. Captain Erickson and her crew of twelve were rescued by the British steamer Metis, bound to Norfolk, which signaled this information to the Diamond Shoals lightship off Cape Hatteras on June 8.

The Merchants and Miners' liner Juniata reported on June 6 having passed a dangerous wreck seven miles from Smith Island light, in the track of navigation between Cape Charles lightship and Cape Henry. The wreck is believed to be the capsized two-masted schooner Arrel.

The Bureau of Navigation reports that 117 sail and steam vessels, of 37,689 gross tons were built in the United States during May. The largest steel steam vessel included in these figures is the Kentuckian, of 6,606 gross tons, built at Sparrows Point, Md., for the American-Hawaiian Steamship Company.

The United Fruit Company's liner Admiral Dewey, from Port Antonio, reported on June 6 that on the previous day she picked up a dory, with the number 235 branded on stern. In the boat were two oars, two baskets, one fish-grinding machine, hooks and lines, anchor and some bait. The painter appeared to have been broken.

In opposition to the plans of Bates & Chesebrough for the enlargement of their clipper line service to New York by the Straits of Magellan, the American-Hawaiian Steamship Company announces that it will put two steamers on that route and take freight from San Francisco to New York at less than sailing-ship rates.

With the Wits.

A Pointed Question.—Wiggs—Why do they call it "pin money?"

Waggs—Because wives stick their husbands for it.—Lippincott's.

Reassuring.—Jack—There's one good thing about sour grapes.

Tom—What's that?

Jack—They never induce appendicitis.—Chicago News.

A Use For Boys.—The ever-burning question, "What shall we do with our boys?" seems to be satisfactorily answered in the following advertisement, which appears in the window of a Farrington-road butcher's shop: "Wanted, a respectable boy for beef sausages."—London Tribune.

Got His at Home.—Singleton—Are you going to attend the lecture at the hall to-night?

Wedderly—Not me.

Singleton—Why not?

Wedderly—What's the use of a married man giving up money to hear a lecture?—Chicago News.

Not a Betting Man.—Lady—My husband goes to the races, but he never bets.

Friend—Are you sure he does not bet?

Lady—Yes, indeed. I've looked through his pockets so often and never found a cent.—New York Weekly.

Badly Fooled.—"Were you fooled yesterday?"

"Was I? I saw Hardup coming toward the house and told the girl to tell him I was out."

"Well?"

"Found out afterward he was coming to pay me that tenner he borrowed from me."—Baltimore American.

What He Is In.—Visitor—So your boy is in college, is he, Mr. Corntossle?

Farmer—I can't say exactly. He's in ther ball nine, an' in ther rowin' crew, an' in the jimnayzeeum, an' in ther dommytory, but whether he's ever in ther college is more'n I kin find out by his letters.—Harper's Bazar.

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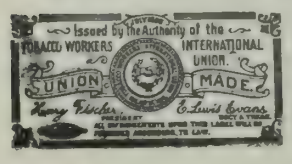
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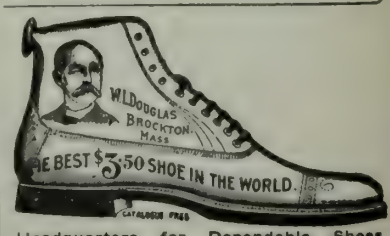
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXIII, No. 40. SAN FRANCISCO, WEDNESDAY, JUNE 22, 1910. Whole No. 2074.

LABOR AND WORLD PEACE.

"THEY shall beat their swords into plowshares and their spears into pruning hooks. Nation shall not lift sword against nation, neither shall they learn war any more."

From time immemorial the great and useful souls among men have preached, sung, and philosophized on the noble theme of love and brotherhood and deprecated the war spirit. Their philosophy and their songs have been largely brought to naught by the self-seeking, eager for conquest and power and for the riches that come more easily by force than by the peaceful means of industry. Thus kings and potentates have always found some cause or alleged cause to array the masses of one nation against some neighbor, not usually for the substantial progress of the people or self-preservation, but to secure more power and grandeur for the King. The God of War had the greatest number of worshipers and his shrines were loaded with treasures to secure his influence for victory. To learn to fight was men's great ambition; and lords and serfs, masters and slaves dreamed only of battles and victory, and the spoils of war. Through all the centuries of human history, the common people were nothing. They had nothing; they knew no education, no homes, and no family ties. They were only puppets in the hands of the ambitious to fight and die for what they knew not, blind to their own interests. Generation after generation, the wars went on to gratify an Alexander, a Caesar, or a Napoleon, whose aim was to become a world conqueror. Mythology and history are filled with the stories of war heroes; the accomplishments of peace were hardly deemed worthy of record.

Eighteen hundred years ago the great Apostle of Peace on earth and good will among men appeared and gave humanity the law of love to supplant the old law of "an eye for an eye and a tooth for a tooth." As we now read and comprehend the spirit of the teachings of the Carpenter of Nazareth, we are filled with astonishment that to-day we must still cry out for peace and still there is no peace; and all the Christian nations of the world turn countless treasures into preparation for war and train millions of citizens to fight and kill each other. O for a nation, big and Christian enough to stop this reversion to barbarism, and to cultivate the true spirit of the Christian religion and develop men to serve and not to destroy one another! The spirit of the prophets and poets found some lodgment in the hearts of men, and from century to century their kind has slowly increased, and we now hope and believe we see the dawn of a better day, when the greatest will be those that best serve and love their fellow men, when the men of peace and good will will be greater than the victor in many battles; when all men shall be filled with the Christ spirit rather than the spirit of destruction. What has been the lot of the world's toilers through all these ages of contest and war, slavery, serfdom, ignorance, poverty, squalor, and spoliation? Markham's "Man with the Hoe" is a true picture of the worker under the reign of war. Every war weapon from the galley to the modern Dreadnought, from the bow and arrow to the repeating rifle, have all tended to increase the war spirit, rather than to retard it.

A meeting such as this and others that have been held is a force to which governments must pay attention. This is a peaceful way to secure peace, and, therefore, the more likely of early success. The world is not entirely ruled by force. Reason and right are each year becoming more and more a factor in the determination of the policies of men and nations. The value to progress in declaring for a thing can not be computed as to its effects in securing the objects desired. All history justifies our agitation and we may live to see its full fruition. Do not overlook the fact that The Hague Tribunal is in existence, and as the opposition to war grows the people will turn toward this or some other court for settlement of international differences, and with a few verdicts rendered which are right assurance will be established that justice may be secured without resort to arms. The economic forces of the world which depend upon peace for their best development are working day and night—silently, perhaps, but none the less effectively, against war. And with such agitation as this meeting and other conferences, great progress is being made. Some say we can not afford to submit questions to arbitration that involve a nation's honor. I am unable to comprehend how one nation can injure the honor of another. The people or the man that is dishonored is simply the victim of their own misconduct. The wrongdoing of another will not dishonor any nation. While we keep ourselves clean our honor is safe; and I can see no sense in the claim that matters involving the honor of nations can not be arbitrated. The first principle of justice involves that the party at interest pass not upon their own case, but submit it to some other than the one direcly at interest. Individuals are not permitted to act as judge and jury on their own disputes. Why should nations insist by force of arms to do so?

There are more than 5,000,000 of men in the armies and navies of the nations of the world. What an army of non-producers to be clothed, fed and equipped by those engaged in gainful occupations. What reason that is worth while can be given for such a tremendous waste? Why should those who toil be encumbered with this awful burden? The pathway of life of the wage-worker is by no means all pleasure when he has only his own burdens to bear; but add to it that all the drones and non-producers have to be cared for out of the products of his toil, then the burden becomes unbearable and we cry out in all countries for a lessening of the load; and in the name of America's toiling millions, I appeal for an abatement of war and military waste and expenditure. The preparation for war goes on apace. We protest against such unwarranted and wilful waste and labor adds her voice to the demand for redress. We do not need military schools in nearly every State of our Union; but we do need more teaching of reverence for God and love for fellowmen. We have a right to expect that every teacher, preacher, priest, yes, every lover of humanity, of democracy, of the square deal, of substantial religion, shall become an apostle of peace and preach the gospel of peace to all the nations of the earth. In reality, nations are gradually coming more and more to be governed by ideals rather than by parties. The difficulty has always been to convince men that an ideal is right. A bitter experience through the centuries has convinced the toilers of all civilized nations that war costs a great deal more in treasure, morals, democracy and real manhood than it is worth. When this idea is fully accepted by the people of all clases, war will cease. Train our young men in the arts of war and they want to practice what they have learned. Increase the army and navy and what can we hope for except that opportunity will be made for their use? Shall human labor not be of too great value to be forever turned to the production of implements of destruction, the first of whose victims are those whose sweat and labor turn out the ships and guns? The workers on the farm, in the mine, the mill and the shop, in all wars, not only prepare the missiles of death, but must furnish their own bodies as the targets at whom they are to be fired. The burden of expenditure to carry on war and to maintain what is called the peace footing of the maintenance of armies and navies falls most heavily on the workers. Their labor is the prime factor in all production; consequently, this unnecessary burden is placed on their backs. But, thanks to those who have the courage to protest, the workers are coming to a realization of the fact that the toilers of one nation are not the natural enemies of those of a different nation. The beautiful flowing Rhine should not and will not much longer be a dead line, so that the workers on one side believe they are the mortal foes of their fellows on the other side. War has been used by kings and emperors to engross the time and attention of the people and divert their minds from essential progress and governmental reforms, when the masses have cried aloud too strong for more liberty and wider opportunity; wars have been brought about in order that their subserviency should be continued.

We rejoice that the day of the plow has come. The workers have always paid the price of war; on them recoiled the shattered homes, the fatherless children, the brutality and arrogance born of war. They must bear the burden of the maintenance of the armies of non-producers. Their backs must bend with the added weight of providing for those who only live to consume. There is no tangible antagonism between the workers of different countries that can not and should not be settled by conciliation and arbitration. If men can settle their individual differences without resort to bloodshed, why, we ask, can not nations do so with equal facility? The Organized Labor Movement of the world is on record without any equivocation for international peace and the settlement of differences between nations by arbitration in all cases where the existence of the nation is not at issue.

The victories of peace are surely not less beneficial than those of war, even where it is prompted by the best of reasons. Is it not true that peace develops the higher and nobler nature of man more than does war? Our Lincoln was the embodiment of the genius of peace. His prayers were ever for the promotion of equity and justice which can only come to a high fruition in times of peace. The burdens that follow the close of wars the worker must carry. Industry must be renewed with great intensity to make good the losses of war. We again are the burden bearers. The people represented in any war of Christian nations believe in one God. What hypocrisy, then, for the people on one side

to pray for victory at the hands of the same God to whom the other side are lifting up their supplication! War recognizes neither the fatherhood of God nor the brotherhood of man. And the full realization of the Christian virtues of brotherly love, relief and truth can only come when the war drum and fife shall cease forever their call to arms. Will heroic action cease when wars shall come to an end? Call to your minds the heroism of the toilers when occasion requires on land and at sea; in the factory, in the mine, the mill and the shop; the engineer who holds the throttle to save his passengers at the sacrifice of his own life; the miner who goes into the bowels of the earth to save his fellow workmen.

"Righteousness exalteth a nation;" and a just cause should be submitted to a joint tribunal and not be left for final decision to the uncertainty of war, where victory comes to the side that can provide the greatest armies and not always to the side of right.

Is our insistence upon an international tribunal of arbitration a dream of visionary and impractical men and women, or is it the coming of the time when the plow and not the sword shall be the emblem of progress, and labor shall have for its rewards, not a soldier's grave, but a fireside where the family ties can be promoted and the highest ideals of fatherhood, motherhood, and childhood shall be the end for which all shall strive?

With every war of considerable magnitude, the commerce of the world is hampered and the workers are thrown into idleness, whether their country be a party to the war or not. Enmities are engendered that lead on to further controversies and further reprisals by war or hostile legislation. A nation whose cause is just need not fear the finding of an impartial tribunal, and if the cause be unjust, then success by war can not bring the final solution of the controversy and in time the battle must be renewed; whereas, if it is settled by arbitration, the settlement may be reasonably expected to be permanent.

The individual citizen must submit his differences with his neighbor to a court for adjudication. Why should not a nation do as they require the citizen to do? The remedy for war is forbearance and arbitration. Why should the individual be expected to exercise these attributes and no such requirement be made upon the nation? We are not here simply to talk and listen. We are here to hasten the day of peace, when all men shall be emancipated from the thralldom of brute force, and in lieu thereof be governed by the domination of reason and tolerance. This is not a governmental body. We represent no party, but strive to stand for human rights, privileges, and freedom in order that men and women may grow to fill the highest standards of moral, mental, and physical manhood and womanhood. I speak for labor as I see the situation. When war fills the people's minds, the nobler aspirations of manhood are relegated to a back seat. When peace prevails, the toilers think, they organize the great armies of peace, and gain victories of higher wages, a shorter workday, and governmental reforms conducive to human happiness and uplift. In times of peace, the standard of living is gradually elevated. The waste of war, of necessity depresses the standard of living; and the workers therefore have only loss to look for in war; and in peace they have reason to hope for the emancipation of Labor from the unjust burdens they now bear, many of which were brought upon them by wars in which they had no interest. This great continent of ours was by Providence preserved from discovery until the human race in the old countries of the world had passed from the days of childhood, and the first dawn of intellectual manhood was filling the minds of men. Was this for naught, or was it to make our opportunity the greatest of all the nations? Have we not a right to ask and to expect that our nation will lead, not only in promulgating the theories of universal peace, but as well be the great example to the nations of the earth in at least ceasing to increase our fighting equipment. We need more and better schools much more than we do more Dreadnoughts. Our people need better homes and better clothing more than they do a greater army. The toilers are seeing the light on this great question, and the day is not far distant when those who make wars will have to do their own fighting. The workers will not do it for them as soon as they have a full realization that they have at stake their lives, their happiness and their future, which wars destroy and peace promotes. We need not be discouraged if what we say is largely ideal. From the ideal comes man's best efforts; and if our aims are in advance of the masses, they will help to mold a public opinion that will make in our time our ideals a living reality.

America can well afford to lead in any movement to bring about world peace and general reduction of military establishments. The people's influence should be exerted to have our nation enter upon arbitration treaties with the nations of the world. Someone must step out boldly. The United States should be the pioneer. Both God and man will bless the nation that first stands absolutely for universal peace.

The nation that first takes the necessary step to establish the world's peace will, by so doing, place upon the annals of its existence the most magnificent and humane record that the world has known; and countless generations yet un-

(Continued on page 7.)

OLDEST AMERICAN VESSELS.

Monuments to the excellence of American shipbuilding are not found at their best in our giant cargo carriers and splendid modern vessels of war. The perfect tributes to the art in which this country has never taken second place are rather discovered in the few surviving pioneers of the merchant fleet which began their careers when the nation was hardly out of its teens, and which are yet good for years to come.

These venerable embodiments of sturdiness and durability, though small in tonnage, are yet worthy representatives of the erstwhile unnumbered fleets of white winged argosies which played a very important part in winning America its commercial supremacy, yet they have with few exceptions no apparent prospects of attaining niches in the maritime hall of fame, and for the most part blush unseen in the humblest of occupations.

Loyal devotees to things nautical declare that only the comparative juvenility of the shipbuilding industry in this comparatively youthful land gives Denmark the ownership of the oldest vessel in commission, the sloop Constance, built in 1723. It is only a coincidence that the same flag flies over the oldest known product of American shipyards, though it is possible that stray craft of native birth are existent, unhonored and unsung, in more remote portions of the globe.

Be that as it may, the clipper schooner Vigilant of St. Thomas, D. W. I., is sufficient testimony to the superiority of Yankee white oak and Yankee skill. The Vigilant, a vessel of ninety-nine tons, was built at Baltimore in 1790, and was very soon afterwards sold foreign. Nearly all the time since she has been employed in trading about the Danish Antilles, though in the summer of 1909 she came northward and made a voyage in command of Captain Jacobsen from Dysart, Scotland, to Spaniard's Bay, Newfoundland. This was seemingly an arduous undertaking for a schooner of her age and size, though Newfoundland vessels of equally small tonnage are regularly employed in transatlantic trade. During the war between Denmark and Great Britain, in 1807-1814, the Vigilant was used with success as a privateer against the English. She is still in the pink of condition.

As small vessels are apt to change hands with much frequency, it is not surprising that their ancestries are often lost sight of, especially if extending far into the past. This was the case with the little schooner Mary & Margaret, owned by C. W. Hand of Port Norris, N. J., and engaged in the monotonous business of oyster dredging in Maurice River Cove. Her skipper, Captain Charles S. Peterson, has none of the air which might properly be worn by the commander of the oldest merchant vessel flying the Stars and Stripes, for it is doubtful if he, or the other seafarers who daily rub elbows, so to speak, with the archaic craft, know her as such.

The Mary & Margaret was built at Newport, N. J., in 1804, but when she was rebuilt at Bridgeton in 1864, the latter year in some manner was adopted as her official date of birth. The original figures gradually passed into oblivion, but according to a rule at Lloyds the Mary Ann repaired all out of the old into the new is still the Mary Ann. Thus, though the famous frigate Constitution, except for her starboard mizzen topsail brace bitt, is not her original self, the year of her launching, 1798, is preserved.

The exploits of the little schooner Polly, built in 1805 at Amesbury, Massachusetts, and generally considered the oldest American schooner, have caused her to be a much coveted craft in late years. Plans were made for exhibiting her at the Jamestown Exposition, but they were not carried out. Recently the Daughters of the American Revolution and Commander Peary have been negotiating for the possession of the famous vessel, but she has now been purchased by J. H. Weldon of Dighton, Massachusetts, who also intends preserving her for her historic associations.

The Polly was built for Captain William Spear of Amesbury, Massachusetts, and was named for his wife. Rigged as a sloop, she was fitted out as a privateer in the war of 1812, and being a fine sailer did yeoman service for her patriotic owner until she was captured by the British frigate Phoebe and taken into Castine. Soon after she was cut out by Americans, and under Boston ownership was changed into a schooner and placed in the coasting trade, which has ever since been her employment.

It was not the peaceful occupation which might have been expected, however, for she was again nabbed off Cape Ann during the second year of the war, when laden with lumber and fish on her way to Boston. Her captor this time was the British privateer Wolverine, whose master forced Captain French and his crew of seven aboard of the leaky old Newburyport sloop Betsy, another prize, and left them to their own devices. The Betsy finally reached Plymouth in a sinking condition, and the Polly was recaptured by an American privateer.

She was rebuilt in 1864, thus starting again in life equally with the Mary & Margaret. Since that time she has been owned successively in Mt. Desert, Rockland, Portland, Belfast and Rockland. For many years the Polly was sailed out of Belfast by Captain George F. Ryan, one of the oldest and best known of Maine coastwise skippers. Her last owner was Captain Walter V. Spencer of Rockland, who plied in the lumber trade between Bangor and other Maine ports until he sold her in December.

Repeatedly in her old age the Polly has shown her mettle—once by escaping almost undamaged from the jagged rocks near Portsmouth, N. H., where she was blown in a winter's gale, and last spring by safely weathering the season's most furious storm at sea while deeply laden. After life's fitful fever she will pass the remainder of her days on exhibition as an honored relic.

The tiny schooner Mary has multiple claims for glory. She is the third oldest vessel in commission in American waters, having been built in 1811 at Portsmouth, N. H. She is of "pinkey" build, an able sharp stern type of craft originating at Essex, Massachusetts, and first known as Chebacco boats from a pond of that name near which they were built. Their representatives afloat to-day may be numbered on the finger tips, though all the first Gloucester fishermen were of that design. Thirdly, she is now the property of Commander Robert E. Peary, whose latest achievement might well win her renown second only to the Roosevelt's, and whose interest in the passing type led him to purchase her two years ago as a remembrance of the good old days. The Mary's preservation is assured, for she has been placed in fine condition and is kept spick and span at the explorer's Maine summer home on Eagle Island, Casco Bay. Previous to her acquisition by Commander Peary she was engaged in lobstering, though built for the fishing industry. During her

(Continued on Page 10.)

PLURAL VOTING IN CANADA.

In elections of Mayor and Councilors (Aldermen) for the city of Charlottetown, Prince Edward Island, all men and all unmarried women above the age of 21 years, having paid prior to the time of holding any such election all rates, taxes and assessments then due, have a right to give one or more votes. The franchise is limited to those possessing a freehold estate of $100 assessed value or over; to renters of real estate of a yearly rental value of $14; to payers of an annual income tax of $2 and upward, and to those who pay a poll tax of $2 each year. Non-residents, owners or lessees of real estate in the city, may vote at these elections. A voter thus qualified may vote in the ward in which he or she resides and also in every other ward in which he or she owns or occupies real estate. Under this provision an elector, residing in one ward of the city and owning real estate or being in possession of premises for business purposes in the other four wards of the city, may vote five times at the same election, once in each ward, and he or she votes in each ward for one of the candidates for Mayor and for the number of Councilors to be elected from such ward.

Voting at these elections is not by ballot, but at polling places viva voce before election officers, who register the choice of the elector, as declared by him or her in public. In case of a tie the returning officer casts the deciding vote. Contests of election are allowed only if notice of contest be given at each polling place before the closing of the polls. No person can hold the office of Mayor or Councilor unless he is the owner of unincumbered real estate in the city to a specified value. A Councilor is permitted to resign on payment of a fine of $16.

TIDE OF IMMIGRATION.

As indicating the swing of the pendulum of prosperity, the rise and fall in the immigration figures is to a certain extent a measure of existing conditions that is not without value. Hence it is interesting to note that the tide of emigrants coming to this country in the fiscal year ending June 30th bids fair to exceed one million people. This limit has been reached but in three years during the existence of our Government, those years having been 1905, 1906 and 1907. The panic of the last named year reduced the figures in 1908 to 782,000 and in 1909 to 751,786. That the incoming tide promises so well shows a degree of confidence in foreign lands in our institutions and industrial development that is most satisfactory and, so far as can be told, is fully justified by the outlook. Of the 136,745 immigrants admitted in March of this year Italy furnished more than any other nation, as she also did in 1909, although during that year Austria-Hungary and the Russian Empire followed closely in her footsteps. The net immigration can not be known until the return emigration to Europe has been checked off and deducted.

By the exercise of a strict, but kindly, oversight, no imbeciles, or those physically or morally unfit, or who are likely to become public charges, are admitted, and only those who are likely to become useful citizens are allowed to land. This wise restriction prevents our land from becoming the dumping ground of the offscourings of European communities and guards against the dangers that would arise in case unrestricted and unguarded immigration were allowed or encouraged.

These newcomers are distributed in the main over the West, and become in due course of time valuable members of the community and largely aid in developing our national resources. It must not be overlooked, however, that Canada is offering special inducements to farmers to locate in her great wheat belt and agricultural sections and that thousands of our citizens and newly-arrived aliens pass over the border yearly into that country to become prosperous and satisfied workers. While it is gratifying to see the evident prosperity of our neighbor and the growth of her resources, it is to be hoped that those interested in our western country may not fail to watch the situation and offer such advantages to these newcomers that they may remain within our own borders and assist in the development of our own resources, which are as yet in the very beginning of their great possibilities.—Philadelphia Press.

CRIME AND PUNISHMENT.

In Germany, with a population of about 50,000,000, the homicides reported in 1903 were 322. In the United States, with about 80,000,000 population, the homicides in the same year numbered 9000, about thirty times as many. The World Almanac reports that in 1905 (no record for 1903) the convictions in Germany numbered 95 per cent; in the United States 1.3 per cent. These figures, reduced to population, would give Germany one unconvicted person at liberty for each 3,000,000 of population—would give the United States one for each 9000.

Do you think the percentages on which these figures are based wild exaggerations? Are they productions of some "yellow" sheet seeking to supply a thrill? Or have they foundation in fact? Let us see: Figures were given in the early paragraphs of this article from official reports of 1908 crediting St. Louis with a ratio of legal executions for homicides committed of 1.1 per cent., and Chicago with .6 per cent. The record in this latter city is 2113 homicides in twenty-nine years, with thirty-eight legal executions resulting—1.3 per cent. From the American Law Review article previously referred to is deduced the following: For 720 homicides in Connecticut, from 1897 to 1906, there resulted nine legal executions (1.3 per cent.); for 2500 in Colorado, from 1889 to 1897, there resulted twelve legal executions, .5 per cent; for 6600 in Ohio from 1884 to 1906, there resulted fifty-two, again .5 per cent; and for 8800 in New York, from 1889, the year the electric chair was instituted, to 1905, there were eighty-eight legal executions, 1.1 per cent.—Charles H. Brensi in McClure's.

The increase of population in Sweden during 1908 was greater than during any of the last 10 years, amounting to 51,887, or 9.65 per thousand. The increase has been, as usual, greater in the large cities than in the provinces. The growth of population in the small industrial centers, however, during the year 1908 was not so great as formerly, owing to the crisis of 1907-8, which greatly handicapped manufacturing and commercial interests.

The governor of the State of Chihuahua has granted a 10-year concession for the building of a metallurgical works at Parral, Chihuahua, with a minimum capacity of 30 tons daily, the plant to be completed within 18 months.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Unions, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 85 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques v puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

Labor News.

The 12,000 miners of the Pennsylvania Coal Company voted to return to work on June 8.

The House Committee on Labor on June 17 decided to report favorably a bill creating a Department of Labor with a seat in the President's Cabinet.

The ninth biennial convention of the International Brotherhood of Boilermakers, Iron Shipbuilders and Helpers of America began at St. Louis on June 13.

The Stereotypers and Electrotypers' International Union will hold its convention of 1912 in San Francisco, according to the decision reached by the convention of that body in session in Omaha.

Mayor Alexander of Los Angeles, on June 17, issued a formal warning to strikng brewery and metal workers against demonstrations against non-union shops, which will not be permitted.

An increase in wages amounting to more than $88,000 a year and a decrease in the working hours have been granted to the telegraph operators of the Southern Railway by the arbitrators appointed under the Erdman Act.

With a large force of extra policemen accompanying drays put in commision by the Draymen's Association, for guarding places of loading and unloading, resumption of teaming was put into effect at Portland, Or., on June 17.

The net result of all the changes in British wages taking effect in April, was an increase of £850 per week, as compared with one of £5,038 per week in March, and a decrease of £4,099 per week in April, 1909.

A suit has been begun at New York against Mrs. O. H. P. Belmont, Miss Inez Milholand, Mrs. Carola Woerishoeffer and other volunteer assistants of the striking shirt-waist makers for triple damages, under the Sherman Act.

Eleven hundred machinists on the Missouri Pacific-Iron Mountain Railroad systems have refused the proposition of the company to settle the strike, which has been in progress since May 2. All negotiations for settlement have been declared off.

Delegates from fifty Buffalo grammar schools have organized a teachers' union, which is frankly along the lines of the ordinary labor unions, and which will be affiliated with the American Federation of Labor. A demand will be made for a general salary increase.

The sentence of John J. Brittain, George H. Lakey and Charles G. Grassell, to thirty days in the County Jail for violation of a labor injunction, was affirmed by the Appellate Court at Chicago on June 13. The defendants are members of the District Council of Chicago of the United Brotherhood of Carpenters and Joiners.

Twenty-seven thousand employes on fifty-one railroads operating west, northwest and southwest of Chicago will receive a wage increase aggregating $3,000,000 a year as the result of the decision given at Chicago on June 4 by the arbitration board chosen some time ago to pass upon the demands of the Brotherhood of Locomotive Firemen and Enginemen for an increase in pay.

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Anderson, W. -1240	Lister, W.
Alexandersen, Paul	Lindeback, Lenart
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Anderson, Carl	Lundman, C. -1533
Andersen, Harald	Le Bloa, Sylvian
Anderson, Charley	Larsen, J. -1542
Arrhenius, Chas.	Larsen, Lars
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Blumquist, C.	Mathiasen, Nils
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Bjorseth, Knut	Mathisen, H. O. -1757
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Baehr, Emil	Nilsen, J. -780
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Bell, Frank M.	Norman, L.
Christophersen, A.	Nelson, Eddie
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Christenson, H.	Ohlsen, Ch.
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Carlsen, Carl	Olson, Carl
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Carlsen, Ed.	Olsson, L.
Collins, E. F.	Olsen, Ole A.
Christensen, N. -1066	Osterholm, G. W.
Durholt, Harry	Olsson, Johannes
Dreyer, Herman	Pierson, A. -1102
Dean, J.	Pettersen, Peder. O.
Dransman, Hans	Peratis, John
Doyle, William	Peterson, Chas.
Englebright, H.	Pedersen, P. -1093
Emanuelsen, Gust.	Peterson, Algate
Eugene, John	Peterson, T.
Eichel, E. -740	Person, Fritz
Fischer, Wilhelm	Pederson, C. H. -1149
Froberg, Fred	Petersen, Wilhelm
Gutman, E.	Quinn, W.
Garner, Louie	Quinn, Wm.
Gregorian, Ept.	Rasmussen, F. -341
Grass, Charles	Rokow, Stefan
Hansen, C. -1910	Rantio, J.
Hentschel, Otto	Reutern, Axel
Hengst, Otto	Rolf, Harry
Hamalainen, Paul	Rydholm, Harry
Hilke, Carl	Reinik, Harry
Hansen, N. -1867	Ramstedt, Aksel
Hansen, Peter K.	Sorensen, C. -1607
Hafstrom, Fred	Solie, Ingvald
Henrikssen, Albert	Steen, Hilmar
Hansen, Thron	Scott, E. G. -2041
Hedlund, Arvid	Spearing, Gustav
Halvorsen, I.	Sundqvist, Fred. (Reg. letter)
Hanze, Albert	Schmidt, E. -1670
Hassall, G.	Simpson, L. C.
Hansen, L. -794	Soderman, Victor
Hansen, Hans	Smith, John V.
Husby, Lars	Svensen, G. -1549
Johnson, Charles	Steinberg, Arthur
Johansson, J. -1821	Sorensen, James
Johansen, J. -1462	Sunde, Albert
Jobsen, Ch.	Scholl, Karl
Janson, Julius	Strand, Olav
Johansson, J. -880	Saarinen, H.
Jonasson, C. A.	Schibsted, John
Johnssen, J. E.	Saul, Fred
Kaasik, August	Schaab, Anton
Kahze, A.	Stephan, M.
Kolostoff, J.	Samuelsen, W. L.
Kustel, Victor	Steen, Mr. (Telegram)
Klaessen, Karl	Sorensen, Charles
Kellman, Joe	Sindahl, Jens
Koso, Pete	Thompson, W. J.
Kuhne, Wilhelm	Tufte, A. Paulsen
Kohler, K. -901	Tuominen, Alfred
Kusik, M.	Touanne, Walter
Kleishman, F	Thomas, Paul
Kittelson, C. J.	Thorne, Aug. W.
Kure, Gidion	Utby, Carl
Lano, Emil	Wahrenberg, Otto
Leith, Chas.	Wilemson, Hans
Louis, Michael	Zornow, H.
Larsen, Chris. T.	
Larsen, Christian	
Lange, Friedrich	

Notice.—All members having clothes in the baggage-room in San Pedro Branch will have to remove them by June 10, 1910, otherwise the same will be disposed of.

INFORMATION WANTED.

Henry Fauske, a native of Norway, aged 36, last heard of on the Pacific Coast 18 years ago, is inquired for by Mrs. Emma Fauske. Address St. Helens, Wash.

David Stove, age about 28, who is supposed to have shipped on some vessel from Puget Sound in January, 1901, is inquired for. Any one knowing his present whereabouts please notify Coast Seamen's Journal.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

INFORMATION WANTED.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Soren P. Nielsen, a native of Aarhus, Denmark, born 1887, is inquired for by his sister. Address, Danish Consulate, New Orleans, La.

Pacific Coast Marine.

The steam-schooner Nehalem, built for and by the Hammond Lumber Company at the Bendixsen shipyards at Eureka, was successfully launched from there on June 15.

The following change of masters was recorded at the San Francisco Custom-house on June 11: Steamer Etta B., M. C. Hansen vice Paul Pohl. The steamer Melville Dollar, C. J. Fosen master, was enrolled.

Nine days out from Aberdeen, Wash., the schooner Wawona arrived at San Diego on June 6 with 617,000 feet of lumber. The record made by the Wawona is considered unusual, and, according to seamen, is not often equaled by vessels of her class.

The British bark Almora, 233 days from England, one of the longest passages in recent years, arrived at Port Townsend from Newcastle-on-Tyne. Off the coast of England, the River Plate and about Cape Horn, storms were met with much severity.

In recognition of his services in rescuing four Japanese sailors adrift in a small boat from a sealing schooner, off the Golden Gate on March 9, Captain Hans Poulsen of the steamer Fairhaven, has received a letter of thanks from the Japanese Government.

Two fishermen whose names have not been ascertained were drowned on June 9 just outside the mouth of the Columbia River. Their signals of distress were observed by the Cape Disappointment life-saving crew, but before assistance had arrived they disappeared.

The following vessels were enrolled at the San Francisco Custom-house on June 17: Schooner Robbie Hunter, A. Christiansen, master; gas steamer Surprise, Gustaf O. Olson, master; steamer Chetco, William J. Wood, master; schooner Albion, B. S. Olsen, master.

The following changes of masters were recorded at the San Francisco Custom-house on June 15: Steamer Marin, Ludwig Pettersen vice Ole Olson; steamer A. H. Payson, John Nelson vice H. A. Simpson. The gas yacht Evian, Charles C. Moore, master, was enrolled.

The bill prohibiting the exportation of sockeye salmon from the United States, except when frozen, canned or salted, was passed by the United States Senate on June 16, but still must receive the sanction of the House. The bill is along the same lines as the Canadian law.

The new oil tanker Coalinga, built by Moore & Scott for the Union Oil Company, was given her builder's trial on San Francisco Bay on June 9, and it was stated that she filled all requirements. John T. Scott of Moore & Scott and a number of engineers made the trip on the Coalinga.

Minus one of her topgallant yards and several sails the German ship Omega was spoken in latitude 43 south, longitude 59 west, according to advices received at San Francisco from London on June 9. The Omega sailed from Shields on March 22 for San Diego with a cargo of general merchandise.

News was received at Aberdeen on June 6 of the safe arrival of the schooner G. W. Watson, Captain Tom Stream, at Hilo, H. T. The Watson was more than fifty days out from Aberdeen and had not been spoken. She was given up for lost and the underwriters had refused reinsurance.

So active has been the demand for canned salmon futures that Puget Sound salmon packers and brokers, for the first time in the history of the canned salmon business, are refusing to book orders for future Alaska red, medium red or pink fish. The entire 1910 output yet unpacked is said to have been sold.

The first steamer from White Horse for Dawson, now in Lower Labarge, is delayed because of the ice jam in Thirty Mile River, something unknown before when all the rest of the Yukon was open. Several other steamers are at White Horse ready to start with hundreds of passengers, mostly for Iditarod.

The White Pass steamer Cascade, carrying sixty-five first-class and fifty second-class passengers, 160 sacks of mail and fifteen tons of merchandise, struck a rock and sank in the Thirty-Mile River, twelve miles south of the Hootalinqua, on June 15. All the mail and passengers were safely removed.

Establishment of a Government-owned steamship line on the Pacific Coast, to be operated in conjunction with the line now owned by the Government on the Atlantic in connection with the Panama Railroad, was advocated in the House of Representatives on June 16 by Representative McLachlan of California.

Captain Gus Peterson, formerly master of the steam-schooner J. Marhoffer, which was burned to the water's edge twelve miles north of Yaquina a month ago, has arrived at Portland from San Francisco to take command of the steam-schooner Washington, which will begin loading a cargo of lumber for San Francisco this week.

General George Uhler, United States Supervising Inspector-General of Steam Vessels, arrived in San Francisco on June 17. He is on an official visit and departed the following day on the steamer Sierra for Honolulu. General Uhler was formerly National President of the Marine Engineers' Beneficial Association.

The following change of masters was recorded at the San Francisco Custom-house on June 9: Schooner Hugh Hogan, M. A. Hellquist vice A. B. Petersen. The following vessels were enrolled: Steamer Pomona, G. A. Harris, master; steamer Eureka, G. L. Thomsen, master; steamer Thomas L. Wand, H. Petersen, master.

It has been announced in London that the Royal Mail Steam Packet Company has agreed to purchase the Pacific Steam Navigation shares at par, namely, $125 per share. The capital involved is $7,385,626. The opening of the tunnel across the Andes has made the business of the Pacific Steam Navigation Company unprofitable.

Making almost as good time as a steamer, the barkentine Archer, Captain Parker, arrived at San Francisco on June 14 from Roche Harbor after four and one-half days' sailing. The barkentine had fine winds behind her and winged it down at a lively clip. She had 3700 barrels of lime and sailed right in, escorted by a Crowley tugboat.

The following changes of masters were recorded at the San Francisco Custom-house on June 14: Steamer Jessie Matsen, George F. Hoffner, vice W. M. Wheeler; steamer Guide, John Bertoncini, vice Arthur Markley. The following vessels were enrolled: Schooner Fourth of July, T. Trondsen master; barkentine Mary Winkelman, J. Piltz master.

Balfour, Guthrie & Co., at Portland on June 16, filed suit in the Federal Court against Robert Wakefield, a contractor, who is building the new Madison-Street bridge across the Willamette, with a demand for $1600 damages for delay caused a steamer of their fleet, which was held in the upper river several days after being loaded by reason of bridge obstructions.

The following changes of masters were recorded at the San Francisco Custom-house on June 13: Steamer Frute, E. W. Sawtella vice C. W. Schuler; steamer Santa Barbara, Omund Sorensen vice F. B. Zaddock; schooner R. W. Bartlett, E. T. Olsen vice Mathias Olsen. The following vessels were enrolled: Schooner M. Turner, John Dapping, master; steamer Jessie Matsen, U. M. Wheeler, master.

Advices received at Seattle on June 15 are that the roadstead at Nome is still covered with ice and that the steamships Victoria from Seattle and Umatilla from San Francisco are discharging their cargoes on barges that were forced through narrow leads. The ice at Nome and St. Michael is said to be the worst in years. St. Michael is still frozen in solid and it is believed that no vessel will be able to unload there until the middle of this week.

The following changes of master were recorded at the San Francisco Custom-house on June 16: Steamer James N. Gillett, Jr., J. W. Claghorn vice E. J. Burnes; steamer Sea Queen, W. M. Randall vice E. A. Standstrom; schooner Benicia, L. Dreyersdorff vice Anton Swanson; steamer Sea Witch, H. P. Marshall vice Rasmus Rasmussen; steamer Sea Fox, E. A. Sandstorm vice H. P. Marshall; steamer National City, Hans Michelsen vice A. D. Higgins.

Completely refurnished and refitted with new carpets and cabin furnishings, the steamship Dolphin, Captain McGregor, of the Alaska Steamship Company, sailed from Seattle on June 17 on the first excursion trip of the season of the Alaska Steamship Company. The Dolphin will be gone ten days and will visit Ketchikan, Wrangel, Haines, Douglas, Juneau, Metlakahtle, Skagway, the Taku glacier, the Muir glacier, the Mendenhal glacier and Sitka. More than half of the 100 passengers are excursionists, among whom are many Seattle school teachers.

Lighthouse Inspector Milo Hoadley left San Francisco on June 15 on the tender Sequoia for Punta Corda, where a new $60,000 lighthouse is to be constructed, the contract having just been let to a local contractor. The new station is to be constructed on one of the most dangerous parts of the Mendocino coast. It will have a fourth order light and will be looked after by three keepers. Repair work is being done at the Point Reyes Lighthouse station, the whistle being changed from steam to compressed air, the latter method being cheaper and quicker.

To Mariners: You will please take notice that the Pacific Telephone and Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, Cal., December, 1907.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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(Continued on Page 10.)

Coast Seamen's Journal

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JUNE 22, 1910.

SEAMEN'S BILL HELD UP.

"To-morrow is also a day." May blessings be upon the head of the man who originated this saying! Without it we shouid be prone to regard to-day as the last day, and to assume that that which can not be done to-day never will be done, that failure for a day is failure forever.

These reflections are induced by the latest information from Washington, D. C., to the effect that the Seamen's bill will not be reported out of committee during the present session. The Congress will adjourn within a few days, leaving the Seamen's bill practically where it has been for many years—in a pigeon-hole. It is well for the seamen's patience and perseverance that they are assured of a to-morrow. On the other hand, the seamen would be more than human did they not occasionally admit the force of the saying, "To-morrow never comes." At any rate, the "to-morrow" that embraces a period of twelve or fifteen years isn't a particularly inspiring prospect from the practical viewpoint.

The Seamen's bill, in substantially its present shape, has been before Congress for fully ten years. Hearings have been had and speeches made upon the measure, but without practical result. At various times when other maritime legislation has been before either chamber attempts have been made to secure favorable consideration for the various features of the Seamen's bill. The outcome has been the same in each instance, namely, defeat upon the ground that to improve the conditions of the American seaman would further handicap the American shipowner! In other words, the prosperity of the latter depends upon the employment of the most inexperienced and inefficient labor procurable in the "markets of the world." Apparently the American shipowner is governed by an economic law directly the opposite of that which applies in the case of every other industry!

The history of the maritime industry in the United States during these ten years, in so far as it is affected by the failure to pass the Seamen's bill, would make interesting, not to say startling, reading. For one thing, that history would show a large number of shipwrecks, accompanied by loss of life and property, due directly to insufficient and inefficient manning of vessels. For this condition Congress must be held primarily responsible through its failure to enact the needed legislation. The death-roll on the Great Lakes during the past two seasons would of itself constitute an indictment of the humanity, to say nothing of the statesmanship of the Nation's lawmakers. That many more ships will be wrecked and that many more lives will be sacrificed, due to the indifference of Congress, is a foregone conclusion. To aggravate the situation, if that be possible, it may be pointed out that other measures looking to the safety of life afloat are also held up in committee, through fear that if action be taken upon these bills it may be impossible to prevent action on the Seamen's bill too!

However, "progress is a succession of failures." "To-morrow," although long delayed, can not be forever postponed. The work that has been done during these ten years must bear fruit in the near future. The water of intelligent agitation will ultimately wear away the rock of selfish obstruction. Comrade Furuseth, in his latest report to the International Seamen's Union of America, says: "I feel convinced that the time and money is not wasted, but that, being followed up as it should, and no doubt will be, it will result in giving to the seamen their freedom, to the vessels a higher and more skilled class of men, and to the Nation a merchant marine personnel essentially American by birth or naturalization. The importance to the future destiny of the American working people, and especially to the employes of the common carrier on land, of our struggle for full freedom is also becoming better understood and appreciated."

The agitation for the passage of the Seamen's bill will be kept up until that measure shall be placed upon the statutes, even though the consummation be deferred for a thousand "to-morrows." This much Congress and the country may reckon with as among the absolute certainties of things human.

THE EIGHT-HOUR STRUGGLE.

The contest now being waged by the iron-workers and other trades in Los Angeles, Portland and Seattle for the eight-hour day presages a great victory for improved conditions in these localities. Whatever the immediate outcome, the eight-hour day movement has come to stay on the Pacific Coast. Particular interest centers in the fight in Los Angeles. That hotbed of anti-unionism is now receiving a taste of labor agitation that will do it good. The "Open Shoppers" in that city have for a long time plumed themselves upon their ability to "cope with the unions." The fact is that the Otises and Zeehandelars of the South have been fighting merely a shadow of unionism. This, of course, is said without the slightest disrespect to the splendid body of trade-unionists who have so long held the fort in the enemy's country. The shadow that has been "cast before" is now being followed by the reality, and the Los Angeles anti-unionists find themselves "up against the real thing." The labor movement of the State will support the workers of Los Angeles until that city shall be brought within the fold and made as one with the rest of the State, a city of California in the industrial as well as the geographical sense.

NEW ZEALAND'S GREETING.

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N. Z. Branch.
Australasian Federated Seamen's Industrial Association.

Editor Coast Seamen's Journal: I have much pleasure in forwarding herewith a couple of copies of one of our local weeklies—the "Otago Witness"—containing the picture of Mr. Samuel Gompers, the able, accomplished, and respected head of the American labor movement.

It will interest you as a journalist to know that the picture of Gompers was reproduced from the special and most excellent issue of the Journal, which celebrated so splendidly the twenty-fifth anniversary of the Sailors' Union of the Pacific. The speeches delivered, and the articles written on that occasion, are monuments to the brains and enthusiasm of the leaders of the Sailors' Union, which, combined with the interest shown by the members, must result in the emancipation from the partial slavery now imposed on the "toilers of the sea." But there is quite a lot of work to be done before the seafarer shall be scheduled as a free man and placed on equality with the shore worker.

We watch with interest the legislative and industrial efforts made by yourselves and the world's seamen generally in this direction, and we trust the International Conference of Seamen, to be held at Copenhagen, will be productive of good results in this respect. But it takes a lot of lead to kill old laws and customs, and it's simply a matter of keep on shooting until the old carcass of prejudice and vested interests is riddled beyond repair, and reason, justice and equity replace the barbarian system now existing.

We are just now up against a big black-labor problem, owing to the P. & O. Company running Lascar-manned boats across to New Zealand from Australia, and you may rely that we'll try to block them if possible.

With hearty good wishes to our comrades across the pond,

I am yours faithfully,
WILLIAM BELCHER, Secretary.

Dunedin, May 11, 1910.

The foregoing greeting from our comrades in the Antipodes will be welcomed by the organized seamen of the United States, as illustrating the "tie that binds" the seamen of the world in one common brotherhood. It is particularly gratifying to note the kindly sentiments of Comrade Belcher toward our "Grand Old Man," Samuel Gompers. The incident is another proof of the love and respect in which the leader of the American labor movement is held by the leaders and the membership at large of the labor movement in every part of the world.

Through the JOURNAL the seamen and the workers in other trades in the United States have been kept informed of the progress of events industrial and political in the great continent south of the Equator, including the Dominion of New Zealand. The bond that unites the seamen of the Pacific with their fellows in Australasia is more than a sentimental one. Indeed, ever since the seamen of the Pacific have been organized they have regarded their fellow seamen of Australasia as next-door neighbors. The seamen of these two great sections have worked together and fought together in a hundred instances. Under the system of exchanging cards—the first instance of the kind in the labor movement of the world—the seamen's unions of the Pacific and of Australia and New Zealand have co-operated practically as one body. May the interest thus recognized and expressed never grow weaker! On the contrary, we hope that interest will increase and its expression become more practical, until the seamen of both localities shall be bound together as one in deeds as well as in sentiment.

The Cigarmakers' label, printed in light blue on each box, is the only guarantee against Chinese and tenement-house weeds. Demand it when buying cigars.

Demand the Garment Workers' label when purchasing shirts, overalls, ready-made suits, etc.

LABOR AND WORLD PEACE.

(Continued from Page 2.)

born will rise to call the name of such nation blessed. May we not hope and work to the end that our own beloved United States shall be that land?

Since the dawn of human history, men have struggled for an existence. War and its ideals of glory, chivalry and conquest, has sometimes moved men to great and substantial progress. If we are to be justified in our efforts to eliminate the war spirit and ideals, we must teach the people that the victories of love, of forbearance, of mutual helpfulness are more ennobling, are more enduring, than are those of war. The men that best serve humanity in science, in art, in industry and all the avenues of a useful life must be lifted up as the world's real heroes. Our failure to stop war is because only a few have lost the glamour of the so-called glory of killing or being killed. When the people generally come to a practical realization of the cost of war in treasure, in industry, in virtue, in manhood, in the destruction that can never be replaced, war will cease because men will not go out to kill or be killed when the issue may be and can be finally and equitably adjusted by a court of arbitration.

The cost of armed peace can not be computed, for the dollar-mark can not be so placed as to cover anything but the money cost. The non-producers created by the maintenance of armed peace, the additional burdens on those who are producers, the decadence of morals and of good will, are all beyond computation. The workers therefore demand not only the cessation of war, but a stoppage of the terrible cost of our present method of maintaining an armed peace. History proves beyond any doubt that human liberty may be seriously endangered at any time by some man's vaulting ambition, where a great army is at his command. Therefore Labor in the name of all the people, demands that peace be maintained by being honest with ourselves, just to our neighbors, and not by great armaments that can not permanently maintain peace. What both men and nations most need is mutual trust and not often will the confidence be misplaced. War rarely has an adequate cause and even where it has the sword is too costly a way to a settlement, and a settlement so secured usually is only temporary, for the nation defeated waits and watches for an opportunity to obtain revenge. A settlement by peaceful methods would be permanent and of lasting benefit to all concerned.

If men need stimulus for brave deeds similar to that which war has brought to them, they can turn their energies, their aspirations, and their chivalry to the uplift of women and children forced into industrial life because of political, religious and industrial injustice that still is so largely dominating the lives of the world's workers. Here is a field of activity that gives ample scope for the development of men to a much higher sphere of real usefulness than has ever been true of war. The workers have borne the brunt of all battles and have, at the same time, had to carry on an industrial contest whose victims have been far more numerous than those of war. We have borne these burdens and still struggled on toward the light of a better day, and we lift our voice for men, for women, for little children, and for peace. We see the light better and are not so easily hoodwinked now as in former ages, because organized labor has increased wages, reduced the hours of labor, given opportunity to read, and opportunity to think; and from our thoughts is generally developing the determination that all men are brothers and that we will not be used to kill each other. When the full light of this new day shall come to the workers of the world, war will cease, because there will be none to do the fighting. There are still sacrifices to be made, still burdens to be borne in lifting humanity to higher planes of living; and thanks be to God and to humanity, we shall, we trust, soon throw off forever this Old-Man-of-the-Sea War, with all its bigotry, robbery, ignorance and destruction. Disarmament is not now practical, but let us work and hope for the time when no further additions will be made to the armies and navies now in existence. They would soon in effectiveness become obsolete and universal peace would be near at hand. To continue to train men in the arts of war, to add to armies and navies and still expect to advance the cause of peace, is a travesty and a farce.

The individual who would carry on his personal affairs as do the governments of the world would soon be bankrupt. May we not anticipate the same result to nations, if the enormous expenditure to keep the countries on a war footing do not cease? Can we stand the waste? Will our people go on forever paying more and more taxes to promote the enlargement of armies and navies to bring no return in human uplift?

"War is hell!" If, in its wake, come any benefits or real advantages, they are uncertain, indirect, and transitory. Its evils, however, begin with preparation for war. Industry is diverted into destructive, rather than constructive channels. When the first shot is fired, the tears of widows and orphans begin to flow, the participants in many instances lose the sentiments of law and develop the worst passions of the human heart. Could our century send down to posterity universal peace among men and nations, we would have traveled far on the road to a social state where justice would be the mainspring of all human action and the workers in all industry would be on the highroad to social emancipation. I am not able to prophesy the end of warfare, but we can and must insist that its frequency be restrained, that its horrors be mitigated and hold not our peace until the right prevails. Commercialism has been given as the cause, direct or indirect, of most wars. Greed and selfishness, the outgrowth of the desire for gold, drive men and nations where neither angels nor devils would dare to tread. If, then, we would stop war, we must help to remove the injustices of industrial life and judge not the success of men by the amount of their wealth, but by the amount of their helpfulness to each other. We must cultivate the ethical and altruistic impulses of the race and hitch our wagon to the star of a real and humane civilization, founded and built upon the principles and precepts of the Christian revelation. We are classed with visionaries and dreamers, but all we have in life worth while has first been presented by the humanitarian and not by what the world calls the practical; and we have great reason to hope for the realization of our dream of world peace, when we look back through the past and see how many of the prophets' dreams have come to a full fruitage. The day is not so far back when religious, social, and political liberty and equality were only a dream, but to-day we find ourselves far on the road to their full realization and enjoyment. These things and many others have been accomplished.

Peace among nations is largely dependent upon peace within nations. Where the great body of workers are largely restricted in the exercise of and enjoyment of life, liberty and the pursuit of happiness, that spirit of good will and fellowship that really makes the national characteristics does not and can not grow as it should. It becomes therefore the duty of men and women who love peace, to work for that which leads to peace at home, in their own neighborhood, in the factories, the mills, and mines, where labor is employed. Help make for these conditions where a substantial home life is possible, where recreation is within reach of all, then the pursuit of happiness will not be in vain, and we will develop a nation where, loving their own homes, they will be loth to go out and destroy the homes of others. Where manhood and womanhood have opportunity to blossom and flower, they will have no desire to forget the paths of virtue and pursue those of destruction. When industrial conditions are such that man can secure a proper standard of living by reasonable labor, the spirit of covetousness, that underlies war, will die; and wars will be at an end. The reign of the plow shall replace the reign of the sword; and peace on earth and good will among men shall be the slogan of the human race. May we not expect soon to know that the war drums have ceased to beat, and that brotherhood which Burns so beautifully depicted shall be realized:

"For a' that, and a' that,
It's coming yet, for a' that,
That man to man the world o'er,
Shall brothers be for a' that."

—John Brown Lennon, in American Federationist.

FROM THE LATIN FIREMEN.

Comrade Jose Vilarino, a fireman who was employed until lately on the Guffey oil steamship Winifred, lost his position because he refused to wash clothes for the first assistant engineer! What will they expect a man to do next?

The Latin Branch of the Marine Firemen's Union in New York opened a hall in Brooklyn on June 18, where mass meetings will be held every Wednesday and Saturday night. The field in Brooklyn is a large one, and all concerned expect to see the new branch a success. Here's luck to it, anyhow!

Brother Martinez, of the Latin Branch, was elected as delegate at a large meeting on Sunday night. Brother Martinez was very much surprised to hear of it, on his arrival from New Orleans next day, and at first declared that he was not fitted for the position. His many friends, while commending his modesty, told him he would have to act or look out for them, and he has consented. Brother Martinez is one of the most active members of the Latin Branch and liked by all, with the execption of a few Crimps, with whom he never seems to agree. There's a reason.

Comrade Vidal has been acting as organizer in New York for the past few weeks, and is rapidly showing results. To prove that he likes work, he is also editor of the new Spanish labor paper, to say nothing of assisting to write and translate into English the life of Francisco Ferrera, the Spanish patriot and martyr, whose life was given for a noble cause. Mr. Vidal was a close friend of Ferrera's and knew something of his life and aims. Vidal is well liked and respected by all with whom he comes in contact, and is well known in the labor movement of New York and Brooklyn.

The Latin firemen of the branch are intending to hold a large mass meeting in honor of our delegates to the International Transport Workers' Convention at Copenhagen, so look out for trouble, gentlemen, when you arrive in New York, Marine Firemen's Union, Latin Branch, 314 West street, New York.

CHAS. H. SHERATON,
Organizer International Seamen's Union of America.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, June 20, 1910.
Regular weekly meeting was called to order at 7:30 p. m., E. A. Ericksen presiding. Secretary reported shipping medium. Balloting for officers was continued and will be concluded at the next regular meeting.

E. ELLISON, Secretary pro tem.
44-46 East St. Pacific Phone Kearny 2228. Home Phone J 2228.

Vancouver, B. C., June 13, 1910.
General situation fair.

JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, June 13, 1910.
Shipping rather dull; prospects uncertain.

H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, June 13, 1910.
Shipping and prospects good.

P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, June 13, 1910.
No meeting; no quorum. Shipping medium; prospects uncertain.

WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, June 13, 1910.
Shipping and prospects fair.

H. G. LUNDBERG, Agent pro tem.
P. O. Box 6. Tel. 225.

Portland, Ore., Agency, June 13, 1910.
Shipping good.

D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, June 14, 1910.
No meeting; no quorum. Shipping and prospects fair.

JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, June 13, 1910.
Shipping medium; prospects uncertain.

HARRY OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, June 7, 1910.
No meeting; no quorum. Shipping and prospects poor.

CHAS. SORENSEN, Agent.
P. O. Box 314.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., June 16, 1910.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping fair.

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, June 9, 1910.
No meeting; shipping fair.

LEONARD NORKGAUER, Agent.
Phone Sun Main 2233. P. O. Box 1335.

San Pedro Agency, June 15, 1910.
No meeting. Shipping very good. Scarcity of cooks, cabin and galleymen; prospects good.

ED. BARRY, Agent.
P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, June 13, 1910.
Strike situation good.

ALEX. McKECHNIE, Sec'y pro tem.
674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., June 14, 1910.
Situation unchanged.

WM. H. FRAZIER, Secretary.
1½A Lewis Street.

DIED.

John Haulman, No. 657, a native of Finland, aged 35, drowned in San Francisco Bay, on June 16, 1910.

A. Kolehmainen, No. 216, a native of Finland, aged 40, died at Raymond, Wash., on June 14, 1910.

August Nilsson, No. 1028, a native of Sweden, aged 45, died at Tacoma, Wash., on June 13, 1910.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

FACTS ABOUT SEAMEN'S STRIKE.

The present strike of Seamen on the great Lakes, involving several thousand sailors, marine firemen, and marine cooks, has been in progress over a year. There are reasons, good, valid reasons, for this strike.

An organization of shipowners (led by the Pittsburg Steamship Company, a subsidiary of the Steel Trust), known as the Lake Carriers' Association, denies the right of seamen to remain members of a labor union. Having declared war against all trade-unions this association of shipowners then endeavored to establish an industrial passport system which is intended to place the seamen absolutely at the mercy of a gang of employment agents, known as "shipping-masters."

The Lake Carriers call this passport scheme a "welfare plan." It provides for constant and unrelenting supervision, restraint, and espionage of every individual seaman, whether he is at work or at rest, afloat or ashore, employed or unemployed. Its aim is to establish industrial serfdom on the Great Lakes.

The Lake Carriers' Association is not a shipowning corporation. It is composed of shipowners, but does not itself own ships, nor does it employ seamen. Its principal business, as shown by its articles of incorporation, is that of an Employment Agency.

The shipowners who are members of this gigantic employment agency do not want to deal with any organization of seamen, neither do they want to deal with the individual seaman. What they are trying to do is to compel all seamen to live and work, ashore and afloat, always under the supervision and absolute control of overseers who are responsible to no one (not even to the individual shipowner) except the employment agency known as the Lake Carriers' Association.

This is the scheme against which the seamen are on strike. They are fighting against industrial serfdom.

The Arbitration Boards of six States, Wisconsin, Michigan, Ohio, New York, Indiana and Illinois, have tried to bring about arbitration for the purpose of settling the strike.

The National Civic Federation attempted conciliation and arbitration. The Lake Carriers would not agree to either.

The Lake Carriers' Association has refused to meet representatives of the Unions. They declined to even meet with the Arbitration Boards of six States and the National Civic Federation.

The seamen did not go on strike until it became absolutely necessary. They are on strike now to save their manhood. They will not submit to be degraded and enslaved.

The immortal Lincoln once said, "No man is good enough to own any other man." The seamen believe that. And they will continue to strike in an endeavor to prove that those words of the martyred emancipator are still true.

V. A. OLANDER,
Chairman Lake District Grievance Committee International Seamen's Union of America.
Chicago, Ill.

SMALLPOX ON SCAB VESSELS.

The Gilchrist Transportation Company must have been robbing the pest-houses for scabs with which to man its vessels. The barge Antrim was caught at the Soo with a case of smallpox on board, and the steamer Lake Shore, of the same line, put off a case at Ashtabula. This man, named Bauman, was sick at the Bethel at Ashtabula and several times visited the scab shipping office. He mingled with the scabs until the sores on his face attracted the attention of a physician, who immediately called Health Officer Hogan. Bauman says there was another man on the Lake Shore with the same disease.

Following out the policy of Ashtabula's Mayor, allowing the scabs all the privileges they wish, the quarantine placed on the scab hall and the Bethel on June 3 was lifted on the 4th, and dozens of men who had been exposed to the disease were allowed to scatter through the town!

Ashtabula appears to be determined to keep in the limelight with the scabs. Closely following the smallpox cases, George Oswald, a scab sailor stopping at the Bethel, robbed another scab of $45. The theif was caught and the money returned. We have heard of no arrests, which are not likely in a town where "the scab can do no wrong."

At Conneaut the picket post at 136 Park avenue continues to be a thorn in the side of the scabs, and the scab shipping-master in particular. By the way, the scab shipping-master is now Shipping-Commissioner, if you please, and he wears a sign on his cap to prove it, a nice new blue uniform, and a lot of nice, shiny brass buttons. Who keeps the buttons shined deponent sayeth not.

The Car Ferry No. 15 at Conneaut has gone to the bad again. The Lake Seamen's Union refused to have men stood up by the dock police and searched for signs of unionism. So they came off on June 9 and she is now scab right, and scab she will be until a Union man can go on board her and not be in constant jeopardy by some farmer policeman holding him up.

The fight is warming up in Conneaut, and the scabs are in deadly terror of the buzzer and the camera. We will be ready this fall to furnish proof satisfactory to any Court of the kind of seamen employed on the Lake Carriers' vessels. Boys—age 15 to 19—weight 105 to 125 pounds, shipped as coal-passers and as wheelsmen; "hunkies" who speak no English, a few traitors to their brothers, and you have a list of their kind.

Meanwhile we go to it with the same cheerfulness each morning, and work just as hard as we ever did, and harder. The angrier the scabs become, the better we feel. One hundred and seventy-five of them went back to the sticks last week, ending June 4, and the "college boys" are failing to ship from this town as they did last year. About two out of Conneaut High School are all the scab-hunters got. One fellow told me that they actually made him pass coal last year and he would not go again. Meantime Ford has his new uniform and looks like a Pullman car porter, and the buzzer and the camera are busy at work.

W. H. JENKINS.
Conneaut, O.

INEXPERIENCED CREW.

The steamer Frank H. Goodyear which sank in Lake Huron, May 23, causing a loss of 18 lives, was not manned with a proper crew of experienced seamen, as is alleged by the owners of the ship. I doubt now whether the steamer had on board even one competent sailor, aside from the licensed officers.

An investigation now being conducted shows that some of the crew could not even speak the English language, and that others were men or boys of little or no experience as sailors. Wm. H. Schlueter, a watchman or lookoutsman on the ill-fated vessel, was a hotel porter. The Goodyear was his first ship, and he had not been on board over three weeks. Yet he was employed as an able-seamen! Frank Spolar, 19 years old, was another of the crew who had never sailed before, and the same is true of Frank Mollick. Mollick can not speak the English language; neither could Vanderslaw Klubozenski, another of the crew, who had had little if any experience on board ship. John L. Papp, 20 years of age, who occupied the responsible position of wheelsman on the Goodyear, had sailed less than six months and could not in that short time have gained the skill necessary to properly and safely steer a steamer like the Goodyear, certainly not in a dangerous emergency.

Efforts to trace others of the crew will be continued until all the facts are gathered and the dangerous conditions in which the Goodyear left port have been fully exposed.

Others of the Lake Carriers' Association ships now operating with strike-breakers as crews are in a similar condition. They are dangerous to navigation.

V. A. OLANDER,
Second Vice-President International Seamen's Union of America.
Chicago, Ill.

MORE ACCIDENTS ON LAKES.

The following is from the Cleveland Plain Dealer of June 7, and is the second collision of the Empire City within a month:

The steamer Empire City, of the Pittsburg steamship Company, and the steamer Thomas Maytham, of the Gilchrist fleet, collided at the entrance to South Chicago harbor Sunday night. Both boats were bound for that port with ore when the collision occurred.

Little damage was done in the mix-up, although it was first reported that the Maytham was pretty badly damaged. Captain W. G. Stewart, superintendent of the Gilchrist fleet, said that only three plates would have to be taken off the Maytham. The Empire City was only slightly damaged and will not lose any time on account of the accident.

The steamer E. N. Saunders, which stranded at Keweenaw point a week ago last night, is being repaired at the Superior yard of the American Shipbuilding Company. The steamer has seventeen damaged plates and her stern post is badly twisted. The steamer City of Berlin, which was ashore at Split Rock, will be docked for repairs at Superior to-day. The steamer had to lighter about 600 tons of coal before she was released.

The Canadian steamer Strathcona went aground at Corsica Shoal yesterday morning. The tug Booth and the lighter Wayne were sent to the stranded boat and released her yesterday afternoon after taking off 200 tons. The Strathcona had a cargo of ore for the Hamilton Iron & Steel Company at Point Edward.

STEAMER CAMBRIA REBUILT.

Transformed into a modern passenger and package freight steamer, the former coarse freight carrier Cambria will not be recognized by persons most familiar with her in the past, when she steams out of the Cuyahoga River in a few weeks. Her name will have been changed to the Lakeland, and she will ply between Port Huron and Duluth in the passenger and freight traffic.

The Cambria, a steel ship, was built in 1887, and is 280 feet keel by 40 feet beam. She was recently sold by the Pittsburg Steamship Company to the Port Huron & Duluth Steamship Company. Several weeks ago the work of reconstructing her was undertaken by the American Shipbuilding Company at the Globe yards in Cleveland. She has been fitted up with all modern equipment, and is now a complete and commodius passenger ship. She will have over 150 staterooms, all located in the spar deck, which is built out flush from rail to rail, leaving no passage on the outside; it will be through the center between the rows of rooms on either side. The officers' and crews' quarters are on the hurricane deck, fore and aft. In the after end of the ship are located a commodious galley, pantry and refrigerator room. The floor of the galley is of brick and concrete, a new feature in the construction of passenger vessels. Just forward of the galley is a large and well lighted dining-room. On the hurricane deck forward is a large and prettily designed observation-room, and aft is a lounging-room combined with a library and music-room. A new pilot house has also been installed, and new freight-handling equipment, including a drum and shafting. The gangways have been strengthened and reinforced.

The Lakeland will be completed within a few weeks, and will then leave for Port Huron to open her season.

ENFORCING SMOKE ORDINANCE.

Vessel captains who come to Chicago from other Lake ports will have the task of dodging summons servers of the municipal court added to their other duties if they violate the smoke ordinance in what is known as the "thirty-day district." A clean-up of violaters since the opening of navigation was started by Paul P. Bird, smoke inspector, when he furnished the city prosecutor information on which to start thirty-one suits.

The "thirty-day district" extends from the mouth of the river to W. 22d street on the south and West Chicago avenue on the north. Suits are started against any transportation line if it violates the smoke ordinance twice in thirty days, either by two separate vessels or twice by one vessel.

Information was filed recently against the Dunham Towing and Wrecking Company, the Union Steamboat line, Buffalo; the Rutland Transit Company, Ogdensburg, N. Y.; the Lake Sand Company, the Gilchrist Transportation Company, the Great Lakes Dock and Dredge Company, the Anchor line, Buffalo, and the Western Transit Company, Buffalo.

Colonel Walter S. Franklin, the oldest member of the Lighthouse Board, has resigned. He was appointed by President Arthur in 1885, and is now 74 years old.

STRIKE
ON THE GREAT LAKES

COMRADES:

The strike of Sailors, Firemen and Cooks on the Great Lakes is still on. We appeal to all seafaring men to assist us in persuading seamen to stay away from the Lakes during this strike.

Any reports that the strike has been settled are false.

The Seamen of the Great Lakes are sticking together solidly, and will keep up the battle for freedom and decent conditions until the fight is won. "God Almighty hates a quitter." (So do we.)

Lend a hand, comrades, by inducing seamen to stay away from the Lakes while the strike is on.

Yours fraternally,

LAKE DISTRICT,
International Seamen's Union of America.

STRIKE ON THE GREAT LAKES
KEEP AWAY!

NOTICE TO MASTERS.

The following notice has been sent out to vesselowners by Lieutenant Colonel Graham D. Fitch, United States Engineer at Duluth, relative to the changes in the rules for the canals and channels in the harbor of Duluth and Superior:

Following is the number and kind of blasts of the steam whistle or of a horn when a vessel is not navigated by steam power, which shall be given as a signal for opening the respective bridges: Interstate (or Duluth-Superior) bridge, one long, one short, one long; Minnesota draw, N. P. bridge, one long, two short; Wisconsin draw of N. P. bridge, two long, two short; Grassy Point bridge, two short, one long; Lamborn avenue bridge, three short blasts; transfer bridge, New Duluth, three long blasts.

The duration of a long whistle should not exceed three seconds, and a short whistle should not exceed one second.

Upon receiving a signal for opening the draw the tender shall at once answer with a return signal, which shall be the same as the signal for opening, to indicate that the vessel signal has been heard. The tender shall take note of the vessel's position, speed, etc., and open the bridge in time to allow the vessel to pass through.

Vessels must be given precedence over highway or railway traffic. When a signal is given by a vessel to open the bridge, a railroad train, a street car or wagon that may be approaching to cross the bridge must be required to wait for the vessel to pass. Provided, however, that vessels of 100 net registered tons or under may be held for a short period in case a first-class passenger train carrying United States mails is ready to cross the bridge, or in case four street cars coming in one direction are ready to cross the bridge.

The steamer Phenix had been sold to the George Hall Coal Company, of Ogdensburg, N. Y., at private terms. The Phenix, which was owned by C. W. Elphicke & Co., of Chicago, is 240 feet long by 38 feet beam. She is a wooden ship and was built in 1884.

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Joseph Ward, No. 21241, Lake Seamen's Union, is inquired for by his mother, Mrs. Julia Ward, 223 Devoe street, Brooklyn, N. Y.

Comrade William Burke, of the Marine Firemen, Oilers and Water Tenders of the Great Lakes, is inquired for by his sister, Miss Ella Burke, Little Falls, New York.

Marie Panoitz, 1195 W. 11th street N. W., Cleveland, O., inquires for her brother, John Ernest Meyna, last heard from nine years ago. Anyone knowing his whereabouts please notify above address at once.

Miss Janet Crittenden, No. 40 Miller street, Mt. Clemens, Mich., is enquiring for her brother, John Crittenden, last heard from in 1907. Any one having information as to this comrade please notify the above address.

The schooner Athens, and the steamer William S. Mack, got into a mixup with the steamer Mahoning at Princess Point, and the Athens had a ten-foot hole knocked into her. She was towed into Portage River on April 28.

The 10,000-ton steamer building for H. K. Oakes of Detroit at the Wyandotte yard will be named for E. H. Utley of Pittsburg, vice-president of the Bessemer & Lake Erie Railroad. She will be launched in the near future.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)
674 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....21 High Street
Telephone Bell 175 R
CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.
TOLEDO, O.....54 Main Street
Phone Bell 1890.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
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OLDEST AMERICAN VESSELS.

(Continued from Page 2.)

long life she has sailed out of Portsmouth, Friendship, Waldoboro, St. George and Damariscotta. She was rebuilt at Friendship in 1871.

Fourth place in the order of seniority belongs to the trim little Penobscot Bay coaster Good Intent, her very name reminiscent of the days when ships were not named Mary Smith and John Jones. The Good Intent was built in 1813 at Braintree, Massachusetts, and is still sound as a nut. Five years ago she was owned by George A. Gilchrist, a Belfast shipbuilder, and to repairs made by him she owes her present fine condition. She was sold later to George G. Webster of Vinalhaven, and again to William Kennedy of Rockland, who employs her in the very prosaic business of carrying lumber, wood and hay.

With a stern as wide and high as a Spanish galleon, the chunky schooner Hiram, owned by A. H. Sawyer of Calais, built in 1819 at Biddeford and the next oldest of American merchant vessels, always attracts notice on her regular trips from Calais to the westward with lumber. If truth must be told the Hiram belongs to a class, in vogue when she was launched, of which it was commonly said that their models were built by the mile, and sawed off in lengths to suit. As might be imagined, vessels of such lines, though heavy carriers, could not compete with any degree of success for the America cup. Indeed they had the reputation of "butting three times at a sea and then going around it."

A former skipper of the Hiram related encountering a sou'wester off Cape Ann when bound to the southward and getting to within one short tack of weathering Eastern Point and so gaining Gloucester harbor. Here, however, the Flying Dutchman-like qualities of the clipper asserted themselves. She could not gain the coveted distance to windward, and at length was reluctantly squared away and headed back for Portsmouth, nearly 40 miles astern. The Hiram has nearly all her life hailed from Calais, and the records show that her life has been prolonged by repairs there in 1871, 1892 and 1899. At one time recently she made a number of trips as a single-hander, but Captain A. T. Murphy now has a crew of two.

The schooner Comet, built at Brookhaven in 1825, now in the sand carrying trade on the Hudson and owned by Cowan Brothers of Stapleton, S. I., has next place in the ranks of old sailers, though the New Haven oyster steamer James Morgan, built in 1822 at Poughkeepsie, has a greater claim for honors. In point of years the Morgan far outdistances all other steam boats, her nearest competitor, the sidewheeler Norwich, built in 1836 at New York and owned in Albany, having been burned a short time ago. After many vicissitudes the Morgan, only fifteen years behind the original Clermont and with her first engines still doing service, is yet in good shape.

Another down-east schooner well along in years is the Clement of Machias, built at Vinalhaven in 1827. She is commanded and mainly owned by Captain E. M. Kelly, who runs her in the general bay coasting trade with occasional trips westward thrown in at times. The Clement was rebuilt only four years ago, so is not prepared to retire for some time to come.

In the handy centerboard schooner Signal of Port Jefferson, Captain G. N. Dewick carries dozens of cargoes of oysters in the course of a season, though his craft is a matter of eighty-one years old. She was built at Hempstead, L. I., and is owned by J. M. Bayles & Son. All her life engaged in Long Island Sound trade, the Signal has in her career seen some startling evolutions, and as she has been repaired in 1884, 1892 and 1896 will probably see more before her active life ends.

Only a year younger is the little schooner Monomoy, navigated by her owner, Captain Elias Rich of Tremont, Maine, and employed usually in freighting lumber from Bangor to various ports in Penobscot Bay. The schooner was built at Somerset, Massachusetts, and has hailed from that port as well as Ellsworth, Sedgwick, Brookline, Deer Isle and Southwest Harbor.

A very checkered career has been the lot of the schooner L. D. Remick, built in 1829 at Killingsworth, Connecticut. Originally named Telegraph, she was rechristened in 1880 when owned at Bucksport, Maine. The Remick later belonged in Bangor, but is now owned by the Rockland-Rockport Lime Company, who use her in carrying wood for their kilns, under the guidance of Captain Almon Calehan. Three years ago, with another master, the Remick achieved distinction by making a passage from Bangor to Scituate, Massachusetts, in the modest time of 102 days, believed to be the longest on record between the two ports.

The small schooner Magnolia, built at Pearlington, Mississippi, in 1830, and engaged in the red snapper fishery out of Pensacola, is the oldest vessel in southern waters. The sloop Thorn, built at Waterford, Connecticut, and owned by E. J. Chipman of Groton, Connecticut, was launched a year later.

The oldest coasters running regularly from Maine around Cape Cod are the schooners Catherine, Captain R. C. Bonsey, of Ellsworth, and Julia & Martha, Captain Charles Martin, of Calais. Winter gales have no terrors for these craft, for they are kept in commission throughout the year. Each was built in 1833, the Catherine at Belfast and the Julia & Martha at Boothbay. The former, owned by J. M. Higgins, has been extensively repaired in 1841, 1891 and 1908, while the latter was rebuilt in 1896 by her owner, H. B. Eaton.

New York harbor lighterage engages the ancient sloops S. Van Rensselaer, built in 1834, at Hempstead, whose shipyards have more old time vessels than any other town to its credit, and the Comet, built at New Windsor in the following year. They are owned respectively by James A. Simonson, of Tottenville, S. I., and Joseph Canfield of Shady Side, N. J.

There are several surviving products of shipbuilding in the year 1835, one of which recently demonstrated her soundness. The Woodbury M. Snow went ashore in Rockport harbor loaded with lime, and floated serene and undamaged after her owners despaired of saving her. Resuming her trip, she next came safely through a gale which drove most of her companion craft to shelter. The Snow has borne three names during her career. She was launched as the Peru, then became the Ned Sumpter, and received her present appellation in 1883, when she was rebuilt at Rockland by Israel L. Snow, her owner.

Another of like age is the pinkey Eagle, of the same type as Commander Peary's Mary, and ending her days in similar circumstances at Newcastle, N. H., where in the possession of J. Templeman Coolidge of Boston, a summer resident, she is guarded as a treasured trophy of vanished times. The Eagle was formerly a Grand Banks fisherman, and was built at Duxbury, Massachusetts; Swan's Island, Maine, was her last hailing port.

Also built in the same year the former Glou-

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

cester fisherman Brilliant, launched at Essex and now employed as a coaster by her owner, John W. Blackton of Little Deer Isle, Maine, the sloop Plow Boy, built at Hempstead and engaged in lighterage in New York harbor; the schooner Robert T. Graham of New York, built at Newark and having a similar occupation, and the sloop Star, a diminutive coaster built in Talbot County, Maryland, and hailing from Elizabeth City, N. C.

Representatives of the year 1836 are also numerous. Largest is the schooner Brandywine, built at Cape May, N. J., and formerly a sloop on the Hudson. The last date recorded for repairs to the Brandywine is 1866. She is commanded by Captain Cost, is owned by James Higbee of Perth Amboy, and employed in the Long Island Sound coasting trade.

That the schooner Radiant, built at Brookhaven in the same year, has by no means yet given up is shown by the fact that she has just been repaired at Belfast, though she underwent the same treatment in 1892. She was first a Sound coaster, but in Maine has hailed from Rockport, Camden and Brooklin. The Radiant is now owned and sailed by John W. Hardy of Swan's Island, who recently succeeded his father, one of the oldest active shipmasters on the coast at the time of his retirement.

The schooner Agricola of New York, now engaged in carrying pig iron from her home port to Bridgeport and returning with flagstones, was built at Biddeford in 1836, and was owned in Ellsworth until 15 years ago, when she was abandoned at sea, later being picked up derelict off the Maine coast by a New York vessel. According to rumor, she is soon to be converted into a houseboat.

The little schooner Lion, built at Essex in 1836, is the oldest fishing schooner on the Maine coast. While most of her contemporaries have been succeeded in this industry by modern craft, the Lion has clung to it tenaciously. Every fall her owner and Captain J. B. Eaton of Machias, takes her westward and returns with a cargo of apples, a regular custom with many little Maine vessels. The Lion was one of the first square-sterned fishermen, the pinkey being the prevailing type when she was new. At Brooklin, not far distant from the Lion's home port, is owned the schooner Victor, a general cargo freighter built at Saybrook, Connecticut, in the same year.

Among the fleet of white painted oystermen and Bay coasters lying at their moorings inside the bug light in the mouth of the Severn may be found the schooner Laura, the oldest craft in the Chesapeake. She is owned in Annapolis, and her occupation is carrying produce from farms along shore to the great markets of Baltimore, or returning with general cargoes to "Crabtown," as the middies are wont to irreverently designate the old capital of Maryland. The Laura was built in 1836 in Dorchester County, Maryland.

New York claims the only other vessel built in 1836 and now surviving, the schooner John J. Wilsie, which plies with various cargoes about the waters of the Bay and Hudson River. Nyack is her birthplace.

Three schooners, all owned in Maine, constitute the fleet launched in 1837 and still in existence. The Joyce Rebecca, owned by L. N. Littlehale of Rockland and used in the general coasting trade, was known as the Planter until five years ago, when she was rebuilt. She was built at New London, but for upwards of 40 years had been owned in Maine ports. The Senator, owned by E. E. Easton of Little Deer Isle, and the Revenue of Castine, both Essex-built, were crack Grand Bankers in their palmy days, but are now in the coasting trade.

Not since her youth has the Henry Chase, built as a sloop at Huntington, L. I., in 1838, visited her home waters. She is now a schooner, owned by Louis Crockett of Ash Point, Maine, but her broad beam, shoal draught and flat stern disclose her origin. Among the smallest of the veterans are the schooners Wasp of New York, built at Newburyport in 1838 and employed in carrying lobsters from Maine to Boston, and Eliza Mary of Rockland, a fisherman built at Essex in the same year. Each is of but eight tons register. The Rienzi, built in 1838 at Cohasset, Massachusetts, in her day has brought home many thousand quintals of fish beneath her hatches, but she now carries coal for her owners, Eaton and Knowlton of Stonington, Maine. The schooner La Fayette, built in the same year in Somerset County, Maine, is in the oyster business and calls Wilmington, Delaware, her home port.

A half dozen vessels launched in 1839 are still afloat. They are the Hudson River sloop Harvest, built at Mamaroneck, N. Y.; the Pennsylvania Railroad lighter 200, built at New Bedford, and the schooner Elizabeth Ann, built at Guilford, Connecticut, all hailing from New York; the Perth Amboy schooner Banner, built on Staten Island, the lumberman Otronto of Ellsworth, built at Surry, Maine, and regularly engaged in New York trade, and the schooner John G. Whilldin, launched at Philadelphia and now owned in Mobile, Alabama.

Only three more American vessels have attained their three score years and ten: The schooners Rozella, built at Essex and owned at Cranberry Isle, Maine, engaged alternately in the coasting and fishing trades; Wood Duck, an oysterman of Bridgeton, N. J., built at Philadelphia, and Marietta, built at Beaufort, N. C., hailing from Newbern and employed as a freighter.

Other venerable sailing vessels have recently ended their careers, the last being the New Bedford whaling bark Canton, the oldest of American square riggers, lost at the Azores in December. The List of Merchant Vessels gives the Canton's date of birth as 1835 and birthplace at Baltimore, while the American Lloyds says that she was built at Swansea, Wales, a year later. Another, the Joseph Hammond, built in 1836, was wrecked at Plum Island, N. Y., in August. The George, built in 1832, has for some years been falling to pieces on the banks of the Penobscot River at Verona, Maine, and the Accumulator, launched in 1834, has for years been a hopeless wreck in a dock at Isle au Haut, Maine, though according to the latest list of merchant vessels both are still in service.

Vessels not less youthful which within two years have departed this life have been the Susan, 88 years old, the Hussar, 78; the James Gesner, 77; the Banner, 76; the Henrietta, 76; the Arrival, 75; the Crown, 73, and the Metamora, 72.

For the reason that the first official list of American merchant vessels was not compiled until 1868, it has been impossible to secure complete data concerning some of the oldest craft. Of some 80 vessels the age is not known to the Bureau of Navigation, a great proportion of these being in the Chesapeake Bay oyster and coasting fleets. Of course a possibility exists that among these vessels may be found the real patriarchs of the American merchant fleet, but lack of definite knowledge and the presence of vague evidence to the contrary will doubtless allow the others to continue wearing the laurels—laurels worn more deservedly after consideration of the insignificant size of each and every one of the aged vessels—the largest is scarcely over 100 tons—and the unequaled dangers of the bleak and cruel coast on which they have spent their long lives.—D. A. Wasson, in The Master, Mate and Pilot.

FREE PORT OF HAMBURG.

The Free Port of Hamburg is merely a very extensive bonded warehouse belonging to the municipality, and, under the terms of the treaty by which the State of Hamburg entered the German customs union, excluded from all the effects of that union. The American conception of a bonded warehouse has always been an extremely restricted one, whereas in Hamburg the Free Port is a large area, within which the greatest steamships in the world find anchorage and wharfage, and within which goods from all parts of the world are received, stored, classified, repacked, manufactured in whole or in part, and re-exported, all without the payment of any duty whatever and with an entire avoidance of any formalities. Naturally, when goods in the Free Port are introduced into the customs union they then become subject to the ordinary tariff regulations. There are perhaps seventy large manufacturing concerns operating within the Hamburg Free Port, enjoying all the advantages of free imported raw materials, to which they can add such German materials as they like, and exporting the finished product from their factory doors.

Within this free zone millions of dollars' worth of American goods are in storage at all times, shipments being made from these accumulated stocks to all parts of the world.

It is sometimes asked why there is no similar institution in the United States, and it is frequently supposed that the American customs system prevents the organization of anything of this character. Whether or not a free port on the Great Lakes or on the seaboard is necessary in a country already so rich in raw materials, is an economic question for consideration; but, at least, if a free port does not exist the fact should not be laid at the doors of legislation, as section 23 of the new United States tariff act plainly provides that all articles manufactured in whole or in part of imported materials and intended for export without being charged for duty shall, in order to be so manufactured and exported, "be made and manufactured in bonded warehouses similar to those known and designated in the Treasury Regulations as bonded warehouses, class 6."

I know of nothing in our legislative system to prevent private, municipal, or State energy from setting aside an area as large as it can afford to provide, and equipping it with every facility known to commerce for the handling of ships and the manufacture and manipulation of merchandise; if this has not been done, it is possibly because the economic necessity for such facilities does not exist, or because capital has been indifferent to the opportunity. In any case the subject is one worthy of careful study in these times when special efforts are being put forth to increase American foreign trade. —Robert P. Skinner.

The first census of Bangkok City has just been completed. The total population is returned at 628,675.

News from Abroad.

A complete understanding has been reached by Russia and Japan on the question relating to Far Eastern affairs.

The Russian Douma on June 10 passed the Finnish bill giving that body authority over the Finnish Diet. The vote on the third reading was 164 to 23.

In accordance with the wishes of the late King Edward, the Duke of Connaught will succeed Earl Grey as Governor-General of Canada, probably next spring.

It is estimated that 200 persons lost their lives in the flood that swept the valley of the River Ahr, in the Eifel region, Germany. Eighty-seven bodies have been recovered.

The Peruvian Government is disbanding the volunteers in the infantry, cavalry and artillery. One of the mediating Ministers stated on June 10 that war between Peru and Ecuador is impossible.

The appointment of Sir Charles Harding, permanent Under Secretary of State for Foreign Affairs, as Viceroy of India, in succession to the Earl of Minto, was officially announced at London on June 10.

Dr. Frederick A. Cook, the Arctic explorer, has instituted suit in the Berlin courts against Commander Robert E. Peary to recover $10,000 due him for bearskins and other Polar products delivered to the Commander.

The British Parliament reassembled on June 8, apparently in a more conciliatory mood than that in which it adjourned. The constitutional crisis will be held off at least until autumn when it is hoped to reach an agreement.

An earthquake in Southern Italy on June 7 wrought great havoc throughout the province of Avellino in Campania. The entire region extending for a radius of fifty miles was thrown into a panic and about fifty persons were killed.

Japan is planning to join the race for the South Pole. Lieutenant Shirase, in chargé of the proposed expedition, hopes to start at the end of July or the beginning of Agust in a 150-ton boat, with auxiliary engine and a crew of sixteen.

Mexico has agreed to the terms of arbitration proposed by the United States for the settlement of the Chemizal Zone controversy, over the question of the boundary between the United States and Mexico, in the vicinity of El Paso, Tex.

President Gomez of Cuba on June 8 signed the bill amending the Amnesty Act of 1909, through which a large number of offenders, including many public officials who were sentenced to terms of imprisonment of less than eight years or are awaiting trial, are released.

Several thousand Protestants took part in demonstrations in Berlin on June 12, and mass meetings were held at Essen, Magdeburg and other cities in denunciation of the Papal encyclical, recently issued, condemnatory of religious reformers, and making special reference to Martin Luther.

Msgr. Vico, the Papal Nuncio at Madrid, has formaly protested against the royal decree issued on June 11 authorizing edifices of non-Catholic religious societies to display the insignia for public worship and other ceremonies, on the ground that the Government should maintain the status quo, pending negotiations with the Vatican.

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Eklund, P. H.
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German, Richard
Gregg, E. J.
Grohn, John
Gunderson, And. -785
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Nielsen, N. A. -909
Nielsen, P. L.
Nurmi, V.
Olsen, John -1046
Olsson, Oscar
Olsen, Andrew
Olsen, C. E. -584
Olsen, Eric C.
Paul, P. G.
Preston, James
Quigley, R. E.
Ries, J. H.
Rimmer, Jas.
Saari, K. G.
Sand, Chas.
Sauer, Emil
Schmidt, Alf.
Schwab, M.
Smith, Johan
Smith, Max
Sorensen, Ed.
Staff, Chas.
Strom, Carl
Stenroos, A. W.
Swansen, C. -1536
Swansen, B. -1932
Thompson, James
Torgersen, Ludvig
Udley, H. S.
Van Houten, E. C.
Vogt, Carl
White, Hans
White, Earl
Ylinen, S.
Zazan, J.

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INFORMATION WANTED.

Louis Hayot, a native of Porto Rico, about 54 years old, is inquired for by Sandalio Bernard, Sailors' Union of the Pacific, San Francisco.

Robert Fordyce Bowers, last heard of at San Francisco, in March, 1907, is requested to communicate with his mother Mrs. M. E. Watson, of 12 Lampton street, Bishopswearmouth, Sunderland, England.

Carl Leopold Anderson, native of Nordtelje, Sweden, last heard from in New Orleans, La., November, 1904, is inquired for by his brother John Anderson. Address: Sailors' Union, San Francisco, Cal.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

Erwin Bausback, born at Weilheim, Germany, is inquired for by the German Consul, San Francisco. Royal Insurance Building, 201 Sansome street.

Fritz V. Jacobson is inquired for by his brother, Job Jacobson. He was last heard of in Seattle. Address Lake Seamen's Union, 70 Isabella street, Ogdensburg, New York.

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INFORMATION WANTED.

William Beckman, a native of Bochum, Westfalia, Germany, is inquired for by his mother, who is at present in Los Angeles, Cal., at 317 Crocker street.

Any one knowing whereabouts of Harry Fields, sometimes called Martin Smith, kindly report to F. Ascher, 1817 Chapin street, Alameda, Cal.

Wilhelm Mahsing, last heard of as sailing on the Pacific Coast, is inquired for by his brother, John Mahsing, now sailing out of New Orleans. Address, Marine Firemen's Union, 514 Dumaine St., New Orleans, La.

Paul Boose, who has a damage suit against the "Stanley Dollar," in the Federal Court at Seattle, Wash., desires very much to have the following witnesses come to Seattle, or if impossible, to communicate with him: P. Bush, No. 1106; Aug. Stolzer, No. 2087; A. Lamberg, No. 1359 and J. Clauson. Address, Box 65, Seattle, Wash.

The U. S. District Court in New Orleans has decided the case of John Kauer vs. the SS. Dover in favor of the libelant, and the New Orleans Agent has collected the money. Any one knowing the address of John Kauer, please communicate with the Sailors' Agent in New Orleans, George C. Bodine, 514 Dumaine St.

Edward Monsen, a native of Skudesnes, Norway, about 38 years of age, last seen in New York in 1907, supposed to be on the Pacific Coast, is inquired for by his brother-in-law, K. Moklef, 150 Noe street, San Francisco, Cal.

John Tierney, last heard from by letter, October, 1906, is inquired for by his sister, Mrs. Wm. Degnan, 124 Harrison street, Pawtucket, R. I.

Home News.

Goldwin Smith, the noted writer and lecturer, died at Toronto, Can., on June 7, aged 87 years.

Seven persons died and a score were prostrated by exhaustion and a temperature of 90 degrees at Chicago on June 17.

What is commonly designated the "plumbing trust" is under investigation by the United States Department of Justice.

Theodore Roosevelt arrived at New York on June 18, after his hunting trip in Africa. He was welcomed by a great gathering.

One hundred and ten persons were killed in Chicago by street-cars in the eleven months from July 1, 1909, to May 31, 1910.

Reforms instituted in the New York Water Department since Mayor Gaynor took office on January 1 have resulted in an increased revenue of $1,280,000 for the first five months of the year.

By the overwhelming majority of 195 to 101 the House of Representatives on June 9 passed the Postal Savings Bank bill as recently agreed upon by the Republican caucus of the House.

The merger of the Commercial and Continental National banks was presaged on June 10 following a meeting at Chicago of influential members of the board of directors of the latter bank.

More than a million dollars has been paid into the Treasury this year on account of the Corporation tax. Twenty-seven million dollars have been levied against the corporations of the country. The tax is payable on or before June 30.

The Union Pacific Railway will soon use wireless telegraphy in its regular work. Two stations are now being equipped, one at Cheyenne, Wyo., and the other at Sydney, 103 miles away, between which practical tests will be made.

The retirement of Justice Moody, of the United States Supreme Court, on full pay, owing to sickness, practically was assured on June 16 by the action of the Senate and House committees on Judiciary in favorably reporting bills to that effect.

The House Ways and Means Committee on June 17 acted favorably upon the bill authorizing the issuance of certificates of indebtedness for reclamation work after amending the measure making the amount of certificates $20,000,000 instead of $30,000,000.

Between twenty and thirty persons lost their lives at Montreal on June 13 when the supports of the sprinkler system tank on the roof of the Herald building gave way and the great mass of metal and water, weighing thirty-five tons, went crashing to the basement.

On the strength of private advices received at New York on June 7 from Monterey, Mexico, the Tribune says that Francisco J. Madero, who has been running against General Diaz for the Presidency of Mexico, was secretly arrested on the 6th, and is now in prison.

President Taft on June 7 nominated William D. Crum, of South Carolina, to be Minister Resident and Consul-General at Monrovia, Liberia. Crum is the negro whose appointment by Mr. Roosevelt as Collector of the Port of Charleston, S. C., raised a storm of protest in the South.

World's Workers.

The number of fatal accidents to British seamen reported during April was 176, an increase of 111 on the previous month and of 107 on the figure for April, 1909.

The total number of British workpeople affected by changes in hours of labor during the four months ended April 30, 1910, was 3,890, the net decrease in their working hours being 5,002 per week.

The French Government has decided that it will be impossible to apply the Workmen's Old-Age pension law, which will cost the Treasury more than $25,000,000 annually, until the last quarter of 1911.

The Transport Workers' Federation has started a branch organ of the Federation in Dalmatia and Istria. The new paper is called the "Avanti." The first issue was seized by the Austrian Government immediately after publication.

The total number of strikes in France during 1909 was 67. The number of men engaged in 47 of them is known to be 7622. Sixteen strikes were successful, involving 648 men; 15 were lost, involving 3913 men; 16 strikes ended in a compromise, affecting 3061 workers.

The Glasgow (Scotland) joiners have presented to their employers a demand for a reduced working week of forty-four hours. At present the working week is fifty hours, and the principal object of the proposed reduction is to give their fellows a better chance of obtaining employment.

The approaching close of the school year at Vienna finds hundreds of provisional and substitute teachers without means of subsistence and almost confronted by starvation. Of the 6400 teachers in Vienna, 600 receive $20 a month and more than nine hundred are paid a small sum per day only when actually employed.

Of the 33 new wage disputes arising in Great Britain during April, 7 arose on demands for increased wages, 7 on objections to reductions in wages, 8 on other wage questions, 2 on questions of working arrangements, 6 on questions of the employment of particular classes or persons, and 3 on questions of trade union principles.

Returns received from certain selected British ports (at which about 83 per cent of the total tonnage in the foreign trade is entered and cleared) show that during April 41,327 seamen, of whom 3,788 (or 9.2 per cent) were foreigners, were shipped on foreign-going vessels. As compared with April, 1909, there was a net increase of 1,852.

The total number of cases of poisoning and of anthrax reported to the British Home Office during April was 43, consisting of 37 cases of lead poisoning, 1 of arsenic poisoning, and 5 of anthrax. Six deaths were reported in April, 4 due to lead poisoning and 2 to anthrax. In addition, 21 cases of lead poisoning (4 of which were fatal) were reported among house painters and plumbers.

The Sydney (Australia) Trades Council has written the labor organizations of New Zealand asking for contributions toward the support of the wives and children of the imprisoned Newcastle strike leaders. It was resolved that for a start the Council donate £5 toward the relief fund, and that a circular letter be sent to affiliated unions asking their co-operation in the matter.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abbors, Arne
Aguilar, Santos
Albrecht, Emil
Allan, Wm.
Allen, G.
Amundsen, Albert
Amunsen, Daniel
Andersen, -1620
Andersen, Emil
Andersen Fred
Andersen, -1118
Andersen, -1526
Anderson, H. N.
Anderson, -910
Anderson, -992
Anderson, -1420
Anderson, -1560
Backtrom, Wm.
Balm, O.
Banke, Harold
Bardsen, T.
Bartel, L.
Bastion, W.
Bauer, Frank
Bausback, -1511
Beahan, Ed.
Behnke, Heinrich
Beling, Oscar
Bensen, Ed.
Benson, -1454
Berge, Johan S.
Berg, H. Y.
Bergman, Johan
Berlin, L. W.
Berndt, Hugo
Bernert, Fred
Berntsen, Eilert
Callas, Aug.
Carlson, John
Carlson, -876
Carlson, Rudolf
Carlsson, Otto
Carlsson, Harry
Carlstrom, A.
Casson, J.
Ceelan, John
Chauche, J. A.
Christensen, C. D.
Dahlquist, Gus
Dahlstrom, -749
Daugul, A.
Danielsen, Sigurd
Danielsen, John
Daumgold, Ernest
De Baere, H.
Eckert, W. F.
Edman, Oscar
Egeland, Olaf O.
Ehlerts, August
Ekendahl, H.
Eklund, Aug.
Elfstrom, Axel
Eliassen, Sigurd
Eliassen, J. A.
Eliassen, C.
Fagerholm, Carl
Feldt, Knudt
Fisher, Frank
Flem, Knut
German, R. B.
Gillholm, Albin
Gjosund, S.
Graiff, Edward
Gronvold, Peter
Grossl, Josef M.
Haakansen, H.
Hafke, Peter
Hahlweg, Fritz
Hallgren, Johan
Halvorsen, Anton
Halvorsen, Wm.
Halvorsen, Hartvik
Hamann, Fritz
Handt, Wm.
Hansen, Mike
Hansen, Hans E.
Hansen, -1826
Hansen, Fred
Hansen, H. O.
Hansen, Hilmar
Hansen, Peder
Illig, Gustav
Ingwardsen, R.
Jakobsen, Martin
Jakobsen, Jakob
Jakobsen, Joakim
Jakobsen, J. E.
Jansen, Eilert
Jensen, R.
Jensen, -1461
Jensen, -1987
Jensen, Louis
Jensen, Edward
Jensen, -2043
Jensen, M. C.
Jensen, P. J. A.
Kaasik, A.
Kaiser, Dik
Kallas, Aug.
Kaold, John
Karlson, Richard
Karlsson, Axel Geo.
Kaspersen, O. Chr.
Kavall, John
Keinanen, -821
Kelly, W. E.
Kiel, P.
Kjelligren, John A.
Klausen, John
Klebingat, F.
Laason, -1370
Lagerberg, Pete
Larsen, -1290
Larsen, Emil, -1344
Larsen, Herman
Larsen, Louis
Larsen, Emil
Larson, Christ.
Larson, Bernhard
Larson, Alek
Larsson, Lorens
Laws, Harry
Lawberg, A.
Le Brun, Ernest
Lebrun, Ernest
Macras, Alex.
Madsen, -952
Madsen, G. F.
Mahony, Frank
Majurl, -1912
Malmin, Tom
Martin, L. -1868
Martinson, David
Mathisen, Herman
Matisen, Herman
Matthews, F.
McArthur, Lorne
McCarthy, T.
McFarland, C. E.
McGrath, Jack
McKeating, R.
Mennicke, Fritz
Nanberg, Gus
Naumann, Alf.
Nelsen, F.
Nelson, A.
Nelson, -552
Nelson, -1060
Nelson, John
Nelsson, Nels
Nester, Wilson
Newman, Nels
Nicholson, Otto
Nicolaisen, Carl
Nielsen, W.
O'Brien, Jack
Ofeldt, C.
Ogenes, Nils
Ohlsson, -1152
Ohman, Mauritz
Oistad, Hans
Olsen, Otto M.
Olsen, -499
Olsen, Sam
Olsen, -1112
Olsen, Otto
Olsen, Amund
Pache, Paul
Palmroth, J.
Pankhurst, Thomas
Pedersen, N. B.
Pedersen, S. R.
Pedersen, -1086
Pedersen, Peter
Pedersen, -1138
Pederson, M.
Pehrsson, -943
Pemberton, Dave
Pendersen, -1289
Persson, H. W.
Petersen, H. C.
Petersen, Karl O.
Petersen, -1370
Petersen, Henning
Raahange, J. F.
Rader, A.
Randolf, D. W.
Rasmussen, Emil
Rasmussen, H. P.
Rasmussen, Peter F.
Rasmussen, S. W.
Reed, Louis
Reek, John A.
Reilley, L. W.
Remmer, Laurits
Remmer, L. E.
Ries, J. H.
Rintzo, John
Salvesen, Fred
Sand, -2113
Sauer, Emil
Saul, Th. A.
Savage, Roland
Schildt, Karl J.
Schmidt, -1670
Schmidt, Hans
Schultz, Albert
Schultz, Axel
Schutz, Max
Schwencke, Karl
Schwanewede, Geo.
Seberg, C.
Seekamp, E.
Sexon, Chas.
Shuls, -354
Siem, C.
Skaanes, Johan
Soderlund, Anton
Soland, -2308
Sorensen, Theo.
Tarpey, Martin
Teigland, Carl
Tenison, -804
Tergesen, Tom
Terwakallio, G. A.
Terwedow, Richard
Thomas, Jos. W.
Thompsen, Ch.
Thompson, B.
Thompson, A.
Udd, John
Ueback, Sigfrid
Valbo, Hans
Velure, -218
Verdick, C.
Vidal, Wm.
Visser, L.
Waikkala, John
Wallenius, Chas.
Walters, Henry
Wanquist, E.
Welle, -1080
Wells, Geo.
Werner, Paul
Wetzel, Curt.
Wiad, H. I.
Wiberg, John
Zeisig, Hans
Zeisig, Hans
Ziepke, Fritz

Anderson, Victor
Anderson, Sven
Anderson, Ernest
Andersson, -1514
Andersson, Karl A.
Andersson, -1060
Andersson, Nels. A.
Andresen, -1635
Andreasen, Hans
Andreassen, 1136
Antell, Fred
Arnecke, -1649
Arnold, E. B.
Arntsen, Julian
Asplund, August
Austrand, -1189
Ayers, W. T.
Beyerle Rupert
Bietila, -1338
Birde, Chr.
Bjorklund, Erik
Black, Victor
Bliesath, Max
Boers, M.
Bogan, Patrick
Bourbigou, Louis
Boylan, C. F.
Brams, Carl
Brandt, Oscar
Brandon, Tom
Brauer, Fred.
Bridge, John
Brinkmeyer, G.
Brox, Henrik
Bryde, C. M.
Buch, D. J.
Buchman, Aug.
Christensen, M. H.
Christensen, E. H.
Christiansen, Peter
Christophersen, 1288
Classen, Henry
Collberg, Chas.
Connor, -817
Coughlan, -1174
Classon, John
Crasson, Joe
De Santis, E.
De Young, A. R.
Ditaze, Louis M.
Dorles, H.
Dracar, E.
Dreier, Paul
Ellingsen, O. W.
Ellingsen, Wm.
Elonen, M. H.
Erdman, -1704
Ericksen, C.
Eriksson, C. E.
Erland, Hans
Eugenio, John
Evans, E.
Evensen, John
Flodin, John
Fradin, Louis
Fransson, Frank G.
Froberg, Erik G.
Gundersen, Tom
Gundersen, Kristian
Gunther, Teddy
Gustafson, Gus
Gustafson, Oscar
Hansen, Soren
Hansson, Oskar
Hansson, N.
Hedlund, Arvid
Helmer, Fred
Henrickson, Pet.
Henriksen, -1375
Henshaw, Frank
Hernas, -2042
Higgins, H.
Hoeppner, Henry
Hohn, John
Holm, John A.
Holmstrom, C. A.
Hoye, Haakon
Hull, H.
Isaksen, Gunnar
Isaacson, Isaac
Jensen, -1944
Jensen, Carl E.
Jespersen, Martin
Johnsen, Norman
Johnson, -1800
Johanson, Axel B.
Johansson, H. A.
Jones, Harry
Jordfald, Theo.
Jorgensen, Alf.
Jorgensen, Kaspar
Jorgensen, Johan
Josephson, E. W.
Klever, Geo.
Klousen, -564
Knopff, Fritz
Knudsen, Lars
Knudsen, Ragnvald
Knutsen, Knut
Kolkin, Fred.
Kolter, L.
Kristophersen, Jacob
Kruse, Karl
Kugland, M.
Kurras, M.
Kustel, V. J.
Leithoff, Carl
Lemmel, Chas.
Lersten, J. O.
Le Solle, Pierre
Lind, Gus A.
Lincoln, Harold A.
Lindholm, -1274
Lindroth, Carl
Linert, Arthur
Linholm, -454
Ljunggren, J. A.
Luckman, Ewald
Lund, P.
Lundin, -1054
Mehrtens, Herman
Mersman, A.
Miller, James
Moe, John M.
Moller, Leif.
Menz, P. E.
Meyer, Herman
Monteiro, J.
Moore, W.
Morgensen, Walter
Morken, Kristian
Morris, Maynard
Morrison, Don
Muir, F. W. D.
Muller, Wm.
Murphy, Geo.
Musch, Karl
Nielsen, -909
Nikander, Einar
Nilsen, Andrew
Nilsen, -520
Nilsen, Hans
Nilson, Oscar
Nilsson, J. B. -410
Nilsson, Nataniel
Nord, G. E. C.
Norris, N. A.
Nylund, Hans J.
Nystrom, Axel
Olsen, E. V.
Olsen, Ole, Chr.
Olsen, Peder
Olssen, -478
Olsson, J. W.
Olsson, -972
Olsson, A.
Olsson, -910
Osborne, Chas. W.
Osol, F.
Osol, Theo.
Ouchterlony, Fred
Peterson, Gust.
Peterson, L.
Peterson, A.
Petrov, Ferd
Petterson, John B.
Petterson, -1062
Petterson, -851
Petterson, -1227
Petoff, Savaty
Pietschman, Geo.
Pihpik, C.
Pirdzuhn, Walter
Pitkanen, J. W.
Plaskette, Mike
Poulsen, -1229
Pratt, Louis
Price, C. G.
Riska, P. Larsen
Roach, Con
Roalsen, Fred
Robinson, Wallace
Rogenes, A.
Roikin, F.
Rose, J.
Rosenthal, J.
Ross, Louis
Ruckle, Erwin
Rudberg, C.
Russell, W.
Ryits, -819
Rylander, R.
Sorensen, -1664
Sorensen, Edward
Sorensen, -1492
Soto, Santos
Sowick, Hjelmer
Stange, -2063
Stangeland, P.
Stedman, Geo. F.
Stenroth, Alf.
Stensen, Andreas
Stensland, Paul
Stensloff, Emil
Sterro, John E.
Stolzer, Aug.
Strandquist, Louis
Strautman, Fred.
Stuhr, Harry M.
Sund, Johan
Sund, Wm.
Svanson, Fred. M.
Sweeney, John
Thureson, Arthur
Thurson, John
Tiebelt, E. F. P.
Tollefsen, Aug.
Tollefsen, Andreas
Torbjornsen, O.
Torjussen, G. T.
Traines, Peder
Tuft, Edw.
Ulla, Ole O.
Usar, J.
Visser, L.
Vista, Julius
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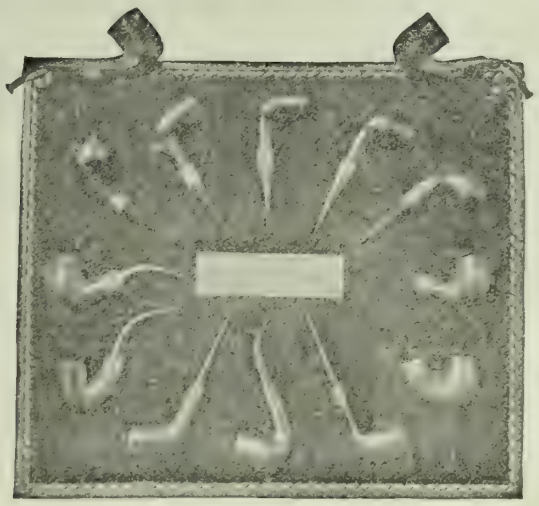
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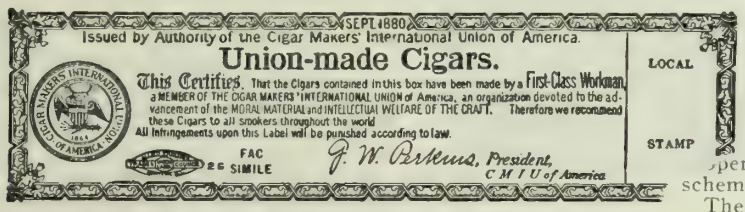
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that before Socialism can have to alter human nature. [illegible] no altering here. Just as it [illegible]heir undoing.

[illegible] crushing defeat is due to the [illegible]ld human nature against perfidy [illegible]thing, joined with the conviction [illegible]icy of the Labor party has been represented.

tion now is, What are we going to do victory? We are entitled to our jubilation. It is even necessary for our health. Joy is a great motive power, but there must be a safety valve, or it is more deadly than ventless steam.

Let us jubilate, by all means. Only after that—What?

Australians in London are murmuring soothing words to the Man of Fat. "Be not alarmed," they are saying, "there is really no difference in Australia between a Labor Government and any other government."

Domestic and Naval.

The schooner Van Allens Boughton, from Philadelphia for Portsmouth, passed Vineyard Haven recently with loss of jibboom and rigging attached.

The 5000-ton steamship Ruth, owned by A. H. Bull & Co., of New York, was launched on June 11 from the yards of the Newport News Shipbuilding and Drydock Company.

With the acquisition by the Royal Mail Steam Packet Company of Great Britain of the Pacific Steam Navigation Company the former has absorbed an ancient and powerful rival.

The British bark Eclipse, from New York for Whampoa, has put into Pernambuco, having been damaged by collision. The bark's port bow was stove and part of the cargo jettisoned.

The fishing schooner Winnifred, before reported aground at Burin, and which was given up for lost, was floated on June 8. The schooner Western Queen, which was ashore at the same place, was also floated.

The Government is engaged in collecting evidence intended, it is said, to form the basis of a suit against the Great Lakes Towing Company under the Sherman Anti-Trust law, on the ground that it is a combination in restraint of trade.

The passing as an "ocean graveyard" of Sable Island is brought to mind by the recent breaking up for junk of the last vessel wrecked there. The steamer Skidby, a 2000-ton freighter, met her fate January 6, 1904. Since that time no vessel has been wrecked on the island.

The Shippers' Clipper Line, operating between Philadelphia, [illegible] will York and San Francisco, [illegible] it will fronted by a rate war prec[illegible]e period of the American-Hawaiian [illegible]nust again be Company, which cor[illegible]e able to say, huantepec-Isthmus [illegible] Labor Govern- Francisco to P[illegible]t we shall have to York. [illegible] Commonwealth. The

A mutiny [illegible] an Act of Parliament [illegible] property to be common [illegible]perty. They[illegible]ship [illegible]king for no cut-and-dried scheme for the abolition of Capitalism at a swoop.

The public mind is not ready for heroic measures of the sort, and it is in the public mind that the social revolution must be first accomplished.

The work of Labor Governments is the creation of a Socialistic environment. The soil has to be prepared for the superstructure we wish to raise upon it. It has to be cleared of the impediments of ignorance, and drained of the foulness of the existing system, and enduring foundations laid for the erection of the new order.

In one word, WHAT WE HAVE TO DO IS PROCEED WITH THE CARRYING OUT OF THE LABOR PLATFORM.

That document has been wisely framed to deal with things as they are, and make smooth the way to things as they ought to be.

It is not only a program of immediately acceptable measures, but it is also one essentially educational, training the public mind by a series of progressive object lessons to recognize the inevitable and beneficial nature of Socialism.

There is land monopoly to be broken down. This will assuredly be one of the initial legislative efforts of the Labor Government. Nothing of much use can be done in Australia till the land is relieved from this curse, and every obstacle is removed that stands between labor and natural opportunities.

The early imposition of the land tax will be the best possible answer to the lying tales of ruin for the farmers which the papers and politicians of landlordism have dinned into the ears of the people.

Brought into force without delay, before the next appeal to the country its value will have been made manifest, and the farmers will have had practical proof of the unscrupulous misrepresentation by which they have been so long deluded into fighting against their own best interests, and aiding their own worst enemies.

(Continued on page 7.)

LABOR IN UNITED KINGDOM.

A special report of the Royal Commission on the Poor Law and Relief of Distress has just been issued.

Whether or not any practical remedy has been suggested for unemployment is doubtful, but the nature of the problem is clearly stated, its economic significance emphasized, and its social consequences faithfully portrayed in the report. The magnitude of the problem is apparent when it is stated that during the year ended March 31, 1909, the total number of applications for relief by those out of employment in England and Wales was 196,757, of which London aggregated 49,239, and outside of London 147,518.

The applications for the previous year were 32,624 in London, and 57,433 in the remaining districts. The total number of persons relieved in 1907-8 was 56,413, representing 150,971 dependents, and in 1908-9, 136,589, representing 376,043 dependents. There were 31 persons in every 1,000 of the population relieved in 1908-9, as against 14 in 1907-8. The applications for relief by women in 1908-9 were only 4,832, out of the total of 196,757. The number of men who applied for relief in 1908-9 constituted 4 1-10 per cent. of the working male population of England and Wales, while it represented but 2 1-10 per cent. in 1907-8, and 1 9-10 per cent. in 1906-7.

Of the total number of applications that were made there were 33,623 rejections, because of unsatisfactory character and for other reasons, and 13,611 of the number who applied refused the work that was offered to them.

Miscellaneous or casual laborers furnished 47 4-10 per cent. of the applicants, and 16 9-10 per cent. were furnished by the building trades. The number of applicants from the engineering, shipbuilding, and metal trades was 50 per cent. higher in 1908-9 than in the preceding year.

A modicum of employment was furnished by the establishment of labor colonies on land secured for that purpose. One of the farming communities established by a London borough gave shelter and employment during the year to 417 persons, the average for the individual being 56 days' work. The expenditure in this colony was $35,462, and the returns from the laborers $9,952. The number of persons who were assisted to emigrate decreased from 6,066 in 1907-8 to 1,139 in 1908-9. London furnished of this total 155 men with 259 dependents.

The conclusion is that a chronic condition of unemployment exists as to a very considerable number of persons, who have to be pretty regularly and rather constantly assisted to keep them from passing into the pauper class. This chronic condition is accounted for by the large number of casual laborers, whose work is so uncertain and sporadic that no fixed habits of industry are formed. The point is accentuated that a great army of boys leave school each year at an early age without any industrial training, and with a very imperfect general education, who naturally drift into employment suitable to their age and attainments, but which they can not follow for any considerable number of years; then they do intermittent work and pick up a precarious livelihood through the doing of odd jobs.

It transpires that a majority of the unemployed are in the very prime of life. In London only 9 per cent. of the unemployed seeking relief were under 20 and over 60 years of age, while 51 per cent. were between the ages of 20 and 40. It is remarked that the same persons applied again and again for relief, the percentage of renewals being between 30 and 40 per cent of the applications.

Of those applying in London at least 60 per cent. were not connected with any trade-union, or did not belong to any provident society. The irregular work furnished by municipalities and other public bodies is deprecated as intensifying rather than removing unemployment. The out-of-door trades furnish the greatest number of the unemployed.

The report of the commission bestows high praise on the trade-unions for the assistance rendered to the unemployed, its report in this connection reading as follows:

"There is no doubt that the trade-union arrangements for unemployed benefits are excellent, and that an extension of such a system, until it embraced all workers except those who ought to be left to the poor law, would do away with the need of any relief funds. Trade-unions seem to be hesitating as to their future policy, whether to continue on their traditional lines, and by steadily raising the workman's power to help himself keep themselves independent of all outside aid, whether state or private, or whether to try to obtain state aid for themselves, seeing that at present the public is pouring out money for the class who have not shown any signs of self-help. If the general public is jealous of the attempt of the unions to raise wages, they must not be surprised if on their side the unions slacken in their efforts to relieve the public of the unemployed. That much more in the way of unemployed benefit could be done there is little doubt, but if that is the true solution of the problem, relief works and funds will only hinder this solution by encouraging sections of the community to depend on them rather than on their own efforts."

In offering a solution for, or perhaps it should be said a mitigation of, unemployment, the following are the conclusions reached:

"The great thing necessary, we believe, is to obtain a general agreement as to the need of regularizing labor. In this the Government and municipalities ought to set a good example.

"It might be better, if any rate or state funds are to be spent on the unemployed, that such aid should take the form of supplementing trade-union funds and give thereby a bonus on thrift. Any such supplementation of trade-union funds would involve a local government board audit, the control of the expenses of management, and a separation of the war and benefit funds. It is very doubtful whether it would be wise for trade-unions to accept state aid if it involved loss of independence and an interference with their efforts to improve wages. There is little doubt, however, that grants of this kind would enormously increase their membership.

"In order to prevent the spread of the unemployed as a class it is probable that drastic measures ought to be taken, such as those recommended to check vagrancy. For the idle and wirthless, who now form the noisy section of the unemployed, it might be necessary to establish semipenal colonies.

"The solution lies in a better organization of the workers and more consideration from the employers. Better organization of industry might at once relieve the workers and render trade crises less acute by steadying the supply of labor.

"Differentiation of the unemployable from the willing workers and better classification of paupers would enable us to understand the extent of the problem and how far a reorganization of labor must be carried. Raising the condition of the whole working class by better housing and better wages will help to keep decent but unskilled workmen from sinking.

"Every effort must be made to cut off the supply of unskilled and unintelligent labor by training boys to enter regular and permanent work."

In addition to the foregoing, labor bureaus and emigration are regarded as helpful agencies. The cost of the effort to solve the problem of unemployment in England and Wales for the year ending March 31, 1909, was $1.593,676, of which $619,812 was contributed by London.

PORT OF SALINA CRUZ.

Salina Cruz, the Pacific terminal of the Tehuantepec National Railway, has a population of about 5,000. A small foreign colony, American and English, is, with few exceptions, made up of the operatives of the railway and the port works. It has a fine harbor with protected outer and inner basins, with a minimum depth of 30 feet, and ample docks and warehouses. There is a spacious dry dock capable of docking ships of 30 feet draft and 600 feet in length. Extensive repair shops are being constructed adjacent to the dry dock. The port and dry dock are operated by the Tehuantepec National Railway, with general offices at Rincon Antonio.

Daily through Pullman service between Salina Cruz and Mexico City has recently been inaugurated, and passengers for Central and South America now prefer to come to Salina Cruz by rail and embark here.

The American-Hawaiian Steamship Company has a large fleet of splendid freight steamers plying between Salina Cruz and the Hawaiian Islands, and direct to San Diego, San Francisco, and Seattle. This company also operates a similar service between Puerto Mexico (Coatzocoalcos), the Gulf terminus of the Tehuantepec National Railway, and Philadelphia and New York, thus providing through shipment of freight between New York and the Pacific Coast of the United States.

Salina Cruz and Puerto Mexico, on the Pacific and Gulf termini of the Isthmus of Tehuantepec, are also the shipping ports for the Pan-American Railway, which begins at Gamboa (San Geronimo), on the Tehuantepec National Railway, and extends to the Guatemalan boundary.

There are practically no local industries on the Isthmus of Tehuantepec, except an oil refinery, Salina Cruz and Puerto Mexico being essentially ports for the transshipment of merchandise across the Isthmus of Tehuantepec.

The following are the rates of daily wages paid to a group of 613,000 workers, men and women, in various industries in Belgium: Earning less than 38 cents, 170,000; earning from 38 to 57 cents, 172,000; earning from 57 to 77 cents, 169,000; earning over 77 cents, 102,000.

FISHGUARD AND SWANSEA.

Reference has been made to the importance of the newly-opened British port of Fishguard, which will seriously compete with Liverpool and other cities for trans-Atlantic traffic.

That this district is most important commercially has again been amply demonstrated. The inauguration of Fishguard as an ocean port of call, the vast improvements to the Swansea docks and breakwater, the opening of anthracite coal mines, the extending of tin-plate factories, the establishing of steel and iron works, the building of various factories and flour mills all tend to prove previous reports that Swansea and district are destined to become one of the most industrial centers of the United Kingdom.

Although, for the moment, Fishguard occupies the most important position because of its prominence as a new port of call, it must be borne in mind that Swansea is the nearest town or port of any account to Fishguard, and that the new port of call owes much to Swansea for its astounding success. It is a matter of record that most of the arrangements concerning the development of Fishguard were made in this city, where the divisional superintendent of the Great Western Railway is located, and in all probability the future working arrangements will be governed here and Swansea will form the pivot of this new route.

The trade in this district is good, tin-plate factories are in full operation, anthracite and steam coal collieries are working regularly, the local copper smelting works are busy, in fact, every branch of trade is going well, although there is nothing abnormal to report upon. During one week recently the imports of Swansea included 152 tons of steel billets from Sweden; 800 tons of general merchandise from Germany; 2,183 tons of pitwood, 250 tons of potatoes, 100 tons of onions, and 190 tons of general merchandise from France; 3,823 tons of corn from Roumania; 500 tons of general merchandise from New York; 2,963 tons of copper ore from Newfoundland; 1,887 loads of deals from Canada; 1,120 tons of copper from Chile, and 75 tons of tin ingots from Straits Settlements. The exports for the same period included 5,515 tons of tin plates for Russia, Holland, Belgium, France, Spain, Italy, Portugal, and New York. The total number of boxes amounted to 90,363, the number received from the works being 97,420, and the number of boxes in stock at the dock warehouses on September 1 amounting to 137,314 boxes.

The exports also included 73,706 tons of coal and 13,460 tons of patent fuel (briquettes). The present prices of manufacturing coals per ton delivered at the factories are $2 for small coal and $2.50 for "through" coal.

St. John's Leper Asylum, Mandalay, has been trying Deycke's New Zealand treatment on three Eurasian patients, the duration of whose illness varied from 18 months to 8 years. In two cases satisfactory progress was recorded, one so remarkable that it is expected a cure will be effected. In the third case the injections were stopped, the leprosy being complicated with nephritis. A further trial of Deycke's nastin will be given in the asylum.

Demand the union label on all purchases!

STEAM-TRAWLER FISHING.

More than thirty steam-trawlers have been fishing on "the Banks" the past summer.

Last year there were only eight or ten such fishing vessels. These steamers all fly the French flag. Agents at St. Pierre for the trawlers say the catch up to the end of August was not satisfactory. However, it will not be possible to obtain any definite information until the government statistics appear toward the end of the year. If this season has not been a good one for the trawlers, conditions were evidently more satisfactory last year, judging from the vast increase in the fleet.

The steam-trawlers seen in these waters come direct from France. They average 250 tons, though some are much larger. The vessels are built of iron or steel and are of modern steamer design. The bows, however, are unusually high; the freeboard comparatively low. The average speed is probably 10 knots. The smaller steamers carry crews of 20 men; the larger sometimes employ as many as 40 men. For the most part these men are engaged in handling the fish, which are cleaned and salted as soon as they are taken from the nets.

The Grand Banks proper (those lying southeast of Newfoundland) are rocky and of an uneven surface, and it is said the trawlers can not work there to advantage. The best fishing grounds for the steam trawlers are said to be Quereau bank, off the Nova Scotia coast, and around Sable Island. The trawlers fish at night as well as in the daytime.

Compared with the fishing schooner, the steam trawler is a rather expensive vessel, and to be a paying investment must be kept in commission the greater part of the year. The French owners accomplish this by sending their vessels from one fishing ground to another as the season changes. Some of these trawlers were engaged in the waters off the coast of Iceland last spring. In the autumn the vessels return to the French coast and Algiers. Later one may see them down the west coast of Africa. Many of them remain in French waters, engaged in the fresh fisheries the year round.

In St. Pierre, where only sailing vessels are engaged in the fisheries, there is some prejudice against the steam-trawler. This feeling is also said to exist in Newfoundland, and in Nova Scotia owners of sailing vessels have tried to prevent the French steamers coaling at Sydney, with the hope, probably, of driving them from North American fishing grounds. The French trawlers have been getting coal at Sydney. They come to St. Pierre at intervals to land their fish and take on supplies. It is not improbable that next season some of them will coal here also, taking the fuel from cargoes brought to St. Pierre in sailing vessels from Sydney.

The population of Venezuela on January 1, 1909, according to official statistics quoted by Consul Isaac A. Manning, of La Guaira, was 2,664,241. The immigration during 1908 was 4,280, and the emigration 3,979.

The importation of wireless telegraph apparatus into British India is prohibited, except by persons to whom a license has been granted by the government.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Unions, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 85 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques v puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

Labor News.

The labor movement of Los Angeles has decided to form a labor party with the object of securing control of the municipal government.

Twenty-five hundred employes of the Boston and Maine Railroads were granted an advance in wages ranging from 5 to 25 cents a day on June 24.

The Native Daughters of the Golden West, at their recent convention in Santa Barbara, Cal., adopted resolutions pledging their members not to patronize Jap laundries.

At Los Angeles on June 22 it was stated that 90 per cent of the iron workers of that city, are now on strike for the eight-hour day and $4 a day, with the abolition of the employers' employment office system.

The striking metal workers of Los Angeles, Cal., have launched a movement for the establishment of a big tent city, which will be conducted on the co-operative plan and every member of which will be pledged not to buy in Los Angeles.

Judge Bordwell, of Los Angeles, Cal., on the application of counsel for the Baker Iron Works, granted an injunction on June 20 preventing picketing, intimidation or displays of force by strikers against non-union men.

The San Francisco Labor Council, on June 24, adopted resolutions condemning the action of Governor Gillett in calling out the National Guard to stop a proposed prize fight, upon the ground that such action was not warranted by the circumstances.

It was announced at the headquarters of the Canadian Pacific Railway at Winnipeg, on June 20, that the wages of all the telegraphers on the system have been increased $5 a month. The minimum wage scale now is $85 a month.

Officers of the Teamsters' Union of Seattle, Wash., have notified employers that a demand is about to be made for an eight-hour day, without reduction of wages from the ten-hour scale, and employment of none but union men. The union has 1000 members.

Announcement has been made of the Board of Conciliation's award in the arbitration of the differences between the Grand Trunk and Canadian Pacific railways and their trainmen and conductors. It provides a 25 per cent increase in wages from May last.

Following a lively debate and by a vote of 138 to 130 the House of Representatives on June 23 agreed to the Senate action striking out a provision in the Sundry Civil bill that no part of the fund for the enforcement of the Anti-Trust law should be used to prosecute labor organizations.

The trade-unions of Victoria, Australia, have received a copy of a circular asking them to refrain from nominating delegates to the Wages Boards until Clause 2 of Section 76, Factories and Shops Act, is repealed. The prohibition of secretaries acting as wages boards representatives is held to be most objectionable.

The New Zealand Seamen's Union recently forwarded a congratulatory message to Mr. Andrew Fisher on the success of the Labor Party in the Federal elections. Secretary Young has received a reply asking him to convey to the members of the Union the warmest thanks of Mr. Fisher and his party for their congratulations and good wishes, which were much appreciated.

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MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INFORMATION WANTED.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England.

Robert Fordyce Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Soren P. Nielsen, a native of Aarhus, Denmark, born 1887, is inquired for by his sister. Address, Danish Consulate, New Orleans, La.

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San Pedro Letter List.

Anderson, Charlie	Lundquist, F.
Anderson, Gust.	Lyche, Harris
Andersen, P. T.	Lindroth, Gustaf
Anderssen, Frank	Langvid, Ernest
Anderson, Sam	Leahy, Wm.
Anderson, W. -1240	Lister, W.
Alexandersen, Paul	Lindeback, Lenart
Anderson, Oscar	Lang, Gust.
Anderson, Carl	Lundman, C. -1533
Andersen, Harald	Le Bloa, Sylvian
Anderson, Charley	Larsen, J. -1542
Arrhenius, Chas.	Larsen, Lars
Anderson, Werner	Maroth, Richard
Boylan, C J. (pkg.)	Mueller, Hugo
Blumquist, C.	Mathiasen, Nils
Bordjelm, Alex.	Magnussen, E. W.
Brose, R.	Malmin, Tom
Bjorseth, Knut	Mathisen, H. O. -1757
Backman, Ernest	Nelsson, Karl J.
Bowman, K. Hj.	Nelson, John C.
Barth, V. F.	Nordgren, Chas.
Beyerly, Rupert	Nestor, Wilson
Baehr, Emil	Nilsen, J. -780
Boylan, J. (pkg.)	Norman, John
Boisen, P. A. -1500	Nord, Emil
Bell, Frank M.	Norman, L.
Christophersen, A.	Nelson, Eddie
Carlson, Markus	Olsen, Hagbart
Christenson, H.	Ohlsen, Ch.
Carlssen, C.	O'Brian, Jack
Christiansen, Chr.	Olsen, Pete
Carlsen, Carl	Olson, Carl
Cook, Walter	Olsen, George A.
Carlsen, Ed.	Olsson, L.
Collins, E. F.	Olsen, Ole A.
Christensen, N. -1066	Osterholm, G. W.
Durholt, Harry	Olsson, Johannes
Dreyer, Herman	Pierson, A. -1102
Dean, J.	Pettersen, Peder. O.
Dransman, Hans	Peratis, John
Doyle, William	Peterson, Chas.
Englebright, H.	Pedersen, P. -1093
Emanuelsen, Gust.	Peterson, Algate
Eugene, John	Peterson, T.
Eichel, E. -740	Person, Fritz
Fischer, Wilhelm	Pederson, C. H. -1149
Froberg, Fred	Petersen, Wilhelm
Gutman, E.	Quinn, W.
Garner, Louie	Quinn, Wm.
Gregorian, Ept.	Rasmussen, F. -341
Grass, Charles	Rokow, Stefan
Hansen, C. -1910	Rantio, J.
Hentschel, Otto	Reutern, Axel
Hengst, Otto	Rolf, Harry
Hamalainen, Paul	Rydholm, Harry
Hilke, Carl	Reinik, Harry
Hansen, N. -1867	Ramstedt, Aksel
Hansen, Peter K.	Sorensen, C. -1607
Hafstrom, Fred	Solle, Ingvald
Henrikssen, Albert	Steen, Hilmar
Hansen, Thron	Scott, E. G. -2041
Hedlund, Arvid	Spearing, Gustav
Halvorsen, I.	Sundqvist, Fred. (Reg. letter)
Hanze, Albert	Schmidt, E. -1670
Hassall, G.	Simpson, L. C.
Hansen, L. -794	Soderman, Victor
Hansen, Hans	Smith, John V.
Husby, Lars	Svensen, G. -1549
Johnson, Charles	Steinberg, Arthur
Johansson, J. -1821	Sorensen, James
Johansen, J. -1462	Sunde, Albert
Jobsen, Ch.	Scholl, Karl
Janson, Julius	Strand, Olav
Johansson, J. -880	Saarinen, H.
Jonasson, C. A.	Schibsted, John
Johnssen, J. E.	Saul, Fred
Kaasik, August	Schaab, Anton
Kahze, A.	Stephan, M.
Kolostoff, J.	Samuelsen, W. L.
Kustel, Victor	Steen, Mr. (Telegram)
Klaessen, Karl	Sorensen, Charles
Kellman, Joe	Sindahl, Jens
Koso, Pete	Thompson, W. J.
Kuhne, Wilhelm	Tufte, A. Paulsen
Kohler, K. -901	Tuominen, Alfred
Kusik, M.	Touanne, Walter
Kleishman, F.	Thomas, Paul
Kittelson, C. J.	Thorne, Aug. W.
Kure, Gidion	Utby, Carl
Lano, Emil	Wahrenberg, Otto
Leith, Chas.	Wilemson, Hans
Louis, Michael	Zornow, H.
Larsen, Chris. T.	
Larsen, Christian	
Lange, Friedrich	

Notice.—All members having clothes in the baggage-room in San Pedro Branch will have to remove them by June 10, 1910, otherwise the same will be disposed of.

INFORMATION WANTED.

Henry Fauske, a native of Norway, aged 36, last heard of on the Pacific Coast 18 years ago, is inquired for by Mrs. Emma Fauske. Address St. Helens, Wash.

David Stove, age about 28, who is supposed to have shipped on some vessel from Puget Sound in January, 1901, is inquired for. Any one knowing his present whereabouts please notify Coast Seamen's Journal.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

Pacific Coast Marine.

A new steamship of 3500 tons will be built by the Robert Dollar Steamship Company within a year, to be used in carrying pig iron from China to Irondale.

Seventeen Hindoos were deported from San Francisco on June 21 on the Japanese steamer Nippon Maru. The Hindoos are being sent back to India because they are afflicted with trachoma.

A cable from St. Michael on June 20 brings the news that the Bering Sea ice has fully cleared from the St. Michael Harbor, allowing ten ocean steamships to discharge passengers and cargoes.

The Federal Government will establish five monster salmon culture stations on the upper Puget Sound. The first site chosen is on the big Quilcena River, Jefferson County, and another will be located on Hood's Canal.

The schooner Joe Matthews, from Nome for Golovin Bay, was crushed in the ice of Behring Sea just inside of Cape Dzarby on June 21. The twenty passengers and the crew reached shore in safety over the ice and found shelter in Chinik.

The British steamer Zafiro, which was purchased as a coal ship by Admiral Dewey prior to the taking of Manila, and which was sold by the Navy Department a year ago, will be broken up by the Chicago Junk Company at Seattle.

The British ship Wray Castle, Captain Phillips, recently knocked two days off the sixty-day record between Puget Sound and Callao, beating by six hours the German ship Peru, which passed Tatoosh eleven days ahead of the Wray Castle.

Beginning January 1 the American-Hawaiian Steamship Company will increase its service between Portland and San Francisco by another steamer, thereby arranging for a sailing every six days instead of about every two weeks, as at present.

The first division of the Pacific fleet will sail from San Francisco on August 14 for Valparaiso, Chile, to take part in the Chilean centennial beginning September 12. The division consists of the cruisers California, Washington, Colorado and Pennsylvania.

Captain B. O. Nilson of the bark Annie Johnson was painfuly injured by falling into one of the holds of his vessel in Oakland Creek on June 23. The well-known skipper sustained a fracture of the leg and numerous bruises and is now at a private hospital.

An unusual shipment of Oregon fir is that taken on the Norwegian steamer Sark, Captain Gjartsen, which sailed from Portland on June 21 for Manchuria. Every foot of lumber is made up of timbers all hewn square and varying in size to nearly three feet.

The barkentine James Tuft, which sailed on June 17 lumber laden from Port Hadlock, carries the second lumber cargo dispatched from Puget Sound this year to Sydney, which ten years ago was the destination of a large fleet of square riggers.

The following changes of masters were recorded in the Custom-house recently: Steamer Del Norte, C. F. Hall, vice J. H. Sanford; steamer Grace Barton, C. H. Webber, Jr., vice E. A. Hiatt: steamer Alcatraz, Charles A. B. Johanssen, vice George Wenken.

The old American ship Shenandoah, on her last passage under canvas, arrived at New York on June 24, after a passage of 128 days from San Francisco. The Shenandoah is to be converted into a barge and will join the big fleet of dismasted old-timers now on the Atlantic.

The American ship Dirigo is making a rather long passage from New York to San Francisco. The agents, however, are not at all anxious regarding her condition, and think that she is merely meeting with contrary winds. The Dirigo is now out 161 days from the Atlantic Coast.

The survey of the channel at the mouth of the Columbia River completed on June 18 shows that the channel is now 8000 feet wide, which is twice the width shown a year ago. An increased depth is also shown, but the figures will not be given out until the report is made from Washington.

Freight rates for hauling wheat from Portland to San Francisco by the water route have dropped from $2 to $1.25 a ton during the past two weeks, and shippers believe a tariff of $1 will be quoted before long. The great bulk of the cereal for this season has been moved.

Advices received at San Francisco on June 15 report the arrival at Bristol Bay of the following vessels: May 17, the steamer George F. Haller; May 17, schooner Expansion; May 25, ship Standard; May 26, ship Oriental; May 28, bark George Curtis; May 27, bark Olympic.

The American ship Aryan, which left San Francisco on January 28 for New York, arrived on June 18 at her destination after a passage of 140 days. The ship Manga Reva arrived on the 17th at New York from San Francisco, after a passage of 103 days, which is considerably better than that of the Aryan.

The steamer Mongolia of the Pacific Mail Steamship Company from San Francisco May 24, via Honolulu and Yokohama, which arrived at Manila, P. I., on June 20, reported having experienced a severe seismic disturbance when off the Pescadores Islands near Formosa on the 17th.

The American ship Governor Robie put into Papeete in a leaking condition on May 22. The Robie, which was bound from the Sound for New York with a cargo of lumber, began to take water early in May, and when she was in latitude 35.50 south, longitude 117 west, Captain T. J. Halcrow decided to put off for Tahiti.

The following changes of masters were recorded in the San Francisco Custom-house on June 21: Steamer Sentinel, Louis Cordano, vice J. C. Alberger; steamer National City, G. Hammar, vice Hans Mickelsen. The following vessels were enrolled: Schooner H. D. Bendixsen, H. Thunell, master; steamer Collis, E. D. Reichelt.

The City Commission of Tacoma on June 23 voted to submit at once to a public vote the proposition of acquiring a large municipal dock, voting bonds to pay for same and building of a larger and higher bridge across the city waterway at Eleventh street. The local sentiment in favor of municipal docks seems unanimous.

The Associated Oil Company has placed an order with the Newport News Shipbuilding Company for another vessel, to be a duplicate of the steamer J. A. Chanslor, which was recently delivered at San Francisco after a passage out from the Atlantic Coast. The J. A. Chanslor cost $746,886 and is the most modern and complete oil carrier now in service on the Pacific.

The following changes of masters were recorded at the San Francisco Custom-house on June 20: Steamer Manila, C. O. Olson, vice U. E. Tyler; schooner Liberty, John Crestens, vice John Markatto; steamer Hercules, Samuel James, vice George W. Beers; steamer Fort Bragg, A. P. Christenson, vice Charles H. King; steamer Vernice, R. W. Hanson, Jr., vice Walter Stewart; steamer Pride of River, N. P. Wilson, vice Ernest Attheral.

The following changes of masters were recorded in the San Francisco Custom-house on June 23: Steamer Milton, James McAvoy vice R. J. Osborn; steamer Modoc, George M. Fousatt vice C. M. Schuler; steamer Santa Barbara, B. Zoddart vice Amund Svendsen; steamer Standard, William M. Healy vice U. S. Hubbard; schooner Natalia, Eric Danielsón vice George Richter; steamer Beaver, W. Kidston vice E. W. Mason. The schooner Honoipu, J. M. Hangfeldt, master, was enrolled.

Suit in admiralty for wages amounting to $110 and $500 doctor's fee was begun in the United States District Court at San Francisco on June 20 by Frank White against Matthew Turner, owner of the schooner Matthew Turner. White shipped as a seaman aboard the schooner from Astoria for Arica, Chile, in April, 1908. When they reached their destination White was taken sick and was left behind when the schooner sailed. He is suing for the wages he would have received had he accompanied the schooner on her return trip.

The Union Oil Company has increased its fleet by the purchase of the steamship Thomas, now at New York. This vessel is to be converted into an oil carrier for service on the Columbia River. The vessel will deliver oil at Portland for the markets recently opened in the Northwest, and will be particularly employed to furnish oil for the Great Northern Railway. The Thomas will have a capacity of 35,000 barrels of oil and is of sufficiently light draft to navigate the River. It is also reported that the Union Company is considering the advisability of buying more ships.

The United States revenue-cutter fleet sent north for the Bering Sea patrol work encountered very heavy weather on the way to Unalaska, according to mail advices. The heaviest gale was encountered on the last day of May. Several of the cutters suffered in this. The Bear reports having been struck by a heavy sea in Unimak Pass, which carried away a portion of her rail. Boatswain Thurber was hurled against the ship's side and sustained a fractured shoulder. The Manning rode the blow out about 200 miles southeast of the Pass. No damage was done on the other vessels and the personnel of the entire fleet is reported well.

The San Francisco-Portland Steamship Company on June 23 announced its schedule involving the operation of the steamer Rose City and the new steamers Bear and Beaver. Beginning with the sailing of the Beaver from Portland on July 2, a five-day service will be inaugurated between Columbia River, San Francisco and San Pedro. The new service gives passengers from the north or south the opportunity of staving over a day at San Francisco. The steamer Rose City, which was taken off for an overhauling a few weeks ago, has been put in thorough shape. Her boat deck has been converted into an observation deck, giving the vessel a more distinguished appearance.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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CHICAGO, Ill., 242 South Water St.
MILWAUKEE, Wis., 317 Virginia St.

Sub-Agency:
CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

Coast Seamen's Journal

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PAUL SCHARRENBERG.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JUNE 29, 1910.

THE GOVERNOR AND THE GUARD.

To stop a prize-fight is one thing; to call out the National Guard is quite another thing. To stop a prize-fight by calling out the National Guard is an unqualifiedly bad thing. In such a case the remedy is distinctly worse than the disease.

The action of Governor Gillett of California in calling out the National Guard to stop a prize-fight at San Francisco has laid that official open to a serious charge of usurping powers never intended to be used for such purpose, powers the use of which is specifically limited to other and more pressing occasions. By this action Governor Gillett has done more to injure the good name of California and to jeopardize the peace of that State than could possibly have resulted from a thousand prize-fights.

The latter form of "sport" has prevailed in San Francisco and other cities of the State for many years. The results have no doubt been harmful to the morals of the community. But however harmful, the results can not be measured in the same scale with those following the action of Governor Gillett in calling out the National Guard. A community may suffer in respect to its reputation for morality, and still be accredited with a proper sense of the obligations due to "law and order." Governor Gillett has proclaimed San Francisco a lawless community, a community in which only fear of the sword suffices to maintain peace!

Considering all the circumstances, considering that prize-fighting has been a frequent practice apparently sanctioned by law; that Governor Gillett had up to the very moment of his drastic action intimated that he would not and could not interfere; that a single word from the Governor at any stage of the proceedings would have sufficed for his purpose; that the courts when appealed to had refused to enjoin the "contest"; that the local police could, and doubtless would have stopped the affair upon proper representations by the Governor—considering these facts, the action of the Governor in calling out the National Guard resembles the process of "breaking a fly on a wheel."

Taken as a whole, there is very good ground for the charge that the Governor has established a dangerous precedent, or at least set a bad example. If the calling out of the National Guard may be justified under these circumstances, the same course may be justified under any circumstances. Had the Governor set about establishing a precedent for the indiscriminate use of the National Guard by invoking that arm of the Government upon the smallest possible justification, he could not have chosen a better occasion than that of stopping a prize-fight. Hereafter we need not be surprised should the National Guard be called out to perform duties which otherwise would be performed by a few police officers.

Of course the labor movement of San Francisco has protested against the Governor's action, and rightly so. The Labor Council of that city, at its meeting on the 24th inst., adopted the following resolutions:

Whereas, The Governor of California, in defiance of law, has invaded the city of San Francisco with the armed forces of the State; and

Whereas, The Constitution of California plainly limits the Governor to use the military arm of the State, in the quelling of insurrection, repelling of invasion, and the execution of law, only in the event of refusal, or inability of the civil authority so to do; and

Whereas, The Governor, ignoring law and precedent, has arrogated to himself authority to brush aside as pawns upon the chessboard of government, the legally-chosen representatives of the people, and instituting instead the despotism of force, thereby violating the very principle of popular government under the law; and

Whereas, The Constitution of the United States, and the fundamental law of California, definitely agree in declaring that the civil law shall ever be superior to that of the military; and

Whereas, The tendency on the part of Federal and State Governments to destroy authority of municipalities, and to overawe and subject the citizens thereof by the introduction of armed forces shows signs of becoming more marked; and

Whereas, Such tendency is fraught with danger to the existence of organized labor, both as a political and economic force, and is a menace to the working class; and

Whereas, In the city of Los Angeles, State of California, a conflict is now being waged, which involves the fundamental right of workingmen to organize for their own protection; and

Whereas, Under such circumstances, sympathizers with the struggles of organized labor must view with alarm and apprehension the act of Governor Gillett in sending troops peremptorily into the city of San Francisco, without the request, and against the wishes of the municipal authorities, and must view the said act as sinister and fraught with impending peril to the working class, and a dangerous precedent to be in future employed against organized labor, whenever any irresponsible or incapable Governor is moved by whim, caprice or design to use the power of his office to the detriment of labor; therefore, be it

Resolved, By the San Francisco Labor Council, in regular session assembled, this 24th day of June, 1910, that we protest against, and denounce as unjust and un-American the action of Governor Gillett, in unconstitutionally and illegally ordering troops into the city of San Francisco and so insulting the authorities of the municipality, and its citizens, creating a precedent contrary to all established American doctrines of government, and furnishing our enemies with an excuse for the unwarrantable use of troops, against the legitimate endeavor on the part of the trade-unionists to better their condition; be it further

Resolved, That we commend the conservative and dignified course of Acting Mayor Hon. J. A. Kelly, in counseling and directing the people of San Francisco to obey the law in letter and spirit, notwithstanding the action of the Governor of the State, in ordering his armed soldiery to enter a peaceful city, in violation of the rights and liberties of its people; and be it further

Resolved, That copies of this resolution be forwarded to the daily press, American Federationist, Organized Labor, the Labor Clarion, be spread upon the minutes of the Labor Council, be given as wide a publicity as possible, be particularly called to the attention and notice of central labor organizations throughout the United States; and that a copy be forwarded to Governor Gillett, and the Mayor of San Francisco.

These expressions set forth the nub of the question involved. Neither the Labor Council nor any other body of intelligent citizens opposes any proper measure for the restriction of the "manly art" within its proper sphere or, failing in that, the absolute prohibition of the "sport." But the Labor Council and every other body of intelligent citizens, including every intelligent individual, does object to the adoption of the last resource of civilization—the military power—for such a purpose. The National Guard is placed at the Governor's disposal, to be used at his discretion, subject only to Constitutional limitations. The only real and certain limitation upon the use of the National Guard is public opinion. It is therefore incumbent upon the public to jealously scrutinize the use to which the National Guard is put. Generally speaking, there is but one condition under which the military forces may properly or safely be used, namely, in circumstances involving danger to life and property, which the police authorities are unable to cope with. To call out the National Guard in any less pressing circumstances is an act of usurpation and despotism, immensely more dangerous to the wellbeing of the community than the circumstances themselves. At worst, the circumstances existing in San Francisco involved chiefly a question of morals—the morals of pugilism. Certainly the National Guard can not rightly be used to settle such a question. Indeed, militarism and morals are the opposites of each other.

The action of Governor Gillett in calling out the National Guard proclaims him devoid of foresight and courage and indifferent to the obligations of civil authority. That action evidenced not strength, but weakness; not respect for or confidence in the law, but reliance in the force of arms.

The most that can be said for Governor Gillett is that he did the right thing at the wrong time and in the wrong way. It is useless to say that, prize-fighting being a bad thing, any time is a good time to stop it. In the first place, the question, so far as the Governor is concerned, is one of law, not morals. Legal presumption, based upon long-continued practice, indicates that contests such as that in question are within the law. However that may be, we do not hesitate to say that it were better prize-fighting should continue than that it should be stopped in the manner chosen by Governor Gillett. This is merely another way of stating the obvious truth that to invoke the sword in the adjudication of moral questions is the very worst form of bad morals. Better a prize-fight every day than the National Guard any day! Prize-fighting hurts none but those engaged in it. The calling out of the National Guard in time of peace is a menace to the liberty of every citizen. If the National Guard is to be depended upon when needed, it had better be kept in its place when not needed.

In this issue we reprint a review of the recent remarkable election in Australia, from our contemporary, The Worker, of Brisbane, Queensland. The Labor victory at the polls in Australia was welcomed by every friend of progress throughout the world. The JOURNAL joins in felicitations to the Australian people, and especially to the energetic and powerful labor movement of that country, through whose efforts the victory was achieved. We sincerely hope and confidently believe that the Labor party will give Australia a good government—a government of the people, by the people, and for the people—and that its success will inspire and strengthen the workers in every land in the effort to place the governments of the world where they rightfully belong, in the hands of the masses rather than of the classes.

THE PRO-JAP REPORT.

As might have been expected, the report of Labor Commissioner Mackenzie on Japanese conditions in California has been well received in the East. The press of that section professes to see in the report a refutation of the argument for Exclusion. In other words, the report confirms the views held by the Eastern press on that subject. The following from the New Orleans Times-Democrat, illustrates the tenor of Eastern newspaper comment:

> The Commissioner finds that California requires a large body of unskilled labor which can be shifted from point to point at the harvest seasons. He declares the Japanese have met that requirement * * * and that the cost of white labor practically precludes its employment. Such friction as has arisen in the agricultural sections grows, he thinks, out of the ambition of the Japanese to better their condition, and their shrewdness in driving labor bargains. When the harvests were abundant and labor scarce they have occasionally demanded higher pay—a demand that naturally roused the protest of white employers. * * *
>
> The principal features of the report are, of course, its practical finding that the continuance of Japanese immigration is necessary to California's agricultural prosperity, and the presentment of the alternative of Hindu immigration to supply the need of cheap labor. It is declared that the Japanese supports himself on 20 per cent of his earnings, or less, and that his ambition tends to ownership and industrial independence, as does that of the whites.

That Labor Commissioner Mackenzie is not a prophet in his own country is amply demonstrated by the unanimous—or nearly so—criticism of the California and other Western newspapers. With the exception of a few pro-Jap sheets notorious for their love of the brown man, or hatred of the white man, as you choose to put it, the Western press is unanimous in condemning the report both upon grounds of fact and inference. The San Diego Union thus states the general view:

> But even assuming that high prosperity of these industries can be obtained only by operating them with cheap, servile labor from the Orient, California can not afford to buy prosperity for a comparatively few persons by sacrificing the many. No amount of profit from orchard and vineyard could compensate the State as a whole for becoming an Asiaticized commonwealth. The Orientals who are already here have lowered standards of morals as well as those of wages. And when it is sought to give a larger field to Asiatic labor in this State, a clear-cut issue of avarice against Americanism is raised.

To perceive the fallacy of the Mackenzie report we need but look at the matter in its fundamentals. If California needs more Japs, the more she receives of them the better. If California receives many more Japs than she now has, the latter will shortly own the State. What, then, will become of the white man? The question conveys its own answer. If California is to remain a white man's country it must be developed by the white man. If it be developed by the Jap it will become a brown man's country. Two and two make four!

"Home Industry" is a good cry, but "Union Label Industry" is a better cry. "Home Industry" conjoined with "Union Label Industry" is the best cry. Let's cry for the latter. And let's not be happy till we get it.

Seamen arriving at San Francisco should register at the City Hall in order to be assured their right to vote at the coming elections. The citizen who fails in his political duties is a bad citizen.

Owing to the strike of brewery workers in Los Angeles all beer manufactured in that city has been declared unfair. Our readers in San Pedro and vicinity will please take notice.

For fair products of all kinds consult the JOURNAL'S ad columns.

AUSTRALIAN LABOR VICTORY.

(Continued from Page 1.)

Then there is the principle of the new protection to be firmly insisted upon.

Australia is undoubtedly in favor of a protectionist policy, and the principle of the new protection is, that while the manufacturers are protected from the profit-lowering effects of cheap labor competition abroad, the workers shall be protected from the wage lowering effects of cheap labor competition at home.

Personally, we have never been able to perceive how both profits and wages can be increased at one and the same time. We do not understand by what means a given quantity—namely, the product of labor—is going to be so divided between two classes that each class will obtain a larger proportion than it had before.

But fortunately this question does not affect the principle of new protection, which is the securing to the worker of such a wage as will enable him to bring up a family in decency and comfort.

Obviously it is no use increasing wages by ten shillings a week if the bosses, in order to pay it, are permitted to raise the cost of living ten shillings a week.

The Labor Government will be keenly alive to any economic fallacy which operates against the working class, and under its legislation the new protection will mean nothing more nor less than an increased share to the producer of the wealth he produces, and a corresponding decrease to the capitalist who exploits him.

Something will also in all likelihood be done in the direction of clipping the claws of the financial vultures. The establishment of a Commonwealth Bank of issue, deposit, exchange, and reserve would be a big step towards making the Australian nation master of its own currency, and liberating its citizens from the talons of the money power.

And then, land monopoly having been dealt with, the Labor Government might turn its attention to those other monopolies under which the people of the Commonwealth are robbed, and a brigands' tribute levied upon its industry.

The nationalization of monopolies is the most important plank in the Labor platform, since it is by this process the movement is to reach out toward its grand objective.

There are several monopolies in Australia, injurious to the public welfare, which by nationalization would become of great benefit, both to the many thousands of their employes, and to the community at large, while the public treasury would gain to such an extent that money would be available for still further extensions of the industrial and economic functions of the State.

The perfection of the scheme of citizen defense, the institution of invalid pensions, the amendment of the Arbitration Act to provide for preference to unionists—these are measures with which the Labor Government may be depended upon to deal.

It is a big program, but there are men of commanding ability in the Federal Labor party, men who know the conditions of the people, because they are themselves of the people; men who have been trained in the schools of unionism, and have graduated in that best of all universities—the Labor movement.

With the affairs of the Commonwealth in their control, and all parliamentary hindrances swept from their path, we look forward to three years of unparalleled progress.

This is our chance of chances.

The way is clear for a steady, persistent, courageous realization of our platform, shirking no difficulties, halting for no opposition, pressing ever onward and upward, to get nearer and nearer to those splendid ideals which have made the Labor movement what it is, and have won to it some of the best brains and the kindliest hearts on earth.

We have had a world's record victory at the polls. We must justify it by a world's record of legislative achievement.

Great interest is being shown in the question of irrigation in Chile. The Government has several engineering corps in the field studying different methods and systems. In the dry regions soundings are being made for artesian water for that purpose. To this end two boring outfits have just been ordered from the United States by the Chilean Government.

The government commission that has been prospecting for coal in the vicinity of Conception and Talcahuano, Chile, has just published its report, which states there are more than 80,000,000 cubic meters of soft coal within an area of 80,000 square meters, or about 30.7 square miles. In places the vein is 3.5 meters, or about 11.5 feet, thick. The coal is said to be of fair quality.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, June 27, 1910.
Regular weekly meeting was called to order at 7:30 p. m., Chas. Taucer presiding. Secretary reported shipping medium. The Quarterly Finance Committee was elected to examine the Union's accounts for the past three months. Balloting for officers was concluded.

E. ELLISON, Secretary pro tem.
44-46 East St. Pacific Phone Kearny 2228. Home Phone J 2228.

Vancouver, B. C., June 21, 1910.
General situation fair. Andrew Furuseth and Patrick Flynn addressed a well-attended mass meeting of seamen on June 20.

JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, June 20, 1910.
Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, June 20, 1910.
Shipping medium; prospects uncertain.

P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65 Tel. Main 4403.

Port Townsend Agency, June 20, 1910.
No meeting; no quorum. Shipping medium; prospects uncertain.

WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, June 20, 1910.
Shipping and prospects good.

H. G. LUNDBERG, Agent pro tem.
P. O. Box 6. Tel. 225.

Portland, Ore., Agency, June 20, 1910.
Shipping good.

D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, June 21, 1910.
No meeting; no quorum. Shipping fair; prospects uncertain.

JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, June 20, 1910.
Shipping and prospects medium.

HARRY OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., June 23, 1910.
No meeting; no quorum. Secretary reported shipping fair.

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, June 16, 1910.
No meeting; no quorum. Shipping slow.

LEONARD NORKGAUER, Agent.
Phone Sun Main 2233. P. O. Box 1335.

San Pedro Agency, June 22, 1910.
Shipping good; few cooks ashore; scarcity of galley and cabin men.

ED. BARRY, Agent.
P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, June 20, 1910.
Shipping good.

ALEX. McKECHNIE, Sec'y pro tem.
674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters Boston, Mass., June 21, 1910.
Shipping fair.

WM. H. FRAZIER, Secretary.
1½A Lewis Street.

The British steamer Knight of St. George, which is on the way to Acapulco from Comox, will, on her return to San Francisco, be sold at auction on July 26th. The Knight of St. George is a steel freight steamer of 2967 tons register, built in 1890. She carries 7040 tons of general cargo, dead weight, or 3,500,000 feet of lumber.

Dispatches from Prince Rupert say the Victoria sealing schooner Eva Marie, bound to Bering Sea, struck near Green Island on June 21 soon after leaving Prince Rupert, and was abandoned. The sealers, thirty in number, mostly Indians, escaped in two boats and ten canoes carried by the vessel. The weather was fair and there was little wind.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

THE LAKE SITUATION.

The Lake situation at this writing (June 17), is enough to put heart in the weakest-minded Union man on earth, and to make the strong-minded Union seamen nearly jump out of their skins for pure joy. The Lake Carriers' Association, after spending millions of dollars to break up the seamen's unions, are further away from the realization of their hopes now than they were two and a half years ago.

Rank rebellion has entered their ranks, and even the vessel officers are in a state of mind that is little short of open defiance of their owners. Newspapers are busy explaining that there are no cargoes, and at least 20 per cent. of the tonnage will have to go to the docks to allow the remaining 80 per cent. to make a little money.

There are no ore cargoes, no coal, no grain, nothing to do, plenty of men! Oh, yes; lots of them. "Look our shipping office over," says Mr. Prominent Vesselowner, "and you will see men waiting their turn to ship." He did not say that the reporter stood a good chance of catching "smallpox" if he entered one of the dens called shipping offices. He did not say that 90 per cent. of "our men" never saw a vessel before, and that 50 per cent. of them were small boys, 16 to 17 years of age. Oh, no! Nor did he call attention to the ruffians from the slums of every large city, nor inform the reporter that they are offering $135 per month for cooks.

Well, comrades, let us be charitable. It must indeed be a bitter pill for the big bully from the Steel Trust to swallow. All the millions of money, all the newspapers, the big dailies, all the servants of the Government, all at his command. The police of a majority of the cities and ports, all that is evil and that for sale, and with it all he tackles a little organization of seamen and his house of cards goes to pieces. Yes, it must be a bitter pill, but it must be swallowed. The seamen are not going to do it, so the Steel Trust must.

I sometimes—not often, but sometimes—see one of our old comrades, ex-comrades now, who has sold his soul, his honor and his rights as a free man, his right to be greeted by seamen with the glad smile and hearty handclasp, who has sold his all to be a heeler for the money which is trying to crush both himself and his comrades. When I meet such a man he hangs his head in shame and slinks by with his eyes on the ground, his shoulders sloping. What, I ask you, can that man's mental process be? What has he to look forward to? In the years to come he will go away to other countries, other cities, towns or ships, where he is unknown; he will change his name, he will try to hide, and just when he thinks he has succeeded in evading recognition by some of the comrades he has betrayed, he will be remembered and his new friends will pass him by with a cold stare.

Have we forgotten Judas Iscariot? Have we forgotten Benedict Arnold? No; and we will not forget the strike-breaker, who is ten thousand times worse than Iscariot, who betrayed Christ, or Arnold, who betrayed his country.

W. H. JENKINS.

Conneaut, O.

THE "OPEN SHOP."

A manufacturers' organization, resisting a strike by union employes, issued a statement to the public in which it says:

"We shall insist upon an open shop and no member of any organization will be permitted to recognize the union."

The "Open Shop" is a taking phrase. Many people are won by it. Come now, let us reason together and see what it really means.

"Equality is equity." There can be no equality where weakness struggles against strength—where the unorganized individual meets organization. Take the Lake Carriers' Association as a typical case. On the Great Lakes the independent carrier has almost disappeared. The United States Steel Corporation has a great fleet, owned by a subsidiary corporation and officered by high-salaried, brainy men. The big railroads have their fleets. Each of those single fleets represents an organization.

But these great organizations are not content with the enormous power thus secured. They organize the organizations and bring all together in their Lake Carriers' Association, so that the millions upon millions of money invested in the vessels on our Great Lakes and the great captains of industry in control thereof, act as a unit.

The employe must work or his family will starve. Wealth can wait. But not content with their tremendous natural advantages, they insist on the individual, single-handed and alone, meeting organization at its greatest efficiency.

An "open" shop really means a "closed" shop. It is closed to organization on the part of the employes. It is closed to collective bargaining. A man who toils from morn to night and finds life an eternal struggle for the barest necessities, cannot inform himself about the state of the labor market. The employer says: "The wages I pay are governed by the law of supply and demand." He pays big salaries to his managers to keep posted and turn to the profit account every change. The employes can do nothing in this direction unless they organize. While thousands work, they may chip in each a few cents a week and employ their representative to gather data and properly present their case—if they are organized. That is their only chance. Without organization they are helpless. Liberty is a mockery—equality and equity can not exist.

In a vast number of factories machines are cared for better than the men, women and children who run them. Why? The machines cost money; not so with the employes. If they are injured or become ill it costs nothing but a little effort to get some one else to fill the place.

Without organization among employes the tendency is to reduce all to the level of the meanest employer. Competition compels many an employer to permit conditions which otherwise he would never tolerate. The slave-driver among employers becomes the model which others must copy.

Is there not need of organization among employes?

The nation which fails to protect its rights becomes a prey to avaricious nations. China is an illustration. Just so with labor. Without organization it is helpless. And as it deteriorates, all society deteriorates. There can be no dignity to labor without securing its independence and self-respect; and a living wage and proper conditions are essential to what we proudly call "the American standard."

So whenever you hear the cry "Open Shop," remember that it really means a "Closed Shop," inequality, inequity. It means more power to the labor crusher and a lowering of the standard of living.

This editorial appeared in the Cleveland Press of June 7. I thank the editor of that paper for this and many other fearless expressions which have appeared in his paper in the cause of Labor. The Seamen's Union is not on strike against "Open Shop" and never has been. There never was an Open Shop on the Lake Carriers' vessels since 1902 and certainly there was not in 1908-9-10. Closed Shop there was, and is, closed against any self-respecting Union man, closed against any man except Scabs. The Press has the proper definition of "Open Shop."

W. H. JENKINS.

Conneaut, O.

The steamer W. J. Olcott, the first of the three 600-footers building for the Pittsburg Steamship Company, will be launched at the Ecorse yard of the Great Lakes Engineering Works early next month.

FLOATED STERN FIRST.

Speaking of the Steinbrenner, which sunk last fall near Pittsburg Landing, at the Soo, and floated on May 25 of last week under the direction of Captain James Reid, the captain said that in some respects it was the most peculiar wreck he had ever handled.

He had never before in all his experience seen a vessel come up stern first when the engines and other machinery were located aft. In this case the stern of the Steinbrenner came up, leaving the bow of the boat resting on the bottom. He explained this by saying that the cargo of ore which the steamer carried must have been washed forward by the rush of water when she went down.

Everything about the boat was filled with ore, even the oil lamps being filled and every crease and crevice of the machinery was likewise treated. The captain says that the steamer is in good condition and will be in commission again by midsummer.

LOCAL INSPECTORS UPHELD.

Captain C. H. Westcott, Supervising Inspector of Steamboats for the Eighth District, at Detroit, on April 2 upheld the decision of the Local Inspectors at Malwaukee revoking the license of Edward C. Cramp of Philadelphia, former chief engineer on the steamer George C. Howe.

The action of the Local Inspectors followed the burning out of the port boiler on the Howe the night of November 25, 1909, leaving the vessel disabled in Lake Michigan twenty-five miles east of Sheboygan.

Testimony showed that Cramp, who was on duty, had blown off the starboard boiler and was tinkering with a joint when the port boiler burned. The case was brought to the Supervising Inspector on appeal.

The Car Ferry No. 15 and Collier No. 1, trading out of Conneaut, have joined the Lake Carriers' Association and are having a beautiful time. No. 15, whose time between Conneaut and Stanley, manned by seamen who know their duties, is about 4 hours and 45 minutes, under the "Welfare" crew makes a round trip in 24 hours, if she has good luck. She ships an average of eight men every time she makes a dock, carries four extra men, burns one-third more coal, makes one-third the usual trips. Surely the owners must be proud of their short-sighted policy!

W. H. JENKINS.

Conneaut, O.

The United Wireless Telegraph Company has established a new wireless station at Isle Royal, Lake Superior, which was put into commission June 2, and is in communication with other stations at Port Arthur, Grand Marais, Duluth and Calumet. The Isle Royal station is located at Singerville, on the western end of Isle Royal, near Washington harbor.

Joseph Frabutt, a prominent local Italian of Ashtabula, was appointed harbor master at that port on June 10.

COLLISION ON CHICAGO RIVER.

Says the Daily Socialist of Chicago in its issue of May 31:

Chicago is suffering its first inconvenience to-day as a result of the scab-operated boats on the Chicago River, one of which, the Selwyn Eddy, a freighter of the labor-crushing Lake Carriers' Association, disobeying orders and crashing into the Chicago of Buffalo, at the Adams Street bridge. The boats are still lodged together, and the suffering Chicago public is minus the use of the bridge.

"Navigation on the Chicago River is becoming very dangerous as a result of the scab-operated boats running upon it," declared A. Hanson, Treasurer of the Lake Seamen's Union. "The scab boats have no competent men to steer them, while either the mate or captain is compelled to take the helm in most instances.

"The long hours the scabs are compelled to work and their inexperience necessarily results in the worst kind of service. Under the circumstances I can not see how accidents such as that which happened at the Adams Street bridge will not become a rule rather than the exception during the summer."

The accident occurred Monday night when the scab boat misunderstood the signals and jammed the Chicago, which is manned by a union crew. There were thirty pedestrians on the open bridge, the women among them almost starting a stampede as the boats came together. The boats are still jammed together and the bridge out of commission at a late hour to-day.

A large percentage of the boats coming to Chicago are operated by union crews, among them being the boats of the Anchor Line, the Western Line, the Lehigh Valley and the Rutland Transportation Company, in addition to nearly all of the lumber boats.

Only a few days ago a jam similar to that at the Adams Street bridge occurred at the State Street bridge, when traffic was tied up for nearly half an hour as the scab crews were given lessons in river navigation.

KILLED BY EXPLOSION.

Enveloped in a shower of steam when a pipe burst on the steamer Bulgaria in Lake Huron, twenty-five miles south of Alpena on May 31, James Burns of Cleveland, one of the crew, was so severely scalded that he died before aid could be given him. Frank Cassidy of Chicago, is so badly injured his recovery is doubtful. Burns shipped on the Bulgaria in Cleveland three days before.

Following the explosion, the Bulgaria drifted helplessly until sighted by the lookout of the Thunder Bay Island life saving station. A lifeboat was sent to the disabled vessel and her captain was brought to Alpena for a physician. Burns died before the doctor arrived.

Cassidy was brought to Alpena. Not an inch of cuticle remains on his face. The Bulgaria worked her way to Alpena, arriving on May 31. It is thought she can be repaired in a short time.

The barge Ida Keith has been sold by Shannon & Gray, of Saginaw, to C. A. Osborne, of Marine City, Mich. The terms were private. The boat was built in 1873, and is 163 feet long by 30 feet beam.

STRIKE
ON THE GREAT LAKES

COMRADES:

The strike of Sailors, Firemen and Cooks on the Great Lakes is still on. We appeal to all seafaring men to assist us in persuading seamen to stay away from the Lakes during this strike.

Any reports that the strike has been settled are false.

The Seamen of the Great Lakes are sticking together solidly, and will keep up the battle for freedom and decent conditions until the fight is won. "God Almighty hates a quitter." (So do we.)

Lend a hand, comrades, by inducing seamen to stay away from the Lakes while the strike is on.

Yours fraternally,

LAKE DISTRICT,

International Seamen's Union of America.

STRIKE ON THE GREAT LAKES
KEEP AWAY!

IMPROVING ASHTABULA.

Word has been received at Ashtabula that it is the desire of the War Department to take up anew the matter of the swing bridge at that port being an obstruction to navigation. The plan is to start at the beginning, just as though there had never been any action, investigation or recommendation by the War Department.

The extension which has been under way to the Government breakwater here has been completed. The work has been in progress since last August. Over 47,000 cubic yards of sandstone have been placed in the walls.

Marine traffic at Ashtabula will be still further facilitated soon by the completion of the double tracking of the J. & F. branch of the Lake Shore between Andover and Ashtabula. Heavier rails are also being laid on the Franklin branch to Polk Junction, and concrete is replacing the culverts and small bridges along the line.

The new steel dock of the Pennsylvania Company at Ashtabula, it is said, will be the longest and largest dock of its kind on the Lakes. About four months' time will be required to complete it. A dredge has been busy scooping out the river bed to a depth of twenty-three feet in the solid rock, and three boats of the company from Buffalo will soon arrive and furnish power for the work. One feature of the steel dock is that it admits of tracks being built much nearer to the edge of the dock than was possible with the wooden wall.

CANADIAN BOAT ON STATION.

Information has been received at the Lighthouse Inspector's office that the Canadian Government has established a light vessel on Southeast Shoal, Lake Erie, June 5.

On the same date the steamer Kewaunee, which has been maintained as a light vessel in that locality for a number of years by the United States lighthouse establishment under contract with the Lake Carriers' Association, was discontinued. The lightship Kewaunee is at Amherstburg.

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Joseph Ward, No. 21241, Lake Seamen's Union, is inquired for by his mother, Mrs. Julia Ward, 223 Devoe street, Brooklyn, N. Y.

Comrade William Burke, of the Marine Firemen, Oilers and Water Tenders of the Great Lakes, is inquired for by his sister, Miss Ella Burke, Little Falls, New York.

Comrade Henry Blaschke. Any one knowing the above-named comrade please communicate with Jno. Rook, Jr., 2564 E. 55th St., Cleveland.

Roy Person, No. 12522, L. S. U., is inquired for by his sister, Miss Hazel Person, 225 Chisholm street, Alpena, Mich.

Frank Campbell, a sailor on the schooner Delaware, was drowned in the Niagara River recently. He was twenty-nine years old and lived at Bay City.

Relatives of Lewis Tart, member of the Lake Seamen's Union, who died in Buffalo a few days ago, are being sought by agents of the Union.

Captain William Walker, who has been in charge of Sleeping Bear Point life saving station since it opened, has been transferred to Grand Haven, to take charge of that station. He is succeeded there by Mr. Partridge, who has been number one at Michigan City station.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)
674 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....21 High Street
Telephone Bell 175 R
CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.
TOLEDO, O.....54 Main Street
Phone Bell 1890.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.
SUPERIOR, Wis.....213 Banks Avenue
Telephone, New Phone, Broad 155 L.
BAY CITY, Mich.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
KINGSTON, Ont., Canada.....(Box 96) King Street
ERIE, Pa.....328 German Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.
SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.
SANDUSKY, O.....510 Meigs Street

HOSPITAL AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O
RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Mich.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

PROJECTS FOR THE UNEMPLOYED.

The following information is derived from the report of the distress committee of Leeds:

For the year ending July 31, 1909, 6,819 persons had registered in Leeds, with a population of 480,000, as unemployed, against 2,377 for 1908. The books were opened again, on September 13, for the current year, and in 2 days 595 registered, the largest number registered in the same time since the unemployed act came into force. The large increase over 1908 is mainly accounted for by the opening of 14 district registries; 5,460 of those registered last year were never previously registered, and 3,407 of those enrolled were known to be out of work on July 31, 1909.

Inquiries and investigations are as thorough as possible to satisfy the committee of the bona fide of the applicant and his need before selecting him for aid. The proceedings are under an Act passed in 1905 called "The Unemployed Workmen Act."

During the year just ended the local government board of Great Britain advanced $17,880 to be used as follows: Afforestation work, $3,650; preparing land as sewage plant, $1,946; extension of subway, $2,433; excavating, cementing, and paving sides of roads used by tramways, $7,300, making new bowling greens, cricket pitches, and other work in parks and recreation grounds, $1,796; for excavating in widening a road, $7,550. Besides the foregoing, the city contributed $5,000 toward salaries and incidentals.

In the afforestation work 181 men were engaged, working on an average 25 days each, who planted 309,500 trees, nursery size, covering an area of 84 acres. This work was begun on October 5, 1908, and finished on June 3, 1909.

Of the number registered, 151 were under 20 years of age, 4,116 between 20 and 40, 1,272 between 40 and 50, 833 between 50 and 60, and 447 were 60 and over. The applicants represented nearly all trades and employments, the building trades being the highest, with 492 skilled and 2,550 unskilled workers, followed by the iron trades, with 1,238 skilled and 392 unskilled workers.

The causes of unemployment were given as follows: Trade depression, 5,333; illness of applicants, 293; failure of employers, 93; discharged, 469; quit work, 287; works closed down, 157; just left army or navy, 60.

Of the number of applicants, 4,746 alleged no income, and a vast majority of the others admitted incomes ranging from 24 cents to $2.40 per week. Single men numbered 1,679, of whom 1,206 had no dependents. Married men numbered 5,122, of whom 982 had no family; 1,110 had 1 child each, 1,022 had 2 children each, 810 had 3 children each, and the other 18, 4 or more children each.

Out of the 6,819 registered, employment was given to 2,148 (including 188 with 538 dependents, who were found employment with private employers), 1,155 resumed the ordinary occupations, 554 failed to accept the work offered, 377 were not found at the address given, and 1,299 were found not qualified for assistance under the regulations. The committee offered work to 2,561, of whom 1,867, with 6,455 dependents, responded. The total number benefited was 9,411, including dependents.

Demand the union label on all purchases.

LANGUAGES IN SCHOOLS.

Throughout Germany the systematic training of the youth in foreign languages has made rapid progress during recent years. The effort has been especially marked in the great industrial and commercial centers. In Chemnitz, for example, it is regarded as absolutely necessary that a young man entering the countingroom of a factory, of a bank, or of a large commercial house should be familiar with one or, better, two foreign tongues. Ample provision is made for such instruction in the higher schools, which correspond to American grammar schools, academies, and high schools. Excellent facilities are afforded in the business colleges. Courses are organized under the auspices of mercantile associations, which enable clerks to master another language at a modicum of expense, while there are in every city several schools and institutes devoted exclusively to linguistic training, and of course numerous private instructors.

In Chemnitz and the adjoining territory the relations of the manufacturing interests with foreign lands are so extensive and so predominant that, despite the diversified facilities for language instruction, as enumerated above, it was decided in 1907 to introduce also into the public schools optional classes in French and English. The purpose was to give those who so desired an opportunity to gain familiarity with these languages at an early age and to lay good foundations for more advanced work upon entering the higher schools.

The results of the past two years show that this new feature in the public instruction of Chemnitz met a genuine demand. In the year of introduction 715 children entered the classes, in the second year the number grew to 1,084, and this year it is 1,439. Of this latter number 913 are studying English and 526 French. Noticeable is the fact also that of the pupils thus engaged in optional language study 58 per cent. are boys and 42 per cent. girls. These proportions hold good in both languages. Russian, Italian, and Spanish are required to some extent in Chemnitz countingrooms. Thus far, however, the educational authorities make no provision for instruction in any modern languages except French and English. Instruction in the other European languages is secured in private language schools or obtained from independent teachers.

To a considerable extent this linguistic instruction is imparted by native-born French and English teachers, although much of the class work is conducted by German masters, who have excellent grammatical and literary command of the various tongues.

The policy pursued in Chemnitz finds its counterpart throughout the Empire, and it constitutes a powerful factor in the rapid forward movement of Germany as a power in international commerce.

The Minister of the Chilean Navy has been authorized to advertise for bids for the construction of a drydock at Talcahuano large enough to accommodate war vessels of from 18,000 to 20,000 tons. It is estimated it will cost about $2,800,000.

There is a movement to hold an international agricultural exposition as a part of the Centennial Celebration in Chile beginning about September 1, 1910. It would be the first of the kind in Chile for 35 years. Much interest is being taken in the plan.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 44-46 East St.
Branches:
VANCOUVER, B. C., 122 Alexander St., P. O. Box 1365.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 1312 Western Ave., P. O. Box 65.
PORT TOWNSEND, Wash., 114 Quincy St., P. O. Box 48
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Or., 51 Union Ave.
EUREKA, Cal., 227 First St., P. O. Box 327.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 91 Steuart St.
Branch:
SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branches:
SEATTLE, Wash., 209-210 Powell Building, P. O. Box 1335.
SAN PEDRO, Cal., P. O. Box 54.

UNITED FISHERMEN OF THE PACIFIC.

Headquarters:
ASTORIA, Ore., P. O. Box 138.
Branches:
LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.
GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

ALASKA FISHERMEN'S UNION.

Headquarters:
SAN FRANCISCO, Cal., 93 Steuart St.
Agencies:
SEATTLE, Wash., 1312 Western Ave. P. O. Box 42
ASTORIA, Ore., P. O. Box 138.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal
Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the
FEDERATED SEAMEN'S UNION OF AUSTRALASIA
29 ERSKINE STREET, SYDNEY, N. S. W.

LIVERPOOL'S TRADE PRESTIGE.

That certain steamers of two great lines sailing between Liverpool and New York have within the last few weeks included Holyhead and Fishguard, two Welsh ports, as places of call for landing passengers and mails has provoked no little comment as to the effect of such a departure on the welfare of the former port.

Probably no one in Liverpool is better equipped to offer an opinion on this question than the chairman (who has served in such a capacity for many years) of the Mersey Docks and Harbor Board, which controls the workings of the port. Chairman Robert Gladstone sees, in the increase of facilities for the handling of the mail and passengers at these two Welsh ports, an attraction that will draw into them vessels that would otherwise go to Channel ports, and as the big steamers that call at Holyhead and Fishguard come on to Liverpool, thus the further prosperity of Liverpool will be contributed to, for it is not by the landing of the passengers who immediately board an outgoing train that Liverpool derives advantages, but by the steamers and cargoes.

Mr. Gladstone states that since the opening of the Riverside railway station, at the Liverpool landing stage of the Atlantic lines, an accurate account has been kept of all the passengers so arriving, and of their destinations, so as to make a list of those who go on to London direct without staying at all in Liverpool and those who remain here for a longer or shorter time and proceed to other places. These figures show that about one-third of the passengers from America have gone on direct to London, and those are the passengers who will land at Fishguard and Holyhead.

Since July 1 there has been an increase in the combined inward and outward tonnage of this port of 100,000 tons, which does not indicate that the trade of Liverpool is diminishing.

The passengers arriving and departing in 1908 at the five principal British ports engaged in this traffic between the United States, Australia, Africa, and India (Continental traffic not included) show that at the port of Queenstown there were 25,000 passengers inward and 19,000 outward; at Glasgow, 29,000 inward and 22,000 outward; at London, 43,000 inward and 30,000 outward; at Southampton, 61,000 inward and 72,000 outward; while at Liverpool there were 212,000 inward and 172,000 outward, or greater than the other four important ports combined. It is reasonable to assume that the high prestige of the port of Liverpool is not in danger.

The military department at St. Petersburg is taking considerable interest in a new system of wireless telegraphy which has been invented by a Russian student. It is claimed that messages have been sent from St. Petersburg to Sevastopol and received accurately. One of the principal features of the new system is that messages can not be tapped by outside stations, and it is intended to build a station in the Ural Mountains to connect with a similar station to be built in Vladivostok. The stations will be built by the military engineers at a cost of about $50,000 gold each.

A single Minneapolis mill turns out from 17,000 to 18,000 barrels of flour a day.

ATHLETES GOOD GUNNERS.

The Duke of Wellington's famous epigram that the battle of Waterloo was won on the cricket fields of Harrow and Eton, may be paraphrased some day to read that some great naval battle was won on the gridiron and diamond at Annapolis if the work done in gunnery and kindred branches by officers who were notable athletes at the Naval Academy is an indication. The gunnery officers of the three vessels which ranked the highest in the annual battle practice this year were prominent athletes in more than one line of sports.

The gunnery officer of the Vermont, the pennant winner of all our great battleships and fine armored cruisers, was Lieutenant-Commander Luther M. Overstreet, tackle of the football team and member of the boat crew at the Naval Academy in 1896 and 1897. The first "star" ship, as those ships which secure 85 per cent or more of the score made by the pennant winner are called, was the Tennessee, and its gunnery officer was Lieutenant-Commander Michael J. McCormack. He graduated from the academy two years ahead of Overstreet and was a famous end and outfielder.

The third ship was the Maryland, whose gunnery officer was Lieutenant Robert W. Henderson of the class of 1907. Henderson was a great batsman and fielder on the baseball nine, a good football player, who could lift long soaring punts, and a fast man on the track, holding the academy records in the sprints for a number of years. All of these gunnery officers received special letters of commendation from the Secretary of the Navy.

The work done by former athletes as gunnery officers in the recent annual contest is probably the most remarkable example of what the former navy stars are doing, but it is by no means the end of the list. Commander Joseph M. Reeves, one of the greatest tackles who ever played for the academy and also a member of its first crew after the revival of shell rowing, who was head coach of the team two years ago, stands at the very top of the service as a theoretical and practical expert in gunnery and ordnance.

Lieutenant-Commander Henry C. Mustin, a fine quarterback on the teams of 1894 and 1895 and a bow oar on the crew, has devised the great gun sight which has practically supplanted all others in our Navy. Lieutenant Hilary Williams, one of the best small arm shots in the Navy, was a halfback at the Naval Academy and was catcher and captain of the baseball nine in 1897. Lieutenant Williams is attached to the department of ordnance and gunnery at the academy and among his associates in that department are two former academy football players, Lieutenant-Commander Martin E. Trench, captain of the team of 1892, and Lieutenant Frank G. Berrien, at present head coach of the Naval Academy team.—New York Sun.

The Manila government has in contemplation a plan for grading to fixed standards the Philippine cigars that are sent to the United States, and it is very probable that the project will be carried out. It is planned to have at least four grades.

The Chilean customs receipts for August show a gain of $563,238 United States gold over the same month of 1908. About one-half of this was in duties paid on imports, which shows a very healthy improvement.

HERRING IN BRITISH COLUMBIA.

Until within the past few years, although these fish could be secured in abundance they have not been sought except for local consumption and bait for vessels engaged in halibut fishing from Vancouver and Puget Sound ports. Since the spring of 1909 American vessels, however, have been denied the privilege of purchasing fresh herring for bait at this port on their way to the northern halibut fishing grounds in Hecate Strait and Dixon Entrance, as had been the custom for many years. Last year herring were caught in large quantities and pickled, also dry salted for shipment to Japan and China. The exact amount of these shipments can not be stated, but comprised many thousand barrels and cases, caught principally by Asiatic fishermen, the steamers proceeding directly to Nanaimo to load the fish.

This new cannery will take advantage of the heavy run of the fish during the fall and winter months, and will be the first in the business. Heretofore pickled and canned herring have been imported from England and eastern Canada. That the supply of herring is ample is shown by the government statement that the total catch last season in Nanaimo Harbor alone exceeded 40,000,000 pounds. The fish are equal in size and quality to those imported, and can be purchased for $3.50 to $8 per ton.

The canning company will be supplied with a modern line of can-making machinery, manufactured in Wakefield, England, the cans to be made with sides and bottoms in one piece. Double-seaming machinery will be largely used in order to avoid the muriatic acid used in soldering, as no solder is required with this system, which makes it possible to pack salmon, clams, and bloaters (herring) in a wet state with the desired quantity of liquor. The latest type of packing machinery will be used.

Steamers of any size can load, wholly or partly, direct from the plant, thus saving a large expense for freight and handling in supplying the growing demand for this class of fish in Japan, China, Australia, and on the Pacific Coast.

SHARKS AND THEIR FINS.

Singapore has an important shark-fin trade, which supplies the local 200,000 Chinese with this Oriental delicacy. The $157,753 worth imported in 1908 came from Borneo, Penang, Sarawak, Madras, Ceylon, Celebes and the Coromendel coast. Over one-half of this amount was re-exported to China.

The Malay shark, called the "Ikan Yu," is the one most dreaded by the natives. During the terrible disaster of the French steamer La Seyne from its collision with the British ship Onda in the Straits of Rhio last November many of the ninety passengers lost were, as soon as they reached the waters of the straits, seized by the sharks and dragged beneath the surface to be devoured by these fierce Malayan fish, which are especially feared by the native fishers and pearl divers. Seventeen species inhabit the Far Eastern seas, some of them attaining a length of twenty-five feet. It is reported that a black-fin shark was captured some time since whose liver weighed 250 pounds. The largest is the basking shark, which ranges from the Cape of Good Hope to Ceylon and often exceeds fifty feet in length. This fish has small teeth and is not considered as dangerous as the monsters of the Malayan archipelago.

News from Abroad.

It is believed that a rupture is imminent in the negotiations between the Spanish Government and the Vatican on the non-Catholic religious societies.

John E. Redmond, leader of the Irish Parliament party, and other noted Nationalists, gave a dinner in honor of William J. Bryan at the House of Commons on June 22.

Eighty-nine persons were expelled from Kiev on June 16. Twenty-six of these had been permitted to settle their affairs, while the others were given passports to a specified destination.

British Premier Asquith introduced in the House of Commons on June 15 a bill appointing Queen Mary regent in the event of the demise of King George during the minority of the Duke of Cornwall.

A mysterious earth subsidence at Accoli Picano, Italy, has now reached a depth of fifty feet. The River Chiaro has flooded the country, and many houses have collaped. Peasants have removed their cattle and furniture.

The month's delay granted to Jews subject to expulsion for a settlement of their affairs expired on June 14. Those who remain in Kiev are threatened with deportation through forcible measures designated as "by etappe."

Archbishop Vilatte of the Greek Church in America has closed a deal for the purchase of 50,000 acres of land near Candelaria, south of El Paso, in Mexico, for colonization purposes. The land will be settled upon by members of his church.

Official advices from Cairo, Egypt, state that the courts there on June 11 confirmed the sentence of death imposed on the student, Wardani, who shot and killed Boutres Pasha Ghali, the Egyptian Premier and Minister of Foreign Affairs.

A Spanish sailor who was washed ashore at Penzance, Eng., on June 21, claims to be the only survivor of the Spanish steamer Febrero, from Bilboa to Newport. The sailor says that the steamer foundered with her crew of twenty-three off Land's End, on the 20th.

The first regular airship passenger service was inaugurated on June 22, when Count Zeppelin's dirigible balloon, the Deutschland, carrying twenty passengers, successfully made the first scheduled trip from Friedrichshafen to Dusseldorf, a distance of 300 miles, in nine hours.

The manner of the sinking of the French submarine Pluviose was revealed on June 11 when the superstructure emerged at low tide. A rent fifteen feet long and two feet wide was found in the stern, where the submerged craft had been struck by the Channel steamer Pas de Calais.

The Grecian Government has granted the demands of the Roumanian Foreign Office in satisfaction of the recent incident at Piraeus, when a Greek mob attacked a Roumanian mail steamer. Roumania demanded official apologies, monetary compensation and the dismissal of the Prefect of the port of Piraeus.

An impressive funeral service was held at Calais, France, on June 22 for the crew of the French submarine Pluviose, who lost their lives when the vessel was sunk by a Cross-Channel steamer on May 26. President Fallieres, the members of the Cabinet, deputation from Parliament and the foreign naval attaches attended.

Taylor's Nautical Academy

Established 1888.

Consular Building, Corner Washington and Battery Streets, Opposite New Custom House, San Francisco, Cal.

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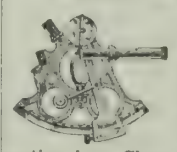
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Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Alexis, H.
Albrigtsen, G.
Andersen, Arvid
Andreasen, O. L.
Appelquist, O.
Aggs, P.
Beckler, Jos.
Berge, Johan
Burns, John
Caldwell, W. G.
Carlsen, R. T.
Chamberlain, L. C.
Christensen, Oscar
Christiansen, A.
Darker, Thos.
Edvardsen, John
Eklund, P. H.
Elwood, Alf
Eriksen, Axel
Eriksen, J. K.
Fernandoes, F.
Fellix, Harry
Fjilstad, K. M.
Frivold, John
Faroe, A. Hansen
German, Richard
Gregg, E. J.
Grohn, John
Gunderson, And. -785
Gumas, K.
Gustav, John
Hansen, Chas. S.
Hansen, Andrew
Haakensen, H.
Hallenberg, Gustaf
Hansen, Axel M.
Hansen, Hans F.
Haas, W.
Harjis, H. -1940
Hansen, Hilmer
Hahnberg, Olaf
Holmstrom, C. G.
Ingebretsen, O. -125
Isaksen, And.
Jacobsen, Torgils
Jamison, James
Jacobsen, E. C.
Jensen, Ludvik
Jensen, Hans -2014
Johansen, Herman
Johansen, Ludvig A.
Johnson, K. -1592
Johnsen, C. J.
Johnsen, J. -983
Johnsen, Eric
Johnson, Alf -1700
Jorgensen, J.
Kalming, Jacob
Kesher, Karl
Kinsay, W. A.
Kittelsen, C. T.
Knudsen, M.
Larsen, Louis
Lewis, George
Linsay, W. A.
Lindholm, Chas.
Lund, Chas.
Lundberg, Oscar
Mannonen, Eric
Martin, C.
Martinsen, Abe
Mikkelsen, A. M. -1584
Miller, Harold
Morgan, Ed.
Morris, M. M.
Nelsen, Fred.
Nielsen, N. A. -909
Nielsen, P. L.
Nurmi, V.
Olsen, John -1046
Olsson, Oscar
Olsen, Andrew
Olsen, C. E. -584
Olsen, Eric C.
Paul, P. G.
Preston, James
Quigley, R. E.
Ries, J. H.
Rimmer, Jas.
Saari, K. G.
Sand, Chas.
Sauer, Emil
Schmidt, Alf.
Schwab, M.
Smith, Johan
Smith, Max
Sorensen, Ed.
Staff, Chas.
Strom, Carl
Stenroos, A. W.
Swansen, C. -1536
Swansen, B. -1932
Thompson, James
Torgersen, Ludvig
Udley, H. S.
Van Houten, E. C.
Vogt, Carl
White, Hans
White, Earl
Ylinen, S.
Zazan, J.

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23 UNION AVENUE - - Portland, Ore.

INFORMATION WANTED.

Louis Hayót, a native of Porto Rico, about 54 years old, is inquired for by Sandalio Bernard, Sailors' Union of the Pacific, San Francisco

Robert Fordyce Bowers, last heard of at San Francisco, in March, 1907, is requested to communicate with his mother Mrs. M. E. Watson, of 12 Lampton street, Bishopswearmouth, Sunderland, England.

Carl Leopold Anderson, native of Nordtelje, Sweden, last heard from in New Orleans, La., November, 1904, is inquired for by his brother John Anderson. Address: Sailors' Union, San Francisco, Cal.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

Erwin Bausback, born at Weilheim, Germany, is inquired for by the German Consul, San Francisco. Royal Insurance Building, 201 Sansome street.

Fritz V. Jacobson is inquired for by his brother, Job Jacobson. He was last heard of in Seattle. Address Lake Seamen's Union, 70 Isabella street, Ogdensburg, New York.

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BURNETT BROS.
JEWELERS AND CHRONOMETER MAKERS.
Union Made
WATCHES AND JEWELRY
Cor. of HERON & G STS.
ABERDEEN, WASH.

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Gents' Furnishings, Boots and Shoes, Groceries and Notions.
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UNION LABEL GOODS.
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Deals exclusively in Union-Made
CIGARS, TOBACCO, ETC.
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Next door to Waterman & Katz, just around the corner from the Union Office.

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Shipping Supplied at Lowest Rates.
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Chas. A. Pragge, Mgr. Chas. E. Coon, Pres.
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(Inc.)
Wholesale and Retail
GROCERS
SHIPS PROVISIONED.
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Warehouse: Bartlett Wharf, Port Townsend, Wash.

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Wholesale and Retail Dealers In
GENERAL MERCHANDISE.
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Dealer in
Dry Goods, Clothing, Boots and Shoes, Hats and Caps, Gents' Furnishings and Sailors' Outfits.
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Up-to-date Suits Made to Order
Hats, Caps, Shoes, Oilskins and Rubberboots
Bedding, Blankets and Pillows
Uniform gold braids and gold wreaths of all descriptions
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Home Phone C-3486

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GENERAL OUTFITTERS FOR MEN AND BOYS
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812 FIRST AVENUE SEATTLE, WASH.

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2320 NORTH 30th STREET
Men's Outfitters, Hats, Caps, Shoes, Rubber Boots, Oilskins, Flannel Shirts, Quilts, Blankets, and Notions.
"Boss of the Road" and "Can't Bust 'Em" Overalls, 75c; Hickory Shirts, 50c. Everything Union made.
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CIGAR MANUFACTURER.
Cigars at Wholesale and Retail.
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EUREKA, CAL.
White Labor Only.

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H. WENGORD, Proprietor.
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EUREKA, CAL.

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GOOD CUP OF COFFEE OR A SQUARE MEAL
TRY
EUREKA CHOP HOUSE
Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

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The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.
Manufactured by
C. O'CONNOR
532 Second Street, - Eureka, Cal.

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INFORMATION WANTED.

William Beckman, a native of Bochum, Westfalia, Germany, is inquired for by his mother, who is at present in Los Angeles, Cal., at 317 Crocker street.

Any one knowing whereabouts of Harry Fields, sometimes called Martin Smith, kindly report to F. Ascher, 1817 Chapin street, Alameda, Cal.

Wilhelm Mahsing, last heard of as sailing on the Pacific Coast, is inquired for by his brother, John Mahsing, now sailing out of New Orleans. Address, Marine Firemen's Union, 514 Dumaine St., New Orleans, La.

Paul Boose, who has a damage suit against the "Stanley Dollar," in the Federal Court at Seattle, Wash., desires very much to have the following witnesses come to Seattle, or if impossible, to communicate with him: P. Bush, No. 1106; Aug. Stolzer, No. 2087; A. Lamberg, No. 1359 and J. Clauson. Address, Box 55, Seattle, Wash.

The U. S. District Court in New Orleans has decided the case of John Kauer vs. the SS. Dover in favor of the libelant, and the New Orleans Agent has collected the money. Any one knowing the address of John Kauer, please communicate with the Sailors' Agent in New Orleans, George C. Bodine, 514 Dumaine St.

Edward Monsen, a native of Skudesnes, Norway, about 38 years of age, last seen in New York in 1907, supposed to be on the Pacific Coast, is inquired for by his brother-in-law, K. Moklef, 150 Noe street, San Francisco, Cal.

John Tierney, last heard from by letter, October, 1906, is inquired for by his sister, Mrs. Wm. Degnan, 124 Harrison street, Pawtucket, R. I.

Home News.

Fifty persons died in Chicago as the result of a heat wave during last week.

The bill granting separate Statehood to New Mexico and Arizona was signed by President Taft on June 20.

The population of the District of Columbia is 331,069, according to the returns of the Thirteenth Decennial Census.

The London Daily Express states that it is probable that the coronation of King George will take place in May, 1911.

The Democratic party of Ohio will go into the State campaign this fall with Judson Harmon as its candidate for Governor and President.

The consumption of alcoholic beverages has decreased during the last two years $110,135,600, according to the latest issue of the American Grocer.

Charles K. Hamilton flew from New York to Philadelphia and back on June 13. The trip each way, a distance of 80 miles, was made in 1 hour and 51 minutes.

Right of way over public lands for canals for a water system for Los Angeles, Cal., was granted by a bill passed on June 16 by the Senate. The bill goes next to the House.

Two troops of cavalry from Fort Apache, Ariz., were ordered to the Blue Range mountains near Holbook, Ariz., on June 22 to fight forest fires which were reported beyond control.

The United States Government will pay Richard A. Parr, Deputy Surveyor of the port of New York, $100,000 as a reward for his services in uncovering the sugar frauds in the Customs service.

After remaining on the Senate calendar for almost three months, the bill providing for the admission of the Territories of New Mexico and Arizona to separate Statehood was passed by the Senate on June 16.

Postmaster-General Hitchcock has been notified by the postal authorities of Greece that the transmission in the mails of letters or packages containing money is prohibited by the law of that country.

Federal Judge Campbell of Guthrie, Okla., on June 23 dismissed the action brought to enjoin Governor Haskell and Secretary of State Cross from removing the capital of the State to Oklahoma City.

The decision of the House Rules Committee on June 17 to report a "reform" rule, designed to prevent legislation being smothered in committee, makes another fight on the rules in the House in this session improbable.

Application was made on June 15 to the Interstate Commerce Commission by the Pullman Company and Great Northern Railroad for a rehearing of the cases in which the Commission ordered a reduction of the sleeping car rates.

Governor Hughes of New York sent a special message to the Legislature on June 20 recommending the enactment of a law providing for direct nomination of candidates for public office and amplification of the resolution for an investigation of all legislative corruption.

Charles P. Knapp, one of the firm of Knapp Brothers, private bankers, was convicted at Binghamton, N. Y., on June 24 of receiving a deposit on the day before the bank closed, knowing that the bank was insolvent. He was sentenced to not less than fifteen months nor more than two years in prison.

World's Workers.

The Metal Workers' Union in Germany now numbers in its ranks 400,000 members.

Sixty thousand men connected with the building trades in Rome, Italy, are now on strike for better wages.

Thirteen cases of suicide or attempted suicide occurred in Berlin recently, chiefly due to lack of employment.

A Sydney (Australia) Wages Board has awarded increased wages to hackmen and taxicab drivers upon request of their unions.

Denmark has set aside 400,000 crowns for the erection of workmen's houses, and 450,000 crowns subvention to the municipal unemployment aid societies.

A dispute has arisen between the Canterbury (N. Z.) sheep owners and shearers, the former having applied to the Conciliation Board for a reduction in the rate of pay.

Trades-unionism in France is rapidly increasing, having added nearly 150,000 recruits to its ranks during the year, and it now shows well over the 2,000,000 mark.

Premier Gregory, of New South Wales, states that the question of the release of union prisoners, whom he jailed during the coal war, is now under the consideration of the Governor.

The Builders' Laborers' Union, of Adelaide, Australia, has decided to demand an increase of pay from 8s. to 9s. per day. Considering the arduous and dangerous nature of the employment, the demand is a reasonable one.

The Russian Douma has under consideration a bill which is a big step forward. Under this bill shops may be opened for twelve hours a day and extra pay must be allowed in normal times for overtime, which must not exceed two hours.

German unions have conclusively proved that, as a result of organization, the wages of 218,600 masons and 51,564 carpenters now average 39 per cent above what they were in 1895, and that wages in other trades have similarly advanced.

The British Board of Trade has invited applications for appointments to about a score of posts as female superintendents of Labor Exchanges. The salaries are said to be good, as the superintendent starts with £130 per annum, and can work up to £200.

British master cotton spinners recently voted as to whether they will enforce the reduction of 5 per cent in wages by a lockout. The secretary of the employees' union, however, states that the workers had suffered enough already, and that they might as well starve playing as starve working.

At the request of their Federal Council, the Brisbane (Australia) branch of the Iron, Brass and Steel Molders' Union resolved at a recent meeting that a ballot be taken to ascertain whether members are in favor of the proposal to register the Union under the Federal Conciliation and Arbitration Act.

The committee appointed by the New South Wales Colliery Employes' Federation to deal with money subscribed during the strike for relief purposes has decided to disburse the funds remaining in hand. The amount standing to the credit of the committee is nearly £4000, and this will be divided among the whole of the members of the Federation. Each man will receive about 8s. 6d.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abbors, Arne
Aguilar, Santos
Albrecht, Emil
Allan, Wm.
Allen, G.
Amunsen, Daniel
Andersen, -1620
Andersen, Emil
Andersen Fred
Andersen, -1526
Anderson, H. N.
Anderson, -910
Anderson, -992
Anderson, -1420
Anderson, -1560
Anderson, Victor
Anderson, Ernest
Andersson, -1514
Andersson, -1060
Andersson, Nels. A.
Andresen, -1635
Andreassen, 1136
Antell, Fred
Arnecke, -1649
Arnold, E. B.
Arntsen, Julian
Asplund, August
Austrand, -1189
Ayers, W. T.

Backtrom, Wm.
Balm, O.
Banke, Harold
Bardsen, T.
Bastion, W.
Bauer, Frank
Bausback, -1511
Beahan, Ed.
Behnke, Heinrich
Beling, Oscar
Bensen, Ed.
Benson, -1454
Berge, Johan S.
Berg, H. Y.
Bergman, Johan
Berlin, L. W.
Berndt, Hugo
Bernert, Fred
Berntsen, Eilert
Beyerle Rupert
Bietila, -1338
Birde, Chr.
Bjorklund, Erik
Black, Victor
Bliesath, Max
Boers, M.
Bogan, Patrick
Bourbigou, Louis
Boylan, C. F.
Brandt, Oscar
Brandon, Tom
Brauer, Fred.
Bridge, John
Brinkmeyer, G.
Brox, Henrik
Bryde, C. M.
Buch, D. J.
Buchman, Aug.

Callas, Aug.
Carlson, John
Carlson, Rudolf
Carlsson, Otto
Carlsson, Harry
Carlstrom, A.
Casson, J.
Ceelan, John
Chauche, J. A.
Christensen, C. D.
Christensen, M. H.
Christensen, E. H.
Christiansen, Peter
Christophersen, 1288
Classen, Henry
Collberg, Chas.
Connor, -817
Coughlan, -1174
Classon, John
Crasson, Joe

Dahlstrom, -749
Daugul, A.
Danielsen, Sigurd
Danielsen, John
Daumgold, Ernest
De Baere, H.
De Santis, E.
De Young, A. R.
Ditaze, Louis M.
Dorles, H.
Dracar, E.
Dreier, Paul

Edman, Oscar
Egeland, Olaf O.
Ekendahl, H.
Eklund, Aug.
Elfstrom, Axel
Eliassen, Sigurd
Eliassen, J. A.
Eliassen, C.
Ellingsen, O. W.
Ellingsen, Wm.
Elonen, M. H
Erdman, -1704
Ericksen, C.
Eriksson, C. E.
Erland, Hans
Eugenio, John
Evans, E.
Evensen, John

Fagerholm, Carl
Feldt Knudt
Fisher, Frank
Flem, Knut
Flodin, John
Fradin, Louis
Fransson, Frank G.
Froberg, Erik G.

German, R. B.
Gillholm, Albin
Gjosund, S.
Graiff, Edward
Gronvold, Peter
Grossl, Josef M.
Gundersen, Tom
Gundersen, Kristian
Gunther, Teddy
Gustafson, Gus
Gustafson, Oscar

Haakansen, H.
Hafke, Peter
Hahlweg, Fritz
Hallgren, Johan
Halvorsen, Anton
Halvorsen, Wm.
Halvorsen, Hartvik
Handt, Wm.
Hansen, Mike
Hansen, Hans E.
Hansen, -1826
Hansen, Fred
Hansen, H. O.
Hansen, Hilmar
Hansen, Peder
Hansen, Soren
Hansson, Oskar
Hansson, N.
Hedlund, Arvid
Helmer, Fred
Henrickson, Pet.
Henriksen, -1375
Henshaw, Frank
Hernas, -2042
Hohn, John
Holm, John A.
Holmstrom, C. A.
Hoye, Haakon
Hull, H.

Illig, Gustav
Isaksen, Gunnar
Isaacson, Isaac

Jakobsen, Martin
Jakobsen, Jakob
Jakobsen, Joakim
Jakobsen, J. E.
Jansen, Eilert
Jensen, -1461
Jensen, -1987
Jensen, Louis
Jensen, Edward
Jensen, -2043
Jensen, M. C.
Jensen, P. J. A.
Jensen, -1944
Jensen, Carl E.
Jespersen, Martin
Johnsen, Norman
Johnson, -1800
Johanson, Axel B.
Johansson, H. A.
Jones, Harry
Jordfald, Theo.
Jorgensen, Alf.
Jorgensen, Kaspar
Jorgensen, Johan
Josephson, E. W.

Kaasik, A.
Kaiser, Dik
Kallas, Aug.
Kaold, John
Karlson, Richard
Karlsson, Axel Geo.
Kaspersen, O. Chr.
Kavall, John
Kelly, W. E.
Kiel, P.
Kjelgren, John A.
Klausen, John
Klebingat, F.
Klousen, -564
Knopff, Fritz
Knudsen, Lars
Knudsen, Ragnvald
Knutsen, Knut
Kolkin, Fred.
Kolter, L.
Kristophersen, Jacob
Kruse, Karl
Kugland, M.
Kurras, M.

Laason, -1370
Larsen, -1290
Larsen, Emil, -1344
Larsen, Herman
Larsen, Louis
Larsen, Emil
Larson, Christ.
Larson, Bernhard
Larson, Alek
Larsson, Lorens
Laws, Harry
Lawberg, A.
Le Brun, Ernest
Lebrun, Ernest
Leithoff, Carl
Lemmel, Chas.
Lersten, J. O.
Le Solle, Pierre
Lind, Gus A.
Lindholm, -1274
Lindroth, Carl
Linert, Arthur
Linholm, -454
Ljunggren, J. A.
Luckman, Ewald
Lund, P.
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Andersen, Malvin
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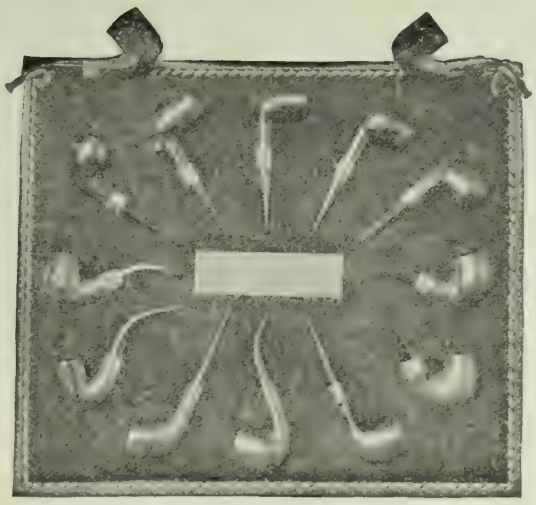
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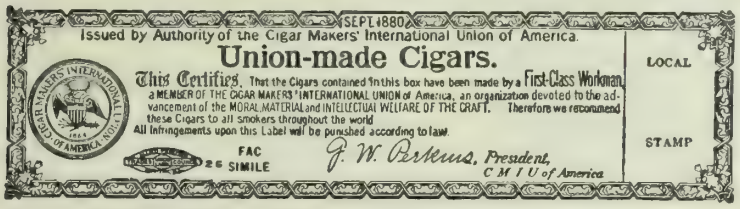
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R. M. WELCH, Cashier.

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H. C. KLEVESAHL, Cashier.

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Domestic and Naval.

The contract for the giant lock of the Panama Canal was awarded at Washington, D. C., on June 20, to a Pittsburg company at its bid of $5,374,474.

The Royal Mail steamship Magdalena, which went ashore at the entrance to Cartagena, Colombia, recently, has been floated. The vessel suffered no damage.

The American ship Erskine M. Phelps arrived at Philadelphia on June 9 from Honolulu after a passage lasting 114 days. The Phelps brought several thousand tons of sugar.

Alleging that it is a trust and conducted in restrain of trade, the Government on June 18 began suit against the Great Lakes Towing Company, with headquarters in Cleveland, to oust it from its charter.

The British bark Calburga was sold at Philadelphia on June 15, for $4,500. The vessel was purchased by Garvin Lang Stairn, of Halifax, N. S. The Calburga was built at Maitland, N. S., in 1890, and has a length of 210 feet and a breadth of 39.2 feet.

George Turner of the American counsel opened the case for the United States at The Hague on June 20 in the Newfoundland fisheries dispute. Turner followed Sir Robert Finlay, who recently made his statement of the British contentions.

The battleship Idaho has won the coveted honor of the best marksmanship in the Navy. A comparison of performances of the battleships this year shows that the Idaho made a score of 46.121. The South Carolina gets second place with a score of 42.586.

Theodore Roosevelt received an average of more than 100 wireless messages a day during his trip across the Atlantic. The total number of words received and transmitted, over 60,000, established a record for trans-atlantic travel. The receipts were $6000.

The Department of Commerce and Labor has adopted for the use of the Secretary a flag, to be of blue bunting, with the seal of the department in the center on a white field, and a five-pointed star in each corner. This flag will be displayed at the main on the vessels of the department whenever the Secretary is on board.

George R. Putnam of Davenport, Iowa, has been appointed commissioner of lighthouses at $7000 annually, and Arthur V. Conover of Passaic, N. J., to be assistant commissioner at $4000. These appointments mark the first step in the reorganization of the Lighthouse service authorized by Congress.

Carrying a bountiful supply of trinkets and gumdrops for the Igloo dwellers of the frozen North, the steamship Boethic, chartered by Harry Whitney, of New Haven, Conn., and by Paul J. Rainey of Cleveland, O., for a hunting expedition in the Arctic, sailed from South Boston on June 19.

Secretary of the Navy Meyer on June 24 awarded the contracts for building four submarine boats. The Electric Boat Company of New York received the contract for three boats and the Lake Torpedo Boat Company of Connecticut, the contract for the other. The prices ranged from $432,000 to $475,000. The Secretary is considering a proposition to have three of the boats built on the Pacific Coast and the fourth on the Atlantic.

With the Wits.

Babble.—It is pleasant at this time of the year to hear the running comments of a babbling brook.—Chicago News.

He always makes a hit
With all the lovely misses;
The reason? This is it:
He stutters when he kisses.
—Chicago Record Herald.

Yes, He had Seen.—"Did you see sharks when you crossed the ocean, Mr. Spiffkins?" asked Miss Purling.

"Yes," replied Spiffkins, sadly. "I played cards with a couple."—Tit-Bits.

Between Issues.—"I fear the hero of this magazine serial will be bankrupt next month."

"Why so?"

"He leaves a taxicab waiting in the last chapter."—Kansas City Journal.

Growing Old.—"I don't believe she is as young as she claims to be."

"Of course she isn't. Didn't you hear her confess a moment ago that she could very well remember when everybody was crazy about Omar Khayyam?"

What He Wanted.—"Riches do not bring happiness," remarked the party with the quotation habit.

"Well, I'm not looking for happiness," rejoined the contrary person. "All I want is comfort."—Chicago News.

Cutting Down Expenses.—"What has become of your elaborate legal department?"

"We discontinued it," answered the eminent trust magnate. "We found it was cheaper to obey the law."—Kansas City Journal.

We All Know This Town.—A shoe drummer alighted from the train at Farville and looked up and down the street. Presently Yick Lee came along with a bundle of soiled laundry, and the drummer hailed him with:

"John, how much of a place is this here town of Farville?"

"Stleet ca' ev'ly twenty minutes," replied the Chinese.—Everybody's.

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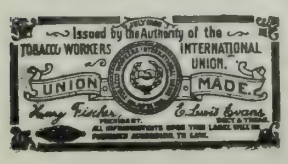
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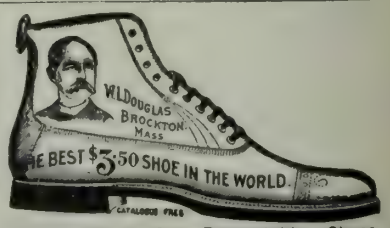
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VOL. XXIII, No. 42. | SAN FRANCISCO, WEDNESDAY, JULY 6, 1910. | Whole No. 2076.

VICTORY FOR PUBLIC OWNERSHIP.

THE PRINCIPLE of public ownership of public utilities achieved a great victory in the decision of the Supreme Court of California in the matter of the Geary Street Railroad of San Francisco. The city recently voted bonds to reconstruct and operate the Geary Street Railroad. The validity of this action was attacked by the former private owners of the franchise, upon the ground that the provision of the city charter, under which the public ownership proceedings were taken, was in violation of the State Constitution. The Superior Court decided in favor of the city. Upon appeal the Supreme Court, in a decision rendered June 25, upheld the original decision. We herewith publish the decision in full as follows:

Sac. No. 1852. In Bank. June 25, 1910.

HORACE G. PLATT, Plaintiff and Appellant, vs. THE CITY AND COUNTY OF SAN FRANCISCO (a Municipal Corporation), et al., Defendants and Respondents.

Appeal from the Superior Court of Tehama County—John F. Ellison, Judge.

For Appellant—Morrison & Brobeck; Platt & Bayne, of Counsel.

For Respondents—Percy V. Long, City Attorney; Thos. E. Haven, John T. Nourse, Assistants to City Attorney.

This is an action brought by a taxpayer of the City and County of San Francisco to obtain a judgment perpetually enjoining defendant city and county and certain of its officers from proceeding in the matter of printing or lithographing, signing, etc., advertising for sale, opening bids for the purchase of and selling certain municipal bonds in the sum of $1,900,000, to be known as the "Geary Street Railway Bonds," and other municipal bonds in the sum of $120,000, to be known as the "Market Street Railway Bonds." A demurrer to the complaint was sustained and judgment was thereupon entered for defendants. These are appeals by plaintiff from said judgment and from an order denying plaintiff's application for a preliminary injunction.

We shall assume for the purposes of these appeals that all questions raised by the plaintiff as to the validity of the proposed bonds may be raised by a taxpayer in a proceeding of this character. The proposed bonded indebtedness is one purporting to be authorized by a vote of the electors of the city and county at a special election held on December 30, 1909, for the purpose of the construction and completion of certain proposed municipally owned street railways.

Assuming for the moment the validity of the provisions of the freeholders' charter of the City and County of San Francisco, which was framed, adopted and approved under the provisions of Section 8 of Article XI, of our Constitution, relative to the acquisition, construction and completion of public utilities by said city and county, there can be no doubt that they are comprehensive enough to authorize the acquisition, construction and completion of municipally owned street railways. In so saying we may freely concede, as claimed by the plaintiff, that such a power in a municipality can exist only when expressly conferred by the State. It is true that the charter of the city and county nowhere specifically designates a "street railroad" as a thing which may be so acquired, constructed or completed, but the grant of power to acquire "any public utility" clearly includes street railroads. Section 14 of Article XII of the charter, adopted by the electors of the city and county in the year 1907 and approved by the legislature of the State November 23, 1907 (Stats, Ex. Session 1907, p. 37) is as follows:

"The city and county shall have power to acquire, construct or complete any public utility from funds derived from taxes levied for that purpose, or from funds derived from the sale of bonds issued for that purpose, as is provided in this charter, and may operate, maintain, sell or lease the same subject to the other provisions and limitations of this charter."

This is the last section of the article in such charter entitled, "Acquisition of Public Utilities," an article contained in the charter when originally adopted in 1899. Unless the effect of the section just quote is limited by other provisions of the article, it constitutes a clear authorization, in express terms, to the city and county to acquire, construct, or complete whatever is embraced by the term "public utility" used therein. We do not desire to be understood as intimating that the article as it existed prior to the addition of this sction was not sufficient to show such an authorization, but the section certainly conferred the power as clearly and definitely as any language that could be used. The only question, then, is as to the meaning of the term "public utility" as used in this section and in the other sections of the same article. The term is certainly broad enough to include a street railroad; is one that would ordinarily be understood as including any such utility as is employed in the rendition of quasi public servive such as waterworks, gas-works, a telephone system, street railroads, etc., and was manifestly used throughtout this article of the charter as embracing all such utilities. As originally adopted, Article XII of the charter expressly declared the purpose and intention of the people of the city and county to gradually acquire and ultimately own its "public utilities." Section 1 provided that at least every two years until this object had been attained, the supervisors must procure through the city engineer plans and estimates of the actual cost of the original construction and completion by the city and county "of water-works, gas-works, electric light works, steam, water or electric power works, telephone lines, street railroads, and such other public utilities as the supervisors or the people by petition to the board may designate," and contained an additional special provision as to water-works which is of no importance here. The following sections provided that the supervisors should, at as early a date as they may deem for the best interests of the city and county, enter into negotiations for the permanent acquisition of such, or any, "of said public utilities" as they may regard most important to be first acquired, and submit to the electors propositions for such acquisition, that they must submit such a proposition as to "any public utility" whenever petitioned so to do by a certain proportion of the electors, and that whenever the cost of any public utility sought to be acquired could not be paid out of the annual revenues of the city, a proposition for a bonded indebtedness must also be submitted to the electors. It is not and could not be questioned that the terms "public utility" and "public utilities" as used in the article as originally adopted included street railroads. Learned counsel for plaintiff rely entirely on certain amendments to the charter, approved by the Legislature February 5, 1903, and particularly on the amendment of Section 1 of said article (Stats. 1903, p. 591). The express declaration of the purpose to gradually acquire and ultimately own its "public utilities" was not changed. By the amendment of Section 1, the requirement that the supervisors must at least every two years procure plans and estimates of the cost of public utilities was eliminated. This provision, it will be borne in mind, was the one designating certain public utilities by name. For this was substituted a provision to the effect that whenever the supervisors shall by ordinance determine that the public interest or ncessity "demands the acquisition, construction or completion of any public utility or utilities by the city and county," or whenever a sufficient petition therefor is presented by the electors, the supervisors must procure such plans and estimates of cost thereof. The special provision as to water-works was left practically untouched, thus leaving "water-works" the only utility anywhere designated by name in the article. The other amendments were of no importance, so far as the question before us is concerned. It is obvious that the meaning of the term "public utilities" as used in the original article was in no way changed or intended to be changed by the amendment of 1903, and that it was used in that amendment and likewise in Section 14, Article XII adopted in 1907, with the same meaning. The principal object of the amendment of 1903 can not be more clearly strated than it was by the learned judge of the trial court, who said:

"The only object and purpose in amending Section 1 was to relieve the city engineer and the board from the duty of having plans, specifications and estimates of the cost and construction and completion of all these named public utilities drawn up every two years. It was evidently found to impose a useless and onerous burden on the board of public works and the city engineer.

"So the section was changed to provide that the city engineer need not draw plans and estimates every two years, but whenever the board decided to acquire any public utility then, and only then, it should be his duty to draw plans and estimates. This was the sole purpose of the amendment, and it can not be held to be an expression of intent that thereafter the city and county could not acquire any of the utilities specifically named in the original, but omitted from these sections as amended."

To this may be added the statement that the omission in Section 1 as amended of any designation of specific utilities, was, as stated in the petition contained in defendants' brief, "for the purpose of making it broader rather than narrower and to meet the possible application of the principle of ejusdem generis." There is no possible foundation for the claim that the intention was to make water-works the only public utility

that could be acquired by the city and county. There is nothing in Hyatt vs. Williams, 148 Cal. 585, in any way inconsistent with our conclusion on this branch of the case.

This brings us to the question of the validity of the charter provisions relative to public utilities.

We do not undertsand that it is seriously claimed that the State may not invest its municipalities with the power to acquire and operate any such necessary public utility as is generally owned and operated in a city by what is ordinarily known as a public-service corporation, such as water-works, gas or electric light works, street railways, etc. The existence and proper conduct of such utilities in cities clearly constitute public affairs, one relating very closely to the well-being, safety, health, advantage and convenience of all the inhabitants thereof, and are well within the legitimate functions of government. If the State deems it conducive to the welfare of the inhabitants of a city that the municipality shall have the power to itself acquire and operate for their benefit any such utility, in order that they may not be dependent solely on the establishment or operation thereof by some private corporation, or person, there can be no doubt of its right to confer such power on the municipality. As to such utilities as water-works and artificial light works this power has long been exercised by municipalities in various sections of the United States under authorization from their respective States, and this is particularly true in California. We do not understand that the right of a State to invest its municipalities with such power has ever been doubted. There is no difference material here between an artificial lighting plant to supply the inhabitants with light and a street railway. Both are matters pertaining to the internal affairs of the State, as to which the State has absolute power. It is purely a question of local policy with each State what shall be the extent and character of the powers which its various political organizations shall possess (see Claiborne vs. Brooks, 111 U. S. 400, 410; In re Pfahler, 150 Cal. 71, 79). There is no provision of our State constitution which either expressly or by implication forbids the acquisition, ownership or operation of any of such public utilities by a municipality, or prohibits the granting to a municipality of the power to acquire, own and operate them. To the contrary, the Constitution expressly recognizes that a municipality may be invested with the power to acquire and control public utilities by declaring in Section 19, Article XI, that any individual or company incorporated for that purpose shall have the privilege of using the public streets of a city for pipes and conduits so far as necessary to supply the city and its inhabitants either with gas light or other illuminating light, or with fresh water for domestic and all other purposes, "in any city where there are no public works owned and controlled by the municipality for supplying the same with water or artificial light."

Of course, a grant by the State of such power is essential to its exercise by a municipality, municipalities being confined to the exercise of such powers as are expressly or by necessary implication conferred by the State. The question presented here is whether under the provisons of our Constitution, such power in regard to public utilities can be granted or conferred by the State by provisions contained in a freeholders' charter framed by the municipality itself under Section 8 of Article XI of the Constitution and approved by the Legislature of the State by concurrent resolution. If this question be answered in the negative, the provisions of the San Francisco charter relative to the acquirement of public utilities would be ineffectual for any purpose, and there being no other law purporting to confer such power on San Francisco, that city and county would be without the power.

But it seems very clear to us, that, under our system, the power can be so conferred or granted, and that action by the State Legislature other than its action in approving the charter by concurrent resolution, is in no wise essential.

Section 8, Article XI, of the Constitution, provides that any city of the requisite population named therein, through a board of freeholders elected by the electors "may frame a charter for its own government, consistent with and subject to the Constitution." A charter so framed must be submitted to the qualified electors for approval. If approved by the electors it must be submitted to the Legislature of the State for approval or rejection as a whole. "Such approval may be made by concurrent resolution, and if approved by a majority vote of the members elected to each house, it shall become the charter of such city, or, if such city be consolidated with a county, then of such city and county, and shall become the organic law thereof, and supersede any existing charter, . . . and all amendments thereof, and all laws inconsitent with such charter." The section provides a method for amendments to such charter, under which approval by the electors and State Legislature must be had as in the case of the original charter.

It can not be questioned, in view of our decisions, that, as to all matters properly embraced therein, the provisions of a freeholders' charter so framed and approved have the same force and effect as they would have if contained in a special charter enacted as an ordinary law by a legislature not restrained in any manner by constitutional limitations. The section of the Constitution thus referred to provides a special mode for the enactment of the "organic law" of such of the cities having the requisite population as desire to take advantage of its provisions. It was said by this court in Sheehan vs. Scott, 145 Cal. 684, 688, speaking of such a charter: "The act of the city in formulating the charter and determining the provisions to be included therein has the same force and authority as would a charter with the same provisions enacted by a legislature that was not restrained by any constitutional limitations. Its adoption by the city and approval by the Legislature in the manner prescribed by said section is the mode prescribed by the Constitution for its enactment, and has the same effect as that of a law which is passed by bill, under the provisions of Section 15 of Article IV." Again it was said, speaking of the validity of provisions in a freeholders' charter providing for the direct exercise of legislative power by the electors: "If the Legislature, in providing by general statute for the organization and government of municipalities, can grant such power to the people thereof, there can, of course, be no question that such power may be vested in the people of a city by the provisions of a freeholders' charter framed by the city, ratified by the electors thereof, and approved by the Legislature under Section 8 of Article XI of the Constitution." (In re Pfahler, 150 Cal. 71, 92.)

The only question then appears to be whether such provisions as are here involved may be properly included in a freeholders' charter, or to state it in another way, is it within the scope of such a charter to define the powers that shall be exercised by a municipality? It is only by finding some limitation in our Constitution as to freeholders' charter, that distinguishes them in this regard from ordinary municipal charters that any but an affirmative answer can be given to this question. The "charter" of a municipality is, as Mr. Dillon says, "its constitution," giving to it "all the powers it possesses (unless other statutes are applicable to it)," and invariably defines its powers, including its special and peculiar powers, and includes "a minute and detailed enumeration of the powers" of its legislative body. (1 Dillon's Mun. Corp., sec. 39.) Prior to our present Constitution the charter of each municipality was the special act of the State legislature creating it, defining its powers and providing for all the details of its government. Some of such charters still remain in force, the municipalities possessing the same not having elected to organize under the general laws for the organization of municipal corporations or to obtain a freeholders' charter under Section 8 of Article XI of the Constitution. As to these such special legislative act constitutes the "charter" of the municipality. (See Ex parte Helm, 143 Cal. 553; Ex parte Lemon, 143 Cal. 558.) The Constitution of 1879 forbade the creation of municipal corporations by special law, and required the Legislature in lieu thereof, to provide by general laws for the incorporation, organization and classification of municipal corporations according to population. (Sec. 6, Art. XI, Const.) This is the scheme referred to by Mr. Dillon in Section 41 of his work on municipal corporations, being, as he says, to grade corporations into classes according to their size as into cities of the first class, second class, etc., "and to bestow upon each class such powers as the Legislature deems expedient." Under this section we have our general municipal corporation act, providing for each of the six classes of municipal corporations established thereby "such a municipal charter as was considered by it (the Legislature) to be necessary for cities of the poulation embraced within that class." (Ex parte Jackson, 143 Cal. 564, 568.) The portion of such act applicable to any city organized thereunder is in fact the "charter" of such city "in the same sense that a special act incorporating a city, adopted prior to our present Constitution . . . is a charter" (Ex parte Jackson, 143 Cal. 569), and there can be no doubt that provisions therein prescribing and conferring the powers of such a city, including the power to acquire, own and operate such a public utility as is here involved, are within the proper scope of such an act. Certainly such has been the construction uniformly given to this section of the Constitution by the Legislature ever since the adoption of the Constitution (see R. R. Commission vs. Market St. Ry. Co., 132 Cal. 680), and the construction uniformly adopted by the courts. There is no distinction material to the question we are now considering between the charters we have referred to and the freeholders' charter provided for by Section 8, Article XI, of the Constitution. The whole purpose of the scheme of such freeholders' charter originally was to enable any city having more than a certain number of inhabitants, originally 100,000, to adopt, subject to the approval of the Legislature and in lieu of the charter provided by the general municipal corporation act or the old special legislative charter, such a charter, to use the language of the learned trial judge, as the people thereof "deemed appropriate and adequate to its situation and condition and the full and proper administration of all its affairs." The charter so adopted was to be "the charter of such city" and "the organic law thereof." There never could have been any suspicion in the minds of the framers of this section or in the minds of the people adopting it that the charter thus provided for should not be as comprehensive in its scope as the ordinary legislative charter. That such charter should define the powers which the city should have, and that the adoption and approval of the charter in the manner provided should confer the powers (provided, of course, no law of the State prohibited the conferring of such powers) just as in the case of the ordinary legislative charter, was so obviously intended that it should not be necessary to discuss the matter at all.

Learned counsel for plaintiff seek to find a limitation on the scope of such freeholders' charter in the use of the words "for its own government," in the permissive provision of Section 8, Article XI, "Any city . . . may frame a charter for its own government, consistent with and subject to the Constitution," etc. The theory appears to be that the word "government" was used with reference to the recognized distinction between governmental and proprietary powers of a municipality, with the design to strictly limit the powers that could be conferred by such a charter to the exercise of purely public and governmental functions as distinguished, to use the language of Mr. Dillon, from "powers . . . not . . . conferred, primarily or chiefly, from considerations connected with the government of the State at large, but for the private advantage of the particular corporation as a distinct legal personality." (1 Dillon on Mun. Corp., Sec. 66.) The operation by a municipality of an electric lighting plant for the purpose of furnishing light to its inhabitants for domestic purposes has been held by this court to fall within the latter class (Davoust vs. City of Alameda, 149 Cal. 69). On this distinction, says Mr. Dillon, in the section last referred to, rests the doctrine of implied liability of municipal corporations for the negligence of their servants, agents or officers in the execution of corporate duties or powers. This division of "municipal functions" exists for certain purposes, among which is the purpose just stated of making municipalities liable to private action in certain cases (see 1 Dillon Mun. Corp., Sec. 67; concurring opinion of Justice Shaw in Davoust vs. City of Alameda, supra), but it affords no warrant whatever for the narrow and unusual meaning sought by learned counsel to be attributed to the word "government" as used in Section 8 of Article XI of the Constitution. "Government" is defined as being the "exercise of authority in the administration of the affairs of a State, community or society" (Centurv Dictionary), "the act of governing, or the state of being governed, especially authoritative administration of the affairs of a State or other community." (Standard Dictionary.) These definitions include every function which may lawfully be allotted to a municipality to perform. No other meaning can reasonably be attributed to the word "government" as used in the section under consideration. To hold otherwise would be to defeat in a most material part the manifest purpose of the whole scheme of freeholders' charters which we have hereinbefore described.

As we have seen, under Section 14 of Article XII the charter purports to authorize the City and County of San Francisco not only to acquire, construct and complete any public utility and operate and maintain the same, but also to sell or lease the same subject to the other provisons and limitations of the charter. It is urged that a sale or lease might be made upon such terms and under such circumstances as to constitute a lending of public credit, or a conferring of special privileges and immunities upon a private individual or corporation in a manner violative of certain provisions of the State Constitution, and the theory of counsel, as we understand it, is that the whole section must be held void because it purports to authorize such a sale or lease. That there may be either a sale or lease upon such terms and under such circumstances as not to be violative of any constitutional provision we do not understand to be disputed. Of course the charter can not be construed as purporting to authorize any other kind of sale or lease.

The only other matters requiring discussion are some of the claims made by plaintiff as to the validity of the proceedings taken by the various officials, "tested in the terms of the charter."

Section 1 of Article XII of the charter, as amended in 1903 (Stats. 1903, p. 591) provides that "whenever the board of supervisors by ordinance, as hereinafter provided, shall determine that the public interest or necessity demands the acquisition, construction, or completion of any public utility or utilities by the city and county," or whenever a proper petition "for the acquisition" thereof by electors is filed, the supervisors must procure from the board of public works, through the city engineer, plans and estimates of the cost of original construction and completion by the city and county of the same. Section 5 of the same article, as amended in 1903 (Stats. 1903, p. 593), provides that whenever the board of supervisors shall determine that the "public interest or necessity demands the acquisition, construction or completion of any public utility or utilities, it shall specifically declare such determination by an ordinance, which shall also direct the board of public works to procure and file plans and estimates," etc. When the cost of the same can be paid out of the annual revenues the supervisors shall, as soon after the filing of such plans and estimates as it may deem for the best interests of the city and county, enter into such negotiations and contract "as may be necessary for the acquisition of the same." If such cost shall so far exceed the annual revenues as to make a bonded indebtedness essential, a proposition or propositions for the acquisition of such utility or utilities must be submitted to the electors at a special election. Section 2 of Article

(Continued on page 7.)

INJURED FIREMAN AIDED.

Steve O'Donnell, a fireman on the steamer Greenbriar, owned by the Tropical Fruit Company, reported to the Boston agent of the Firemen's Union that his hand was broken when three days out from Philadelphia, for Port Limon. In Port Limon he asked the captain to get a doctor to examine his hand, and the captain said he had no time, although the ship lay there for nine hours. On arrival in Boston he again asked for a doctor, and after a while he got one. The doctor said the man's hand was broken, and he would have to undergo an operation. The hospital authorities would not take him in till they had someone to guarantee to pay $1 a day so long as he was under treatment. He told the captain and also the British consul, and both these gentlemen told him to sign clear and he would have enough money to pay his own expenses, as the Fruit company never paid any compensation to anyone that got hurt on their ships. But when the Firemen's Union spoke to them they sang another song and put the man in the hospital for eight days, and had a boarding house ready for him when he came out. The man was advised not to settle for less than $2,000, but he got cold feet, and when asked what he would take in compensation, he made a break and killed his own case by saying he would settle for $600. Of course the agent could not fight for any more. Finally the company sent for him and said they would give him $400 in settlement. He was again advised not to take it. The company raised it another hundred, and finally, after some strong arguments on both sides, the fireman received $556.33.

The company has to pay for the man's treatment in the hospital, three weeks' board bill, and any other expenses incurred previous to the final settlement, which was signed on June 14. The man's hand will be some time before it is well. After he settled he joined the union, and he may be a good union man, as he knows he would only have got his wages earned while on the ship if it had not been for the Firemen's Union taking up his case. The Firemen's Union is always ready and willing to help not only its own members, but any bona fide marine fireman who has got any idea of unionism in his head.

HUGH EDMONDSON.

Boston, Mass.

STEWARDESSES TO BE NURSES.

On a few of the larger ocean liners a trained nurse may be found, but the idea is novel to train stewardesses as such. The Elder Dempster Company, one of the largest lines sailing out of Liverpool, has arranged to have their stewardesses undergo a regular course of training at the Royal Southern Hospital. Many of the vessels of this line ply to the West Coast of Africa and the Canary Islands, and particular attention is to be given in their instruction to treatment of cases of malaria. The practical advantages of this step have occasioned favorable comment in shipping circles at Liverpool.

The ink used in the newspaper offices and printing plants of Russia is furnished principally by Germany.

Pawn shops in Chile are under special regulations of the General Government, enforced by local authorities.

RUSSIAN LABOR PROTECTION.

A project for the relief of workmen who are disabled by accident while in the employ of Russian railways has been formulated by the Ministry of Ways of Communication and will be presented to the Duma at the autumn session for its approval. If the plan is adopted, any workman will be entitled to remuneration, even if the accident is the result of his own carelessness, though proof may be required that there was no purpose in view by the injured party. The amount of the relief will equal the workman's earnings for the whole time of his disablement. In case of death the widow will be entitled to a pension of three-eighths of his earnings, his child to one-sixth, and an orphan to one-fourth. The total pension must not exceed three-fourths of the victim's earnings.

An official inquiry has recently been made in St. Petersburg with reference to the medical assistance furnished workmen by the different factories, and so far 94 have answered the inquiries, 85 of which employ more than 50 persons. The total number of employees reported aggregates 57,873, of whom 54,145 are men and 3,728 women, and constitutes about one-third of the whole working population of the city, most of whom are employed in the manufacture of metal and metal goods. Eight of the factories reporting are owned by the Government and employ 24,000 persons. Of these, 4 have their own hospitals, with 350 beds, or one bed for each 70 workmen. Of the private factories, 5 have their own hospitals. Of the number of enterprises employing from 50 to 200 workmen, 20 have their own dispensaries, while 14 have none. Women physicians are not employed in any one of the factories. In 18 cases out of 100 the dispensary assistance is given by an assistant surgeon, instead of a physician. One-third of the enterprises give no medical assistance at all, and 45 allow free drugs. New regulations are likely to grow out of the inquiry.

The British vice-consul at Osaka reports that the Osaka city assembly has voted $300,000 for restoration work in the area devastated by the recent fire. It is intended to construct a broad road three miles in length and to lay down electric tram lines, which will be linked up with the existing municipal system. The part of the city in which the conflagration happened was one of the centers of the knitted-goods industry, and in consequence of the destruction of the workshops it is expected that the quantity of these goods available for export this year will be less than in 1908 by from 20 to 30 per cent.

A short time ago tenders were invited for the construction of one seagoing steel towboat 140 feet long, 1000 indicated horsepower, and 14 knots speed, required by the United States quartermaster's department in Manila. When the tenders were opened the Shanghai Dock and Engineering Company was found to be the lowest tenderer. Their tender has consequently been accepted.

The Nicolas Mihanovich Company will place 3 shallow-draft turbine passenger steamers on the run between Montevideo and Buenos Aires in November, 1910. These boats will make the journey in 4½ hours, instead of 8 to 9 hours, as at present.

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Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 214 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques v puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

World's Workers.

The minimum wage of unskilled laborers has been raised in Sydney, Australia, by the Wages Board, from 7s. to 8s. a day.

The Rural Workers' Union is pushing ahead with great vigor in Victoria, and promises to be one of the strongest unions in that State.

The Victorian State Intelligence Bureau is in receipt of 300 applications for the services of 300 British immigrant children.

The Queensland Pastoralists' Association is calling a levy of 2s. per 1000 sheep on its members to meet the cost of the coming Arbitration case, which it is estimated will cost £6000.

The Dairy Farmers' Co-operative Company was fined £5 5s. and £7 costs, in the Sydney (Australia) Industrial Court recently, for various breaches of the award of the Dairymen's Employes' Union.

The female branch of the Tobacco Operatives' Society (Australia) has taken a new departure, as far as trade-unions are concerned, by deciding to establish a class for training in first aid to the injured.

The number of female members of trade-unions in Great Britain rose from 202,556 at the end of 1907 to 205,732 at the end of 1908. Most of the female trade-unionists are engaged in the Lancashire cotton industry.

The Typographical Society at Adelaide, Australia, is at present moving in the direction of securing higher wages for nearly all those connected with the printing trade. A case is being prepared for citation before the Industrial Court of Appeals.

As a result of the interstate convention of mill employes held recently at Adelaide, Australia, the Federated Millers and Mill Employes' Association of Australasia has been brought into existence, and a federal council has been elected to control the affairs of the new body.

The Report on Trade-Unions in the United Kingdom, issued by the Board of Trade in May, 1909, shows that at the end of 1908 the number of registered and unregistered trade-unions known by the Department to be in existence was 1165, with a total membership of 2,378,248.

The returns of the recent Federal elections in Victoria, where women preponderate on the electoral roll, show that the percentage of women who voted was 62.2, and that of the male voters 70.9. The total percentage of votes recorded by both sexes was 66.5, 222,713 women voted and 245,476 men.

Chris. Watson, the ex-leader of the Australian Labor party, when speaking at Waverley recently, declared that the "responsibility for the late coal strike lay, not with Bowling and the men associated with him, but at the door of the Premier of New South Wales and his colleagues." "The people," he said, "were crying out for coal, and the Premier's answer was to jail Bowling and a few others."

Annoyed at the way they are being fooled by the employers in connection with the Arbitration Court award, a large meeting of Sydney boot trade employes carried the following resolution: "That the council of the Boot Trade Employes' Federation approach the Federal Government with a view to getting the duty on boots removed at once, as the employes get no benefit from the employers through a Protective tariff."

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INFORMATION WANTED.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

INFORMATION WANTED.

Soren P. Nielsen, a native of Aarhus, Denmark, born 1887, is inquired for by his sister. Address, Danish Consulate, New Orleans, La.

Edward Monsen, a native of Skudesnes, Norway, about 38 years of age, last seen in New York in 1907, supposed to be on the Pacific Coast, is inquired for by his brother-in-law, K. Moklef, 150 Noe street, San Francisco, Cal.

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INFORMATION WANTED.

William Beckman, a native of Bochum, Westfalia, Germany, is inquired for by his mother, who is at present in Los Angeles, Cal., at 317 Crocker street.



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Pacific Coast Marine.

The body of Captain A. Miller, of Tacoma, was found on North Island, Coronado, on June 26. Deceased had committed suicide by shooting.

The 4000 or 5000 Chinese from San Francisco who are engaged during the season of the Alaskan fisheries, when the Census was taken, are to be included in the population of that city.

With the sailing of the steamer Beaver from Portland on July 2, the new service of the San Francisco-Portland Steamship Company, between Portland, Astoria, San Francisco and Los Angeles was inaugurated.

Commisioner of Fisheries George M. Bowers made the estimate on July 1 that the Government will kill about 8000 male seals on the Pribyloff Islands, his instructions being to allow only 1000 bulls to remain among the herds.

The contract for rebuilding the United States transport Thomas was awarded on June 29 to the Moore & Scott Iron Works of Oakland, Cal. The work will cost nearly $500,000 and will require almost a year to complete.

Seven men are believed to have been lost in a storm which swept over Cook Inlet on June 22, according to a report received at Seward, Alaska, on the 25th from United States Commissioner Hildreth of Knik precinct, Cook Inlet.

Captain von Helms of the Kosmos liner Sisak, arriving at San Francisco on June 25 from the Sound, reported that a great school of whales of much larger size than are usually seen in Coast waters, was passed on the 24th off Cape Mendocino.

Advices received at San Francisco on July 1 state that the British bark Inverness-shire, from Hamburg for Santa Rosalia, previously reported as having been abandoned by her crew, has been towed into Stanley, Falkland Islands. The vessel is undamaged.

The following changes of masters were recorded at the San Francisco Custom-house on July 1: Steamer James N. Gillett, Jr., E. J. Burns vice J. W. Cleghorn; tug Rover, J. McAvoy, vice R. J. Osborn. The steamer Ellen, W. F. Brown, master, was enrolled.

Edwin H. Heacock, United States Commissioner, and Master and Examiner in Chancery to the United States Circuit Court at San Francisco, retired on June 30, after eighteen years of continuous service. He is succeeded as Master and Examiner by Harry M. Wright.

When President Taft signed the River and Harbor Appropriation bill on June 25 the sum of $150,000 became available for work in rebuilding the Humboldt bar jetties, and the sum of $1,037,000 is placed on the contingent list for completing that work.

Dowdell & Co. announce that the British steamer Knight of St. George will be sold at auction at 1:30 p. m., July 26 at the Merchants' Exchange, San Francisco. The well-known tramp is of 2967 tons net, 404.5 feet long, 48 feet beam and 27.4 feet depth of hold.

The vessels of the United States Geological Survey fleet working in Cook Inlet, Alaska, are using for fuel coal mined at Homer, and the engineers state the coal possesses excellent steaming qualities, though requiring slightly larger bunker capacity than imported coal.

No changes of master were recorded at the San Francisco Custom-house on June 28. The following vessels were enrolled: Barkentine Isaac Reed, W. J. Gray, master; barkentine Mary Winkelman, M. Christensen, master; barkentine James Johnson, C. Jensen, master.

Albert Grant Jansen, third-mate of the Pacific Mail liner China, committed suicide by poison during the recent passage of that vessel from Honolulu to San Francisco. Deceased was 22 years of age and a son of Captain A. C. Jansen, of the steamer Cottage City.

Bids for repairs to the well-known steamer Yucatan, which was sunk by a submerged iceberg in Alaskan waters several months ago, were opened at Victoria, B. C., on June 23. The bids included a number from San Francisco firms and ranged from $170,000 to $89,000.

Several hundred piles were detached from the big log raft which arrived at San Francisco on June 27 from Astoria in tow of the steamer George W. Fenwick on the passage down the Coast. The Point Reyes Weather Bureau reported that hundreds of piles came ashore in that vicinity.

More lumber is being sent offshore from the Columbia River than for years and exporters say indications are that the traffic will remain brisk indefinitely. Among the vessels loading are the British steamer Couldson, the American bark Pactolus, the British steamer St. Dunstan and the Italian ship Ninfa.

The barks Annie Johnson and Andrew Welch of the Matson Navigation Company are laid up in Oakland Creek, and while they are not announced for sale, it is understood that the desire of the Matson Company is to dispose of their sailing fleet as fast as possible. The Matson sailing fleet now comprises but five vessels.

It is reported that the steamer St. Helens of the E. J. Dodge Company will soon be used in towing barges from San Francisco to Portland in the cement traffic. Owing to the difficulty of getting cement from California in sufficient quantity to meet the demand the plan of barging the material was recently inaugurated by the Ocean Barge and Tugboat Company.

The second shipment of gold from the Tanana (Alaska) district this year was received on the steamship Dolphin, which arrived at Seattle on June 27 from Southwestern Alaskan ports. The Dolphin's treasure amounted to $837,000 and was shipped from Fairbanks via the Yukon River and the White Pass route to Skagway, where it was transferred to the steamship.

The following changes of masters were recorded at the San Francisco Custom-house on June 22: Steamer Brunswick, Hans Michelsen vice George Hammar; steamer David Scannell, Matt C. Johnson vice A. G. Thomsen; steamer Maverick, John McKellar vice U. F. Daniels. The steamer Coalinga, M. R. J. Downey, master, was enrolled.

Containing 7,000,000 feet of lumber, the largest log raft to be towed into any port in the world, reached San Diego on June 21 from Columbia River in tow of the tug Dauntless. The raft is 900 feet long, fifty-four feet wide and draws thirty-six feet of water. The tug with its tow left the Columbia River June 6 and completed the passage without incident. The raft is valued at $200,000.

In tow of the steam-schooner Ravalli, the new steam-schooner Nehalem, built at Eureka for the Hammond Lumber Company of San Francisco, arrived at the latter port on June 30. She went to the yards of the United Engineering Works, where she will be engined. The new vessel is of 622 tons gross, 173 feet long, 39 feet beam and 13.6 feet depth of hold, with a capacity for carrying 800,000 feet of lumber.

Advices to San Francisco on June 24 from London state that Montevideo reports that the British bark Inverness-shire, from Hamburg for Santa Rosalia, was passed lying at anchor in latitude 52 south, longitude 59 west, abandoned and apparently undamaged. A tug has been sent after her from Stanley, F. I. Later advices from New York confirmed the condition of the vessel and added that the crew were safe in their own boats.

The following changes of masters were recorded at the San Francisco Custom-house on June 24: Steamer Rover, Roy J. Osburn vice James McAvoy; steamer Naillie, P. J. Pedessen vice Peter Baum; steamer National City, Hans Michelsen vice George Hammar; steamer Apache, Enos Trousatt, Jr., vice B. N. Rideout; schooner Sophie Christensen, L. P. Grossman vice Fred Sanders. The barkentine Lahaina, W. T. Lewis master, was enrolled.

The following changes of masters were recorded at the San Francisco Custom-house on June 25: Steamer Herald, Alvin Plomgren, vice M. A. Elsasser; steamer A. H. Payson, H. A. Simpson vice John Nelson; steamer Alvira, C. N. King vice C. F. Christensen; schooner Dreadnought, H. Bolten vice P. Soderman. The following vessels were enrolled, Steamer James F. McKenna, W. Waack master; steamer Fairhaven, H. Paulsen master.

The following changes of masters were recorded at the San Francisco Custom-house on June 30: Steamer Isleton, Ernest Atthowe, vice N. P. Nelson; steamer Crowley No. 2, Otto Bortfield, vice William McGillirnay; steamer Sybil, Daniel Fitzgerald, vice Otto Bortfield; steamer Crowley No. 14, Jens Olson, vice William Figari; steamer North Fork, Carl Schillinsky, vice John Nelson; steamer Crowley No. 8, E. P. McCreery, vice Frank Foppam; steamer Firelight, Antone Silva, vice F. J. Alven. The schooner Agnes Jones, Duke Hanley, master, was enrolled.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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(Continued on Page 10.)

Coast Seamen's Journal

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JULY 6, 1910.

THE GEARY STREET ROAD.

The large amount of space devoted in this issue of the JOURNAL to the publication of the decision of the Supreme Court of California in the Geary Street Railroad case is warranted by the importance of the issue. The case is the first of its kind, so far as we are informed, in the history of American municipalities. The issue involved is of the highest importance to the future progress of San Francisco and other cities. The decision of the Supreme Court is comprehensive and unanimously in favor of the city's right to construct and operate the Geary Street Railroad as a municipal enterprise. Altogether, the result may be pronounced a great, and probably a final victory for the principle of public ownership of public utilities.

The Geary Street Railroad question has been an issue in San Francisco for many years. Fourteen years ago that question became a "live issue," through the attempt to secure a renewal of the franchise (which then had seven years to run) for twenty-five years. This attempt was defeated after a hard struggle on the part of the advocates of public ownership. The latter have since maintained the fight to secure the city's rights in the Geary Street Railroad and to use that part of the local transportation facilities as the first step toward freedom from the evils of private enterprise in that business. The proposition to take over the road and operate it under municipal ownership was presented to the people upon three occasions. Upon each occasion the proposition secured a substantial majority of the votes cast. At the first two elections, however, the proposition failed to secure the two-thirds majority required to permit the issuance of bonds. Finally, on December 30 last, the proposition carried by a vote of nearly three to 1—31,000 for, 11,000 against. This result was due, in large measure, to the strenuous and expensive campaign made against the proposition by the public utility corporations themselves. The hysterical appeal, or rather demand, of the corporations to "Vote No!" was met by an overwhelming "Yes!" on the part of the people.

The movement for the municipal ownership of the Geary Street Railroad has been opposed at every stage with all the means at command of the "private interests." Yet that movement has made headway, slowly but surely, by sheer force of its own merit, supplemented by the defiant and contemptuous attitude of the public-service corporations. The latter have all along assumed the position that a municipality has no rights in the matter of helping itself, but must remain forever the victim of exploitation at the hands of "private enterprise." Even at this moment, while the people are rejoicing over a hard-won victory, we are threatened with other obstacles in the form of suits in the Federal Courts. Verily, "Special Privilege" dies hard! But "Equal Rights" never die at all!

Present appearances indicate the existence of a "gentlemen's agreement" to withhold bids for the Geary Street bonds, in the hope of thus deferring operations on the municipal enterprise. However, we are confident that the bonds will be sold and the money raised to carry on the work. In the end, it will be a good thing for San Francisco, if the people at large be able to say that the Geary Street road is not only publicly but also popularly owned—that is, owned by the people who then ride in the cars. It is a reasonable certainty that the people who have thus far successfully maintained their right to serve themselves in the matter of street-car transportation will find a means of carrying the issue to final and successful conclusion.

VICTORY FOR HUMAN RIGHTS.

The biggest and best of all the happenings in San Francisco last Friday was the signing of a wage agreement by the Laundry Owners' Association giving sixteen hundred members of the Steam Laundry Workers' Union the eight-hour day for a period of three years. This was a big event, for when the proprietors, in the face of the union's resolute stand for the eight-hour day, withdrew their demand for an additional half hour's toil from the workers, human rights were given their proper place ahead of all other considerations.

The meeting was held in the night, when the immense machinery of the laundries had ceased to thunder and the hundreds of workers had left their sweltering tasks for their homes. In the daytime the whirling machinery, the heated mangles and the sloppy washing rooms needed the lean-faced women who composed the union's conference committee, and the conference committee could not afford to lose the wages paid for their toil.

The well-groomed gentlemen who faced those tired women across a polished table argued upon their rights as property holders, which permitted them to do whatever they saw fit with their property, provided they observed the law. On the other hand, the workers stood upon their right to withhold their labor power—all that they had to sell—from the laundry owners if the price offered was not satisfactory.

It was contended by the employers that the eight-hour day had proved detrimental to their business. Against this the workers argued that a workday longer than eight hours in heat like that of a stokehole has proved injurious to the health of the workers. Further, they announced that they had spent $10,000 and many days of starvation some years ago in cutting the workday from ten to eight hours, and that they could not relinquish without a fight the precious eight-hour day for which they paid so dearly.

The public went about its business on Friday evening, and the laundry proprietors held that the new wage agreement concerned nobody but the laundry proprietors and their employes. This assertion was disputed by individuals who were convinced that steam laundries operated under unjust conditions would menace the health of the community, and the public health is the concern of the whole public. San Francisco would not be a more desirable place to live in with 1600 overworked and underfed laundry workers.

So it were better that the laundries crumble than that the rights of human beings to sufficient and wholesome sustenance and a reasonable period of rest be sacrificed to make the laundry business more profitable.—The Bulletin, San Francisco, Cal.

The congratulations extended by the Bulletin to the laundry-workers of San Francisco are timely and well-deserved, and will be echoed by all persons concerned in the welfare, not only of individual classes but also of industrial society as a whole. The success of the laundry-workers in maintaining the shorter workday bears a larger significance than appears on the surface. The manner in which the laundry-workers secured a reduction in the daily hours of labor marks in itself a victory for organized labor.

Three years ago the laundry-workers, iron-workers, brewery-workers and street-carmen of San Francisco went on strike. A committee was formed, under the auspices of which the strikes of the three first-named classes of labor were settled. The strike of the street-carmen was "fought to a finish." As a result, the laundry-workers, iron-workers and brewery-workers are to-day enjoying the fruits of their patience and far-sightedness. The street-carmen, unfortunately, are still working under the conditions dictated after the "finish" of their strike. The principle of "fight to a finish" is sound, but only as the alternative of surrender to injustice. The principle of settlement by conference and conciliation ought to be availed of upon every possible occasion. Settlements made upon that principle are usually more satisfactory to all concerned, and therefore more likely to be permanent. We congratulate the laundry-workers and other crafts upon the victories they have achieved, and we congratulate them especially upon the manner in which these results have been achieved. It's a wise union that can see in the compromise of to-day the complete victory of to-morrow.

Now that the public ownership of the Geary Street Railroad in San Francisco seems assured, numerous claimants for the honor of original advocate have come forward. Without discrediting any one of these "champions of public ownership," it may be said that the labor movement of the city has taken a prominent part in the agitation and education on the subject. In dealing with the attitude of the local press there is little danger of being invidious in "paying honor to whom honor is due." In this case, as in every other "cause that lacks assistance," The Star has been first and foremost, in point both of length and influence of service. The Star, under the guidance of James H. Barry, has by its work in this connection added to its long record of achievement in the people's cause and emphasized its position as the leader of Western journalism in all that makes the press a power for the public good.

The Sailors' Union of the Pacific has donated $500 to the striking iron-workers in Los Angeles. The labor movement of San Francisco and the State at large is contributing generously to the same cause, and will continue to do so until the rights of the workers in the southern city are fully recognized. Los Angeles will yet be placed where it belongs, in line with the other cities of California as a "good union town."

To demand the union label is not only a right but a duty on the part of every man and woman who professes allegiance to the principles of the labor movement.

Demand the union label on all purchases.

VICTORY FOR PUBLIC OWNERSHIP.

(Continued from Page 2.)

XII, as amended in 1903 (Stats. 1903, p. 591), provides that "before submitting propositions to the electors for the acquisition by original construction or condemnation of public utilities, the board of supervisors must solicit and consider offers for the sale to the city and county of the existing utility, in order that the electors may have the benefit of acquiring the same at the lowest possible cost thereof."

On October 18, 1909, the board of supervisors adopted and on October 20, 1909, the mayor approved a resolution soliciting offers for the sale to said city and county of any existing street railway system on any of the streets over which the proposed railroads were to be constructed, such offers to be submitted at any time prior to November 15, 1909, notice of which ordinance it must be assumed was given in the manner prescribed therein.

On October 25, 1909, the board of supervisors adopted and on October 26, 1909, the mayor approved, an ordinance whereby it was "determined and specifically declared that the public interest and necessity demand the construction of street railways over and along" said streets, and directing the board of public work to procure and file with the supervisors plans and estimates of the cost of original construction and completion of said railways, the same to be based upon the use of electricity as motive power.

On November 15, 1909, the board of public works filed said plans and estimates with the board of supervisors, showing the cost to be $1,900,000 for the Geary street road and $120,000 for the Market street road.

On November 22, 1909, the board of supervisors adopted and the mayor approved ordinances declaring the necessity of a bonded indebtedness and calling a special election for December 30, 1909.

It is urged that the resolution soliciting offers for the sale to the city and county of existing utilities was void, because adopted seven days prior to the passage of the ordinance declaring that the public interest and necessity demand the construction of said utilities, and passed in the absence of the adoption of any ordinance declaring the necessity for the acquisition by purchase of said utilities, and that all subsequent proceedings looking to the original construction thereof are in consequence void. We have no doubt that the soliciting of offers for the sale of any existing utility may precede the ordinance declaring the demands of public interest and necessity for the acquisition by construction or purchase of a similar utility. Indeed it would seem advisable that it should so precede in order that the board may know whether and upon what terms an existing utility can be acquired and consequently be enabled to more satisfactorily determine exactly what the public interest and necessity demand, the acquisition by purchase of an existing utility or the original construction of such a utilty. It is true, as said by counsel, that no purchase can be consummated except after ordinance declaring the determination of the board as to the demands of public interest and necessity, but we do not see that this in any way affects the validity of the resolution soliciting offers for consideration. If any offer is made in response to the solicitation such proceedings may then be taken, looking to its acceptance, as are required by law, including the preliminary and essential ordinance determining the necessity of acquiring by purchase the existing utility which is offered. The mandate of the charter is simply that "before submitting propositions to the electors for the acquisition by original construction," etc., the board must solicit such offers of sale. The ordinance submitting the propositions to the electors was adopted and approved November 22, 1909, after the soliciting of offers and after the expiration of the time named in the resolution during which offers would be received and considered. It is not alleged in the complaint that any offer of sale was made by the owner of any existing utility. It is further suggested that the board in soliciting offers should have acted by ordinance rather than by resolution. We find nothing in the charter requiring such action to be by ordinance rather than by resolution. It is further suggested that under the provision of Section 15 of chapter 1 of Article II of the charter, this resolution should have been published for five successive days before final action thereon. It does not appear by the complaint that such publication was not had, but a complete answer to plaintiff's claim in this regard is that this resolution was not one coming within the purview of that section. It did not provide for any specific improvement, or the granting of a franchise or privilege, or the expenditure of public money, and did not levy any tax or assessment. We conclude, therefore, that there was a full compliance with the requirements of Section 2 of Article XII of the charter.

We concede the necessity for the determination by ordinance of the demands of public interest or necessity for "the acquisition, construction, or completion by the city and county" of the utility proposed to be acquired. The ordinance in this case ordained that "it is hereby determined and specifically declared that the public interest and necessity demand the construction of street railways over and along the following streets," etc., and directed the board of public works to procure and file plans and estimates of cost. This determination, it will be observed, was in the precise form specified in Section 5, Article XII, of the charter, but it is not declared in terms that such construction so demanded is a construction "by the city and county." Upon the omission of these words learned counsel base a claim that the ordinance is void, it being contended that there was no adjudication by the board of the necessity of such construction "by the city and county." This ordinance was one of a series of essential steps in a proceeding provided for by the charter, leading up to the acquisition by the city and county of public utilities. The determination of the board expressed therein was in the form prescribed by the particular section relating to such ordinance, which sufficiently answers what is said by counsel as to the mode prescribed being the measure of power. Throughout the article of the charter relating to the acquisition of public utilities, the words "acquisition," "construction" and "completion" necessarily refer to an acquisition or construction or completion "by the city and county." The word "construction" could mean nothing else in the ordinance declaring the determination as to the demand of public interest and necessity therefor, especially where this declaration is followed therein by an order for plans and estimates of cost. We are satisfied that the ordinance sufficiently expressed the determination of the board that the public interest and necessity demand the construction of these street railways by the city and county.

It is further urged that the ordinance was defective in that it confined the determination to one of necessity for the "construction" of street railways, and did not include a determination of the necessity of the "acquisition" of an existing street railway. It is said, "jurisdiction was never obtained, therefore, to acquire an existing utility." We fail to perceive the point of this inasmuch as the bonded indebtedness authorized by the electors and proposed to be incurred is not, in whole or in part, for the acquisition by purchase of any existing utility. What is said by counsel in this connection is doubtless said upon the theory that such a determination was essential to the validity of the resolution soliciting offers for sale of existing utilities, a matter to which we have already referred.

Of course, the word "construction" as used in this ordinance means the original construction of the street railroads proposed to completion.

We are unable to perceive any irregularity in the matter of the calling for plans and estimates of cost of the proposed street railway, or in the plans and estimates themselves. There was a description of the utility proposed to be constructed sufficient for the purpose in the resolution calling for plans and estimates. The plans submitted by the board of public works are not shown and there is no allegation of the complaint indicating them to be "meagre" or "inadequate." The ordinance of the board of supervisors determining that a bonded indebtedness is essential to the construction of such utilities sufficiently adopts the estimates of cost by the board of public works as its own.

The complaint alleges that the city and county has heretofore appropriated out of the current revenues in different years for the construction of a municipal railroad on Geary street, the aggregate sum of $1,395,000, being $350,000 in 1905, $325,000 in 1906, and $720,000 in 1907, none of which has ever been expended in the acquisition or construction or completion of said municipal street railroad. It is urged that so far as current revenues are available, a bond issue is unauthorized. There is, however, no allegation that the moneys so collected are now in the possession or control of the city and county, or available for use in the construction of this utility. It must be presumed against the pleader that such money is not so available. It is asserted in an affidavit presented on the hearing of the application for an injunction that these moneys not having been used for the purpose of constructing a street railroad, they were at the expiration of the respective fiscal years during which they were set apart for that purpose merged in the surplus fund of the city and county in accordance with the provisions of Section 3, Chapter 2, Article III, of the charter, and also that the city and county was perpetually enjoined by the superior court from using for such purpose the $720,000 set apart in 1907. While this affidavit may not be considered in the matter of the demurrer to the complaint, it presents a theory not negatived thereby, affording a sufficient basis for holding that the complaint does not show that this money is available for the construction of these utilities.

The complaint alleges many facts as the basis of a claim that public interest or necessity does not demand that the city and county should construct any street railroad, such as the existence in said city and county of street railroads owned and operated by private corporations, furnishing "ample and adequate means of transportation" to the people thereof. It appears very clear that the determination of the question of public interest or necessity by the board of supervisors in a matter of this character is conclusive upon the courts, at least in the absence of fraud. As intimated by the learned trial judge, there is no material difference in this regard between such a determination and one by a board of supervisors to the effect that an ordinary public road, or street, or public ferry, is necessary, and it is well settled that the latter is not subject to review by

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, July 5, 1910.
July 4 being a legal holiday, the regular weekly meeting was postponed to Tuesday, July 5. A synopsis of the minutes will be published in next week's issue of the Journal.
E. ELLISON, Secretary pro tem.
44-46 East St. Pacific Phone Kearny 2228. Home Phone J 2228.

Vancouver, B. C., June 27, 1910.
Situation fair.
JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, June 27, 1910.
Shipping rather dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, June 27, 1910.
Shipping medium.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65 Tel. Main 4403.

Port Townsend Agency, June 27, 1910.
No meeting; no quorum. Shipping medium; prospects uncertain.
WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, June 27, 1910.
Shipping and prospects medium.
H. G. LUNDBERG, Agent pro tem.
P. O. Box 6. Tel. 225.

Portland, Ore., Agency, June 27, 1910.
Shipping dull; prospects poor. Andrew Furuseth addressed the meeting.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, June 28, 1910.
No meeting; no quorum. Shipping fair; prospects uncertain.
JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, June 27, 1910.
Shipping and prospects fair.
HARRY OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, June 20, 1910.
Shipping and prospects poor.
CHAS. SORENSEN, Agent.
P. O. Box 314.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., June 30, 1910.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping fair for waiters and galleymen.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, June 22, 1910.
No meeting. Shipping slow.
LEONARD NORKGAUER, Agent.
P. O. Box 1335.

San Pedro Agency, June 27, 1910.
No meeting. Shipping and prospects good. Scarcity of men; very few men ashore.
ED. BARRY, Agent.
P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, June 27, 1910.
Situation good.
ALEX. McKECHNIE, Sec'y pro tem.
674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., June 29, 1910.
Shipping and prospects fair.
WM. H. FRAZIER, Secretary.
1½A Lewis Street.

DIED.

Frank Granfors, No. 67, a native of Finland, aged 41, died at San Francisco, Cal., on June 30, 1910.

Karl Moie, No. 1934, a native of Norway, aged 37, drowned at Hilo, H. T., on June 13, 1910.

Bernhard Svensson, No. 800, a native of Sweden, aged 37, died at Oakland, Cal., on June 18, 1910.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

MISREPRESENTING FACTS.

Coal shipments from Lake Erie ports by the Lake route, are greater at present than at any time in the history of navigation on the Great Lakes, and it is predicted by conservative shippers that the total for the month in hard and soft coal will reach the two-million mark. The season of 1907 was the biggest in coal shipments ever experienced by Lake men, and present indications are that the record made that season will be surpassed before the close of navigation this year.

"We are shipping more coal right now than at any time in my recollection," said a coal man recently; "but it is scarcely noticeable owing to the immensity of the Lake fleet of carriers in commission this season. There have been a great many big freighters built and put into operation since 1907. The amount of new tonnage is sufficient to move as much coal and ore as the whole fleet of twenty years ago. And the addition of all this tonnage since 1907 has the effect of causing big delay at the docks, even though the movement is greater than ever. The coal is coming in from the mines in fairly good shape, and the boats are being loaded with all possible haste; but still we can't say that the despatch is good, for there are a great many vessels waiting at the various docks for cargoes."

The ore movement this month is correspondingly big, and the same situation exists as to dispatch, owing to the big fleet, as marks the coal trade. The vessel owners and shippers, however, hope that the tieup of the 20 per cent of the independent tonnage for a time will have the effect of helping the situation.—Cleveland Leader.

The steamer Charles S. Hebard of the Wilson fleet and the steamer Caldera of the Cranage fleet of Bay City, the first boats to go into ordinary at this port, were laid up under the breakwater yesterday. The steamers E. A. S. Clarke and Walter Scranton of the Mitchell fleet will join them to-day. The steamer Harvey D. Goulder has been ordered here from Buffalo to lay up.

All the wild carriers that are in the agreement will be laid up at this end of the route. Some of the vessels will be sent to the dock at the head of Lake Superior. It is figured that about forty freighters will be out of commission at the end of ten days when the subscribers to the agreement are to have 20 per cent of their capacity tied up.

The freight market is as dull as ever and boats are more plentiful than cargoes at both ends of the route. Ore carriers that have been in the market for several days have not been placed and boats are waiting for coal. There is considerable delay in the latter trade and few ships are getting good dispatch.

Receipts of ore have been pretty heavy the past few days and some of the ore carriers have had to wait at Ohio ports. The docks are cleaning up in good shape, however, and the line-up for to-morrow is light.

Little change in the condition of the freight market is looked for during the next month. During that time the ore shippers say that they will have about all they can do to take care of their own capacity and the tonnage they have under contract. Wild cargoes will be very scarce.

It is expected that there will be a better movement of coal, but there will be plenty of tonnage in that trade.—Cleveland Plain Dealer.

The foregoing gives us an insight into the methods of the Steel Trust, but leaves us with a very poor opinion of their press agent. One day he tells us that there are no cargoes and that 20 per cent of the wild tonnage must go to the dock. Another day we learn that the movement of ore and coal is unprecedented. Why not tell the truth?

The facts are that there is a movement on foot to ruin the small owner, and the Steel Trust will gobble every vessel on the Lakes that it wants, for a small proportion of her value, then the independent steel manufacturers will find themselves unable to move ore, and the Steel Trust will gobble their mills. Proof of the fact that the small owner is not to be allowed to exist is evident from the fact that his vessels get no dispatch. Proof that there are cargoes is evident by the fact that the Norwalk is in commission right now, with a cargo of ore. Another lumber carrier was in Erie last week with a cargo of iron ore. Why, there are plenty of cargos and plenty of work to do. But there are not plenty of experienced seamen obtainable. Suppose the insurance companies should say to the Lake Carriers' Association, "Gentlemen, we must request you to put at least two experienced and competent men aboard each of your vessels to steer." "Very well," says Mr. Big Stick, "I will lay up forty or sixty of the 'independents,' and take their mates for wheelmen. Of course the little fellows must suffer; but who cares? No vessels of the United States Steel Company will be laid up, and if the small fellow refuses, I will smash freight rates to zero." This is probably just exactly the situation. Just how long the small owner will allow himself to be used as a tool for his own undoing, before he appeals to the Government for protection, is a problem. But let us assume that he is not entirely a fool, or he would not have existed even this long, and sooner or later he will rebel and there will be a split in the Lake Carriers' Association that will be heard round the world. W. H. JENKINS.

Conneaut, O.

UNDERWRITERS WILL INQUIRE.

Lake vessel men are curious to learn the exact cause of the holes found in the deck plating of the sunken steamer W. C. Richardson, and they are impatiently awaiting the raising of the vessel so that the full extent of the damage may be learned and an investigation made as to how the holes originated. One story that reached here from Buffalo yesterday was to the effect that the boat had been dynamited by fishermen that they might carry off part of the cargo. But this theory is not given much credence, for it is not believed that fishermen would go to any such trouble to obtain a few bags of flaxseed.

The underwriters' representatives will be on the scene just as soon as the ship is floated, and a close inspection will then be made.

NEW SHIPBUILDING PLANT.

A new shipbuilding plant will soon be under course of construction at Montreal, Canada, for Vickery, Sons & Maxim, of England. It will cost $2,500,000, and will cover an area of fifty acres of land. It will include a large floating drydock, three berths for the building and repairing of steel vessels, besides extensive machine shops.

Plans have already been filed by the company with the public works department at Ottawa, and the company has also made application to the Dominion Government under the act of the last session of Parliament for a subsidy at the rate of 31.2 per cent for twenty-five years on the investment of $2,500,000.

COLLISION ON ST. CLAIR.

The steamer Raleigh, bound up with coal, was in collision with a downbound steamer, supposedly the Orion or Selwyn Eddy, near Russell Island, Lake St. Clair, on June 10 and later went aground. The Raleigh is a wooden boat owned by Henry Wineman, Jr., Detroit.

FOR CIVILIAN INSPECTORS.

Conferees on the omnibus lighthouse bill reached an agreement on June 10, and their report was adopted by the Senate. The bill carries a total appropriation of $1,358,550. The bill also contains a substitute for independent measures to create a bureau of lighthouses in the Department of Commerce and Labor. In the main, civilian inspectors will be employed by the new bureau.

For a number of years there has been a contest of the question as to whether the lighthouse administration should be conducted by civilians or by officers of the army and navy, as at present. The House has favored civilian employes, while the Senate favored the designation of officers of the army and navy. The conference bill, however, would permit the President to use army and navy officers to act in lieu of the appointment of civilian lighthouse inspectors for a period not exceeding three years.

Under the new bureau there would be appointed a Commissioner of Lighthouses at $5,000, a deputy commissioner at $4,000, a chief constructing engineer at $4,000 and a superintendent of naval construction at $3,000, as well as the necessary chief clerk and minor employes. There are to be nineteen lighthouse districts and the inspectors will receive salaries of $2,400, except in the third district, where the salaries are fixed at $3,600.

The chief aids to navigation which will be constructed under the new law are one light vessel on Lake Erie, near Buffalo, $75,000; light vessels at North Manitou Island, Michigan, $50,000; light and station at Michigan and Gull Island, Lake Superior, $140,000; light and fog signal station, Sandusky, O., $80,000.

MUCH COAL MOVING.

The coal movement during the month of June promises to be exceptionally big, despite the complaints that the railroads are not getting the coal forward as rapidly as desired from the mines. Boats are being loaded every day at the various Lake Erie docks, and there are a number waiting their turns at the machines. Shippers expect to see a big increase this month over the shipments of June a year ago.

WILL SELL WHALEBACKS.

According to a statement by President Antonio Pessano, of the Great Lakes Engineering Works, the seven whalebacks taken in part payment for new ships building for the Pittsburg Steamship Company will be sold in the near future. Three of them have been lying idle at Ecorse yards all season, the other four being operated in the coal and ore trade on the lakes.

Jack Murphy, deckhand on the City of Ottawa, caught his right foot in the bight of a line, mooring the steamer at Port Dalhousie. The leg was snapped off below the knee.

Demand the union label on all purchases.

DECKHANDS ILL WITH MUMPS.

The owners of the good ship Seguin, a true blue Canadian Lake freighter, operating out of Montreal, complain bitterly that there is some unwholesome hoodoo clinging to their boat this season.

Only a few weeks ago the Seguin ran aground at the foot of Fighting Island in the lower Detroit River and cost her owners a goodly lighterage bill before she was released, and recently the vessel hove in view at Montreal with one lone deckhand still doing service.

"Mumps" is the reason given by the first-mate for the depletion in the deck crew of the package freighter. At Fort William it was where the malignant disease first showed up and put the "deckies" out of countenance. First one man and then another was laid low until the entire deck crew was suffering.

WILL BUILD LARGE PLANT.

A syndicate of English capitalists will construct a $1,000,000 shipbuilding and repair plant and two drydocks at Owen Sound. An agreement has just been signed with the town by Mr. Edward Box, their representative, who for the past month has been sizing up the shipping of the Great Lakes, and visiting the different ports before deciding on the best point to locate. The plant will be built on the C. P. R. water front at Owen Sound, and that company is taking a block of stock in the concern.

The industry is by far the largest concern ever in prospect for the town. The company proposes to build in Owen Sound two drydocks, a graving dock 650 feet long and a floating drydock capable of handling steamers up to 300 feet in length, and in addition to put in a shipbuilding and repairing plant.

BRIDGE AT ASHTABULA.

In reply to a communication from Colonel John Millis stating that the Secretary of War would like to know what the commissioners of Ashtabula County purpose doing concerning the elimination of the swing bridge at Ashtabula Harbor which was some years ago declared by the War Department to be an unnecessary obstruction to navigation, the commissioners have asked the engineer in charge of the district to name a date for a conference, at which the Ashtabula County officials will inform the engineer that they stand ready to act immediately upon any order from the War Department and to do all in their power to carry out instructions.

TWO NEW BOATS.

The 600-foot steamer, which will be built at the Lorain yard for the Jones & Laughlin Steel Company, will be named for W. C. Moreland of Pittsburg, who is an official of the company. The big freighter will be completed September 1. Alexander Hynd will look after the construction of the boat for the owners. Robert Logan will superintend the construction of the steamer of the same size to be built at the Ecorse yard for the Jones & Laughlin Steel Company. This boat will be named for Willis L. King, a prominent steel man of Pittsburg. She will not come out until 1911.

STRIKE

ON THE GREAT LAKES

COMRADES:

The strike of Sailors, Firemen and Cooks on the Great Lakes is still on. We appeal to all seafaring men to assist us in persuading seamen to stay away from the Lakes during this strike.

Any reports that the strike has been settled are false.

The Seamen of the Great Lakes are sticking together solidly, and will keep up the battle for freedom and decent conditions until the fight is won. "God Almighty hates a quitter." (So do we.)

Lend a hand, comrades, by inducing seamen to stay away from the Lakes while the strike is on.

Yours fraternally,

LAKE DISTRICT,

International Seamen's Union of America.

STRIKE ON THE GREAT LAKES KEEP AWAY!

LAKE LEVELS.

Lake levels were rising in May, according to the record of the month's observations reported by the office of Major C. S. Riche, in charge of Lake Survey work at Detroit. Height in feet above tidewater, New York, of the various lakes was: Superior, 601.74; Michigan-Huron, 580.46; Erie, 572.57; Ontario, 246.42.

Lake Superior is 0.14 foot higher than last month, 0.12 foot higher than a year ago, 0.55 foot below the average stage of May of the last ten years, 0.95 foot below the high stage of May, 1894, and 0.39 foot above the low stage of May, 1892. It will probably rise 0.3 foot in June.

Lakes Michigan-Huron are 0.19 foot higher than last month, 0.36 foot lower than a year ago, 0.38 foot below the average stage of May of the last ten years, 3.06 feet below the high stage of May, 1886, and 0.90 foot above the low stage of May, 1896. They will probably rise 0.2 foot in June.

Lake Erie is 0.53 foot higher than last month, 0.33 foot lower than a year ago, 0.04 foot below the average stage of May of the last ten years, 1.49 feet below the high stage of May, 1884, and 1.09 feet above the low stage of May, 1895. It will probably rise 0.2 foot in June.

Lake Ontario is 0.45 foot higher than last month, 0.74 foot lower than a year ago, 0.27 foot lower than the average stage of May of the last ten years, 2.23 feet below the high stage of May, 1886, and 1.42 feet above the low stage of May, 1895. It will probably rise 0.1 foot in June.

The steamer Benvoyle, building at Glasgow for M. J. Haney of Toronto, will be launched this month, and will on her arrival on the Atlantic Coast carry grain between Fort William and Montreal. She is the first of several ships that Haney proposes to build.

Fishermen in the Niagara River recovered the body of Michael Lee, drowned by falling off a ladder leading to his boat at North Tonawanda three weeks ago. His home was in St. Louis.

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Joseph Ward, No. 21241, Lake Seamen's Union, is inquired for by his mother, Mrs. Julia Ward, 223 Devoe street, Brooklyn, N. Y.

Comrade Henry Blaschke. Any one knowing the above-named comrade please communicate with Jno. Rook, Jr., 2564 E. 55th St., Cleveland.

Roy Person, No. 12522, L. S. U., is inquired for by his sister, Miss Hazel Person, 225 Chisholm street, Alpena, Mich.

BODY FOUND IN RIVER.

With one side of his head battered in, apparently the victim of a murderer, the body of Edward O'Toole, a union vessel fireman of Buffalo, was found floating in the Detroit River May 28. As the body was found on the Canadian side, the Windsor authorities will hold an inquest.

While passing up the Niagara River on May 20 in tow of the steamer Curtis of the Tonawanda Iron & Steel Company's fleet, whaleback barge No. 118 was dragging an anchor and one of the flukes caught the cables of the Tonawanda Power Company just below the swing bridge and tore them from their bed. It is not known just how much damage was done to the cables.

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ERIE, Pa.....328 German Street
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Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

VICTORY FOR PUBLIC OWNERSHIP.

(Continued from Page 7.)

the judicial department of the State. (See Pool vs. Simmons, 134 Cal., 621, 625, and cases there cited; 1 Dillon on Mun. Corp., Secs. 94, 95.)

It is said that the ordinance provides for the construction of a road that will cover more than ten blocks occupied by another street railway, and that it is therefore void under the city charter. Without admitting that such a condition would render the ordinance invalid, it is sufficient to say that it affirmatively appears from the allegations of the complaint that, if the existing road on Geary street constructed under the franchise alleged to have been granted to Charles Main et al. on November 6, 1878, and assigned to the Geary Street, Park and Ocean Railroad, be excluded from consideration, there is no existing franchise for any ten consecutive blocks on the portions of any of the streets over which it is proposed to construct these railways. The Geary Street, Park and Ocean Railroad franchise is to be excluded from consideration because there is no allegation in the complaint tending to show that it has not expired by limitation. The pleader with scrupulous care has abstained from alleging, as in the case of the other franchises granted, the terms upon which this franchise was granted, and from appending to his complaint a copy of the ordinance granting the same. But under well settled rules of pleading we must assume, in the absence of allegations to the contrary, that the franchise has expired. If we assume that the charter provision (Subd. 27 of Sec. 1, Chap. 2, Art. II, as amended February 5, 1903, Stats. 1903, p. 586) is applicable in the case of municipally owned street railways, it is clear that the utmost that can be claimed for it is that it precludes the authorization by the supervisors of the joint use by two or more street railways of more than ten consecutive blocks of any street.

There is nothing in any of the ordinances granting franchises to private street railroad corporations, copies of which are appended to plaintiff's complaint, which can be construed as purporting to apply to street railroads owned and operated by the municipality. So far as the Sutro franchise covering six consecutive blocks on a portion of Point Lobos avenue to be traversed by the municipal Geary-street railroad, is concerned, there is no provision whatever referring to the right of the board of supervisors in regard to grants by it to other corporations of privileges over the streets embraced therein, except the general provision that the rights and privileges granted shall be held and enjoyed, "upon such terms, conditions and restrictions as are now or may be hereafter imposed by the laws of the State of California."

The express prohibition of Section 499 of the Civil Code against the occupation and use of the same street or track for a distance of more than five blocks by two lines of street railway operated under different managements was eliminated by amendment in 1907 (Stats. 1907, p. 887), and the section now expressly permits two or more lines of street railway, operated under different managements, by arrangement among themselves, to use the same streets or tracks for any distance exceeding five consecutive blocks, the use for not exceeding five consecutive blocks being authorized without any arrangement. As we understand the allegations of the complaint, the only joint use of a street in excess of five consecutive blocks by any two or more railway lines, in consequence of the construction of the proposed municipal railroads, will be that of one block on Point Lobos avenue and that of two blocks on Market street. Assuming solely for the purposes of this decision that Section 499, Civil Code, is applicable to municipally owned and operated street railroads, and also that it controls the charter provision above referred to, certainly we cannot assume in this proceeding to enjoin the incurring of the bonded indebtedness proposed, that arrangements have not or cannot be made that will permit such a use as is authorized thereby.

We see nothing in the allegations as to existing franchises that can be held to preclude the issuance of the proposed bonds.

No other points are made in the briefs against the proposed bond issue.

Whatever basis there may be for the doubts expressed as to the wisdom of the policy of the acquisition and operation by the City and County of San Francisco of the proposed municipally owned street railways, we have no doubt that the city and county has the power to construct and operate the same and the power to incur a bonded indebtedness for such purpose, and also that the proceedings in that behalf presented for review on this appeal are free from substantial irregularity. It necessarily follows that the conclusion of the trial court was correct.

The judgment is affirmed, as is also the order denying plaintiff's motion for an injunction.

ANGELLOTTI, J.

We concur:
SHAW, J.
SLOSS, J.
LORIGAN, J.
MELVIN, J.
HENSHAW, J.

With a speed of thirty-eight miles an hour, the new British torpedo-boat destroyer Nubian holds the record of all vessels in the world.

NEW CANADIAN DRY DOCK.

It has been unofficially reported that Harland & Wolfe, of Belfast, in conjunction with the Canadian Pacific Railway, the Allen line, and the Dominion Steamship Company, are to build a dry dock and repair works at St. John, and a dry dock with a complete modern building plant at Levis, on the St. Lawrence River, near the city of Quebec. The proposed dry dock for St. John will be 800 feet long and 130 feet wide, according to reports published in the daily papers. The cost of the dock and repair plant will be about $2,500,000. This dock will be able to acommodate the largest warships and Atlantic liners. A deputation of officials and business men from St. John, Quebec, and Montreal on October 26 presented a petition to the Dominion Government asking for a subsidy of 4 per cent. of the total cost of the docks and plants for a period of 50 years.

St. John is probably the best port in eastern Canada for a dry dock, on account of the harbor being free of ice during the whole winter. St. John has the advantage over Halifax, the only other safe winter port in Eastern Canada, of being closer to the great centers of trade in both Canada and the United States. Montreal is only 481 miles from St. John, as against 837 miles from Halifax. During the winter, when the St. Lawrence is closed to navigation, the large Canadian steamship lines run from St. John. The 1,326 vessels clearing at St. John during the fiscal year ended March 31, 1909, represented 687,102 tons.

IMMIGRANTS IN BRAZIL.

The number of immigrants entering the Brazilian State of Sao Paulo last year is stated to have been 40,225, or 8,544 more than in 1907. Those from Portugal numbered 11,855, from Spain, 9,891, Italy, 9,704, Russia, 883, and Germany, 817. For colonization to encourage diversified farming the Germans are the best to be had, which is recognized by the immigration authorities, who are making special efforts to encourage them. Regarding the movement to encourage immigration from Japan, the first 788 brought over in accordance with the treaty of November, 1907, have mostly all left the plantations where they were to settle as plantation laborers. From all appearances they were not adapted to such conditions as exist here, and have with few exceptions drifted to the cities.

NORWEGIAN IMMIGRATION.

For the first six months of 1909 the number of persons emigrating to the United States from Norway was 9986 (1166 of whom were from Sweden), against 4836 for the corresponding period in 1908. The total number emigrating from Christiania was 13,608 persons (342 Swedish), against 2,260 persons for the same time in 1908. The number of emigrants from other Norwegian ports for the first half of 1909 were as follows: Trondhjem, 1936; Bergen, 1564; Stavanger, 1464; and Christiansand, 1185. The total number of persons emigrating from Norway in 1908 was 8497, and in 1907, 22,135. The emigration in the first half of this year was therefore much larger than for the whole of the preceding year.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

ALASKA FISHERMEN'S UNION.

Headquarters:
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SEATTLE, Wash., 1312 Western Ave. P. O. Box 42.
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Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

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GROWTH OF PACIFIC TRADE.

Considerable interest has been awakened in the project of the Pacific Radio-Telegraph Company, and parliamentarians and the press are giving the matter much thought and expression in the Australian Capital. In the debates it is pointed out that the vast area of the practically unknown Pacific Ocean is studded with islands and archipelagos of greater or lesser importance, rich in many products—gold, copra, beche de mer, pearls, nickel, phosphates, timber, fruits, rubber, rice, coffee, tobacco, etc.—and suitable for growing others; that the dormant wealth of these islands will be developed; that the center of the world's activity may be shifted from Atlantic to Pacific waters at no distant day; and that four great nations, the United States, Great Britain, France, and Germany, are now firmly established among the scattered islands of the Pacific. The completion of the Panama Canal will bring the islands of the western ocean nearer to the United States and to Europe as well. The giving of heavy subsidies by Germany and France to steamships carrying their Pacific trade evidences a determined rivalry for the commerce of this ocean. The trade of Fiji, Tonga, the Solomons, the Cook Islands, and others is worth holding for what it is at present and for what it is expected to be.

These arguments preface the contention that the mainspring of trade is communication; that places geographically close to each other may be commercially half a world apart by reason of imperfect cable communication and infrequent sailings of slow steamers. It has been stated that Germany already has in hand a project to link her own islands by a system of radio-telegraphy, connecting with the telegraph systems of the world through the cable at Guam. The British proposal, if adopted, is intended to connect even the remote groups of islands, and, linked by telegraphy to each other and to the world, they would soon become familiar names in all markets. Australia would endeavor to hold and to develop this island commerce as its own. Papua (British New Guinea) is already a territory, Norfolk Island is about to be created such by pending legislation, and the influence of the Australian commonwealth is felt in other directions throughout the South Seas. By reason of geographical advantages the Australian markets would grow in importance with the growth of the Pacific trade, and in those markets the United States should strive to maintain an increasing share by providing better, faster, and more dependable communication than at present exists.

During the first three years after the great earthquake of August 16, 1906, there were 830 building permits granted for the erection of buildings in the business portion of Valparaiso, and the municipal authorities have expended more than $6,000,000 in widening and straightening the streets, building and enlarging sewers, etc., and must expend nearly as much more to carry out the reconstruction plans adopted for a more beautiful city.

A commission has been appointed by the Argentine Government for studying the construction of a port at the popular seaside resort of Quequen, which is situated on the Atlantic coast, about 80 miles south of Mar del Plata.

PEARL FISHERIES OF MEXICO.

Recorded accounts of the existence of pearl-oyster beds along the west coast of Mexico date from 1536, when they were found by Cortez while searching for the treasures of Montezuma. Pearl fishing there has continued ever since with but little interruption.

Extensive beds are located in various parts of the Gulf of California, and until 1884 there were no restrictions regulating the industry, so that eventually the beds gave indications of becoming exhausted. In February of that year a concession was granted by the Mexican Government to a syndicate of English capitalists, which gave them exclusive privileges for fishing in all waters of the gulf and the west coast, with the exception of the shoals around the islands of Ceralbo, Tiburon and Espiritu Santa, for which smaller concessions are held by Mexican operators.

La Paz is the center of the industry, though the main office of the Mangara Exploration Company, Limited, the principal concessionaire, is in London. All the pearls and mother of pearl shells gathered by this company are marketed in England. The concession of the Mangara Company was renewed a few years ago and now runs until 1932. The company has three fishing fleets in service, giving employment to 300 men.

It requires six or eight years for the shells in these waters to reach full growth, and the beds are given a two years' rest, each in turn. The present output is about 300 tons of mother-of-pearl shells and $100,000 worth of fine pearls annually. The approximate price for the shells in the European market is at present $150 gold per ton. The large production of mussel shells from various rivers in the United States, though principally the Mississippi, caused a marked decline a few years ago in the price of shells.

According to the reports for 1904, there were in that year sent from this district several thousand tons of shells, which brought $250 gold per ton. The pearls from these waters compare very favorably with those from Ceylon and the Persian gulf, but the output is very much less. A fair proportion average between two and three carats in weight, which is a very good marketable size. Eight and ten carats are not infrequent, and recently one of twenty-two carats was brought in by an independent diver, valued at over $4000 gold. It was rather pear-shaped, though quite regular in form and of good orient. A pearl now among the crown jewels of Spain was found in the gulf and sold for $17,000.

While the East India pearls run very uniformly white and yellow, a good many of the La Paz pearls are fancy color, green, bronze, blue or pink; and more black ones are found here than in any other part of the world.

According to information received from Nicolaevsk, the catch of fish in the Amur estuary has been most satisfactory as far as keta (salmon) is concerned. The catch of fish in eastern Kamchatka and in the Anadir River is reported to be good, and there are at present two refrigerating steamers freezing fish for the European market.

The tunnel through the "backbone" of the Andes on the Transandean Railway, connecting Valparaiso and Buenos Aires, is to be completed about June 1, after which date it is expected regular trains will be running. The tunnel is 10,451 feet long.

ENGLISH LABOR EXCHANGES.

Under the English Labor-Exchange law, which was passed at the last session of Parliament and went into effect on February 1, exchanges have been established throughout the country. Estimates for the complete and efficient organization of the system provide for at least 240 exchanges, exclusive of divisional clearing houses located in each district and of the central office or clearing house in London. It will not be possible to bring more than one-half the exchanges into operation during the first year, the other half to be brought into working order in the second year.

The expenditure for renting and adapting premises for the different types of exchanges is estimated at $1,600,000, purchasing sites and erecting buildings—to be spread over a period of 10 years—will vary from $200,000 to $300,000 per year. Salaries and wages of staff, when the scheme is in full working order, are estimated at $475,000 per annum.

The total expenditures of the system, as far as can be estimated at present, will be, approximately, as follows: Fiscal year 1909-10, $500,000; 1910, 1911, 1912, $1,050,000 per year; 1912-13 to 1918-19, $1,000,000 per year; thereafter, $900,000 per year.

The Trade-Union Congress has proposed the following amendment to the Labor-Exchange Act:

That the boards of administration be composed equally of representatives of trade-unions and employers, with a neutral chairman appointed by the Board of Trade; that the exchange be not used to assist any firm during a labor dispute, and that at each exchange there be provision for meeting places for trade-union branches.

WIRELESS IN BRAZIL.

A contract has been signed between the Lloyd Brazileiro, the subsidized line of steamships serving Brazilian ports and maintaining a service between Brazilian ports and New York, and the United Wireless Telegraph Company, of New York, for a wireless telegraph system upon twenty-one ships of the Lloyd line and eight stations along the Brazilian coast.

The service is primarily for the Lloyd Brazileiro, of which the Government of Brazil now owns two-thirds of the stock. It is understood that the wireless telegraph service will also be open to the public. One land station is to be at Rio Grande do Sul, one at Santos, three in and near Rio de Janeiro, one at Bahia, one at Pernambuco, and one at Para. The system will afford communication between Rio de Janeiro and all the Lloyd fleet all the time, except the New York service when ships are out of range.

The Brazilian Government let a contract about a year ago for a wireless system from the island of Fernando Noronha and Pernambuco and Rio de Janeiro, which is not operated. The American contractors will install and operate the Lloyd system under the direction of the Lloyd, but along modern American methods.

Most of the passenger ships between Europe and South America and two ships running between New York and the eastern coast of South America are already equipped with wireless apparatus, and the proposed system will give a wireless service in the South Atlantic similar to that in the North Atlantic.

News from Abroad.

The Danish Cabinet resigned on July 1 and the resignation was accepted by King Frederick.

There is considerable unrest at Yingtag, on the North River, and nearly all the Baptist missionaries of that place have arrived at Hongkong.

Anti-clerical rioters broke into the Catholic Club at Valencia, Spain, on June 19, and demolished the furniture. Demonstrations also occurred in other quarters.

The destruction of life and property by recent floods throughout Hungary, exceeds all records. The number of deaths has not been ascertained, but it is believed they will aggregate 1000.

The British cruiser King Alfred collided with and sank the steamer Cheapside off Guernsey, on June 18. One of the crew of the steamer was drowned. The cruiser was not damaged.

Great Britain has asked the Governments of France, America and Germany to present an identical note to China for the immediate ratification of the Hankow Sze Chuen loan agreement.

R. P. Faulkner, chairman of the American Commission of Liberia, has been appointed by the Liberian Government in the negotiations looking to the refunding of the Liberia national debt.

The French freight steamer La Rochelle from Bordeaux for Liverpool was sunk through collision with the British freighter Yews off Skerries, Ireland, on June 20. Ten members of the French vessel's crew were drowned.

In conformity with the suggestion of the United States, Brazil and Argentina, 4000 troops mobilized along the Ecuador frontier to assert the rights of Peru in the dispute between that country and Ecuador have been mustered out of service.

Peru has accepted the suggestions of the United States, Brazil and Argentia, the mediators in the dispute between Peru and Ecuador over the boundary line. The 15,000 volunteers who had been mobilized on the frontier have been recalled.

Premier Asquith introduced in the House of Commons on June 28 the promised bill altering the form of the religious declaration requested of the Sovereign upon his coronation. The declaration passed the first reading by a vote of 383 to 42.

The stringent regulations now preventing thousands of Germans living abroad from visiting their Fatherland may be abrogated if the German Government approves the plan which it is considering to lift the ban against former German subjects who emigrated without performing military service.

The French industrial and commercial committee has unanimously adopted a resolution to ask the Government to hold an international exhibition in Paris in 1920. The municipality of Paris has decided to place a loan of $180,000,000 for city improvements during the years 1910 to 1913.

Sir Joseph Ward, the Premier of New Zealand, in a speech at Wellington, N. Z., on June 27, foreshadowing the Government's anti-trust legislation, said that it was possessed of clear evidence that a powerful American company was exercising a restrictive and prejudicial influence in New Zealand.

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108-110 MAIN STREET,
Squire-Latimer Block, Seattle, Wash.

My work is my best advertisement.
W. H. MIDDLETON
TAILOR
A. H. ANDERSON, CUTTER
Custom Tailors' Union Label in every Garment.
519 THIRD AVENUE
Three Doors South of James, SEATTLE.

Oscar Pearson

Express and Baggage

Stand Outside of Union Office

Seattle, Wash.

INFORMATION WANTED.

Nicholas R. West, supposed to be sailing on the Pacific Coast, is inquired for by his mother. Any one knowing his present whereabouts please notify the Russian Consulate at San Francisco.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Alexis, H.
Albrigtsen, G.
Andersen, Arvid
Andreasen, O. L.
Appelquist, O.
Aggs, P.
Beckler, Jos.
Berge, Johan
Burns, John
Caldwell, W. G.
Carlsen, R. T.
Chamberlain, L. C.
Christensen, Oscar
Christiansen, A.
Darker, Thos.
Edvardsen, John
Eklund, P. H.
Elwood, Alf
Eriksen, Axel
Eriksen, J. K.
Fernandoes, F.
Fellix, Harry
Fjilstad, K. M.
Frivold, John
Faroe, A. Hansen
German, Richard
Gregg, E. J.
Grohn, John
Gunderson, And. -785
Gumas, K.
Gustav, John
Hansen, Chas. S.
Hansen, Andrew
Haakensen, H.
Hallenberg, Gustaf
Hansen, Axel M.
Hansen, Hans F.
Haas, W.
Harjis, H. -1940
Hansen, Hilmer
Hahnberg, Olaf
Holmstrom, C. G.
Ingebretsen, O. -125
Isaksen, And.
Jacobsen, Torgils
Jamison, James
Jacobsen, E. C.
Jensen, Ludvik
Jensen, Hans -2014
Johansen, Herman
Johansen, Ludvig A.
Johnson, K. -1592
Johnsen, C. J.
Johnsen, J. -983
Johnsen, Eric
Johnson, Alf -1700
Jorgensen, J.
Kalming, Jacob
Kesher, Karl
Kinsay, W. A.
Kittelsen, C. T.
Knudsen, M.
Larsen, Louis
Lewis, George
Linsay, W. A.
Lindholm, Chas.
Lund, Chas.
Lundberg, Oscar
Mannonen, Eric
Martin, C.
Martinsen, Abe
Mikkelsen, A. M. -1584
Miller, Harold
Morgan, Ed.
Morris, M. M.
Nelsen, Fred.
Nielsen, N. A. -909
Nielsen, P. L.
Nurmi, V.
Olsen, John -1046
Olsson, Oscar
Olsen, Andrew
Olsen, C. E. -584
Olsen, Eric C.
Paul, P. G.
Preston, James
Quigley, R. E.
Ries, J. H.
Rimmer, Jas.
Saarl, K. G.
Sand, Chas.
Sauer, Emil
Schmidt, Alf.
Schwab, M.
Smith, Johan
Smith, Max
Sorensen, Ed.
Staff, Chas.
Strom, Carl
Stenroos, A. W.
Swansen, C. -1536
Swansen, B. -1932
Thompson, James
Torgersen, Ludvig
Udley, H. S.
Van Houten, E. C.
Vogt, Carl
White, Hans
White, Earl
Ylinen, S.
Zazan, J.

EUREKA, CAL.

The Pride O'Humboldt

Steam, Lager and Bottled Beer
BREWED BY
HUMBOLDT BREWING CO.,
EUREKA, CAL.

Promptly delivered and shipped to any part of the city, county and anywhere ALONG THE COAST.

CITY SODA WORKS

DELANEY & YOUNG,

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

HERMAN SCHULZE,
CIGAR MANUFACTURER.
Cigars at Wholesale and Retail.
439 SECOND STREET, COR. F.
EUREKA, CAL.
White Labor Only.

SCANDIA HOTEL

H. WENGORD, Proprietor.
FIRST-CLASS BOARD AND LODGING
Reasonable Rates.
Front Street, between C and D,
EUREKA, CAL.

FOR A
GOOD CUP OF COFFEE
OR A SQUARE MEAL
TRY
EUREKA CHOP HOUSE
Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by
C. O'CONNOR
532 Second Street, - Eureka, Cal.

ABERDEEN, WASH.

BURNETT BROS.
JEWELERS AND CHRONOMETER MAKERS.
Union Made
WATCHES AND JEWELRY
Cor. of HERON & G STS.
ABERDEEN, WASH.

HUOTARI & CO.
Gents' Furnishings, Boots and Shoes, Groceries and Notions.
We sell everything, and sell at right prices. Union-made Goods Specialty. You know the place.
320 S. F St., near Sailors' Union Hall, ABERDEEN, WASH.

Chris Peterson Express
Prompt, Careful Service.
Phone 691. Stand, 415 E. Heron St.
ABERDEEN, WASH.

ANNOUNCEMENT
THE "RED FRONT" CARRIES A FULL STOCK OF
UNION MADE CLOTHING, HATS, SHOES, COLLARS, SUSPENDERS, GLOVES, OVERALLS, SHIRTS.
A. M. BENDETSON,
321 E. Heron St., Aberdeen.
Exclusive Owner of "The Red Front."

PORT TOWNSEND, WASH.

THE RED FRONT
Clothing and Furnishing Goods
BOOTS, SHOES, HATS, CAPS, Etc.
UNION LABEL GOODS.
PORT TOWNSEND, WASH.

FRANK STHEVENS
Deals exclusively in Union-Made CIGARS, TOBACCO, ETC.
Call at his old Red Stand on WATER ST., PORT TOWNSEND,
Next door to Waterman & Katz, just around the corner from the Union Office.

PEOPLE'S MARKET
(Incorporated)
Wholesale and Retail Dealers in LIVE STOCK, FRESH MEATS AND VEGETABLES
Shipping Supplied at Lowest Rates.
PORT TOWNSEND, WASH.

Chas. A. Pragge, Mgr. Chas. E. Coon, Pres.
PORT TOWNSEND MERCANTILE CO.
(Inc.)
Wholesale and Retail
GROCERS
SHIPS PROVISIONED.
311-13 Water St., Port Townsend, Wash.
Warehouse: Bartlett Wharf, Port Townsend, Wash.

WATERMAN & KATZ
Wholesale and Retail Dealers in GENERAL MERCHANDISE.
Complete stock of Ship Chandlery, Groceries, Dry Goods, Seamen's Supplies and Outfits, etc., etc. Honest and fair dealing is our motto.

MAX GERSON
Dealer in
Dry Goods, Clothing, Boots and Shoes, Hats and Caps, Gents' Furnishings and Sailors' Outfits.
315 Water St., next to Commercial Bank
PORT TOWNSEND, WASH.

C. J. SWANSON
Clothier and Furnisher for Gentlemen
Up-to-date Suits Made to Order
Hats, Caps, Shoes, Oilskins and Rubberboots
Bedding, Blankets and Pillows
Uniform gold braids and gold wreaths of all descriptions
119 EAST STREET
Between Merchant and Washington
SAN FRANCISCO CALIFORNIA
Phone Douglas 1082
Home Phone C-3486

TACOMA, WASH.

DICKSON BROS. CO.
(U. S. STORE)
GENERAL OUTFITTERS FOR MEN AND BOYS
Clothing, Furnishing Goods, Hats, Caps, Shoes, Rubber Boots, Oilskins, Blankets and Quilts, Trunks, Bags, Pipes and Tobaccos, Cutlery and Notions.
Store Closes at 6 p. m.; Saturdays at 10 p. m.
UNION STORE, UNION GOODS CARRIED, AND ONLY UNION SALESMEN EMPLOYED.
1120-1122 PACIFIC AVENUE TACOMA, WASH.

McCORMACK BROS.
ONLY EXCLUSIVE UNION CLOTHING STORE IN TACOMA.
NEW STORE—NEW GOODS
All our Clothing, Hats, Caps, Shirts and Collars have the Union Label. Store closes at 6 p. m., except Saturdays.
COR. FIFTEENTH ST. AND PACIFIC AVE. TACOMA, WASH.
812 FIRST AVENUE SEATTLE, WASH.

OLD TOWN, TACOMA, WASH.
H. I. MALLEK
2320 NORTH 30th STREET
Men's Outfitters, Hats, Caps, Shoes, Rubber Boots, Oilskins, Flannel Shirts, Quilts, Blankets, and Notions.
"Boss of the Road" and "Can't Bust 'Em" Overalls, 75c; Hickory Shirts, 50c. Everything Union made.
I will give you a square deal, as I want your trade.
Remember the place, one block north of Union Hall, 2320 N. 30th St., Old Town.

WHEN IN PORT AT TACOMA
Visit
THE SCANDINAVIAN STORE
717 Pacific Ave. Near City Hall
B. OLSON, Proprietor.
Where the Best
Clothing, Furnishing Goods, Hats, Shoes, Rubber Boots and Oliskins can be had at reasonable prices.
Union Goods a Specialty.

INFORMATION WANTED.

Louis Hayot, a native of Porto Rico, about 54 years old, is inquired for by Sandalio Bernard, Sailors' Union of the Pacific, San Francisco.



NINETY-SIXTH HALF-YEARLY REPORT
—OF—
Savings Union Bank of San Francisco
Whose Name Was
SAN FRANCISCO SAVINGS UNION
Member of the Associated Savings Banks of San Francisco.
Temporarily Located at
Northwest Corner of California and Montgomery Streets

The name of the San Francisco Savings Union has been changed to SAVINGS UNION BANK OF SAN FRANCISCO to more clearly indicate to the general public that it conducts a banking business. At the same time its identity is kept as the old "Savings Union," the name by which it has been popularly known for nearly a half century.
Our new building at junction of Grant avenue with Market and O'Farrell streets will be completed and occupied before the close of the year.

Statement of Assets and Liabilities, Savings Union Bank of San Francisco
JUNE 30, 1910

ASSETS

Loans secured by first lien on real estate wholly within the State of California	$12,813,365.16
Loans secured by pledge and hypothecation of approved bonds and stocks	1,222,654.52
Bonds of the municipalities and school districts of the State of California, railroad bonds and bonds and stocks of local corporations, the value of which is	10,225,803.89
Bank premises	700,000.00
Other real estate in the State of California	579,632.53
Furniture and fixtures	500.00
Cash in vault and in bank	1,350,578.52
Total Assets	$26,892,534.62

LIABILITIES

Due depositors	$24,578,737.31
Capital paid up	1,000,000.00
Reserve and contingent funds	1,313,797.31
Total Liabilities	$26,892,534.62

(Signed) JOHN S. DRUM, President.
(Signed) R. M. WELCH, Cashier.
Subscribed and sworn to before me this 30th day of June, 1910.
(Signed) FRANK L. OWEN,
Notary Public in and for the City and County of San Francisco, State of California.

For the half year ending June 30th, 1910, a dividend has been declared at the rate of four (4) per cent per annum on all deposits, payable on and after July 1st.
Money deposited on or before 11th inst. begins to earn interest from July 1st.

Home News.

The second session of the 61st Congress adjourned on June 25.

United States Senator John W. Daniel, of Virginia, died at Lynchburg, Va., on June 29, aged 68 years.

United States Senator Samuel Douglass McEnery, of Louisiana, died at New Orleans, on June 28, aged 74 years.

Reports received from twenty Manitoba and Saskatchewan points tell of an alarming condition of the grain crop, due to the continued hot weather and lack of rain.

July 1 was the hottest day of the season in Chicago, when the thermometer registered 93 degrees. One death and twelve prostrations due to the heat were reported.

Andrew Hawkins, 70 years old, was pardoned on July 1 after serving twelve years in prison in Nebraska on the charge of murdering a man named Jansen. Three men, guilty of the offense, have confessed.

The convention providing for the arbitration of the dispute of the United States and Mexico over the Chamizai Zone at El Paso was signed at Washington, D. C., on June 24, by the two Governments.

The appropriations made by the session of Congress just closed amounted to $1,027,133,446, according to an official announcement made by the House Appropriations Committee on June 27.

A recommendation has been made to Congress by Postmaster-General Hitchcock that a law be enacted to indemnify the senders or owners of third and fourth class domestic registered matter lost in the mails.

Secretary of State Knox and Senator de la Barra, the Mexican Embassador, on June 21, arranged all the details of the treaty for the definition of respective rights of the United States and Mexico in the Chamizal Zone.

Fred Kohler, "the Golden Rule" Chief of Police, of Cleveland, who was suspended by Mayor Baehr upon charges of drunkenness and immorality, was acquitted by the Civil Service Commission on June 23. Kohler will be reinstated at once.

In the interest of universal peace the House of Representatives on June 20 passed the Bennett joint resolution authorizing the President to appoint a commission of five members to consider the expediency of utilizing existing international agencies to limit armaments.

Rumors are current at Manchester, N. H., that the Embassadors from Russia and Japan will meet there this summer to reconsider certain parts of the Treaty of Portsmouth, signed at Portsmouth, N. H., on September 5, 1905, formally ending the Russian-Japanese war.

A total of 4433 certificates of Hawaiian birth have been granted by the Secretary of the Territory, chiefly to Japanese, and the number will probably be increased to at least 5000 before June 30, on which day the work of registration is to be turned over to the Federal Immigration inspector.

An estimate that the total number of immigrant aliens admitted at all ports of the United States during the last fiscal year reached 1,035,545, was made by Commissioner-General Keefe on July 1. This is an increase of 283,759 over the number admitted last year. The total number of all persons debarred during the year was 24,200.

Labor News.

A mass meeting was held in San Francisco on July 7, to protest against the recent pro-Jap report of State Labor Commissioner Mackenzie.

The San Francisco Labor Council is organizing a Union Label League for the purpose of increasing the demand for the union label.

The employment of non-unionists at South Blocks, Broken Hill (Australia) mine, is likely to cause serious trouble at no distant date.

Many labor organizations of San Francisco and other cities of California have assessed themselves to support the striking ironworkers in Los Angeles.

The conference report on the bill for the creation of an Employers' Liability Commission, adopted by the Senate, was agreed to by the House of Representatives on June 25.

The entire membership of the Stockton (Cal.) Electrical Workers' Union went on a strike on June 27 demanding $4.50 for a day of eight hours, an increase of 50 cents per day.

The Anti-Jap Laundry League of San Francisco reports good progress in transferring patronage from Jap laundries to white places of business.

Many of the cotton mills of the United States were shut down on July 1 until the 11th for the purpose of curtailing production. The plants which closed employ about 100,000 operatives.

The Labor Council of Stockton, Cal., has declared unfair a number of iron works in that city owing to the discharge of employes for joining their unions. Machinists, molders and patternmarkers are requested to stay away from Stockton.

The Schmidt Lithographing Company, of San Francisco, has been declared unfair by the Labor Council of that city and the State Federation of Labor, owing to its refusal to grant the same terms of employment as other firms.

The Laughlin sheet mill of Whitaker, Glessner & Co., at Martin's Ferry, O., employing 1200 men, was closed on June 28 by a strike, a large majority of the men refusing to work with others who refused to pay a 10 per cent assessment for strikers.

Announcement was made by the Interstate Commerce Commission on June 28 that Judge Paige Morris, of the Federal District Court in Iowa, had decided that the law regarding the hours of service of train crews on interstate railroads was constitutional.

The Supreme Court of California, on June 25, rendered a decision upholding the validity of the bond issue for the construction and operation under municipal ownership of the Geary Street Railroad of San Francisco. The question has been pending for many years.

After a thorough investigation of the importation of Russian laborers into the Hawaiian Islands by the sugar planters, the Federal Grand Jury made its report at Honolulu on June 29, and finds that there has been no violation of Alien Contract Labor laws and no evidence of peonage.

The railway brotherhoods on the Great Northern and Northern Pacific systems have perfected a system of federation whereby all the unions will act as a unit in case of trouble. The federation makes provsion for a board of arbitration to be composed of one member from each of the brotherhoods, which will first try to adjust the trouble.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abbors, Arne
Aguilar, Santos
Allan, Wm.
Allen, G.
Amunsen, Daniel
Andersen, -1620
Andersen, Emil
Andersen Fred
Andersen, -1526
Anderson, H. N.
Anderson, -910
Anderson, -992
Anderson, -1420
Anderson, -1560
Anderson, Victor
Anderson, Ernest
Andersson, -1060
Andersson, Nels. A.
Andreassen, 1136
Arnecke, -1649
Arntsen, Julian
Asplund, August
Ayers, W. T.

Backtrom, Wm.
Balm, O.
Banke, Harold
Bardsen, T.
Bastion W.
Bauer, Frank
Bausback -1511
Beehan, Ed.
Behnke, Heinrich
Beling, Oscar
Bensen Ed
Berge, Johan S.
Berg, H. Y.
Bergman Johan
Berlin L. W
Berndt, Hugo
Bernert Fred
Berntsen, Eilert
Beverle Rupert
Bietila -1338
Birde, Chr.
Bjorklund, Erik
Black, Victor
Bliesath, Max
Boers, M.
Bogan, Patrick
Bourbigou, Louis
Boylan C F
Brandt, Oscar
Brauer, Fred.
Bridge, John
Brinkmeyer, G
Brox Henrik
Bryde, C. M.
Buch, D. J
Buchman Aug

Callas, Aug.
Carlson, John
Carlson, Rudolf
Carlsson, Otto
Carlsson, Harry
Carlstrom, A.
Casson, J.
Chauche J A.
Christensen, C. D.
Christensen, M. H.
Christensen, E. H.
Christiansen, Peter
Christophersen, 1288
Classen, Henry
Collberg, Chas.
Connor -817
Coughlan, -1174
Classon, John
Crasson, Joe

Dahlstrom, -749
Daugul, A.
Danielsen, Sigurd
Danielsen, John
Daumgold, Ernest
De Baere, H.
De Santis, E.
De Young, A. R.
Ditaze, Louis M.
Dorles, H.
Dracar, E.
Dreier, Paul

Edman, Oscar
Egeland, Olaf O.
Ekendahl, H.
Eklund, Aug.
Eliassen, Sigurd
Eliassen, C.
Ellingsen, O. W.
Ellingsen, Wm.
Elonen, M. H.
Erdman, -1704
Ericksen, C.
Eriksson, C. E.
Erland, Hans
Eugenio, John
Evans, E.

Fagerholm, Carl
Feldt Knudt
Fisher, Frank
Flem, Knut
Flodin, John
Fradin, Louis
Fransson, Frank G.
Froberg, Erik G.

German, R. B.
Gillholm, Albin
Gjosund, S.
Graiff, Edward
Gronvold, Peter
Grossl, Josef M.
Gundersen, Tom
Gundersen, Kristian
Gunther, Teddy
Gustafson, Gus
Gustafson, Oscar

Haakansen, H.
Hafke, Peter
Hahlweg, Fritz
Hallgren, Johan
Halvorsen, Anton
Halvorsen, Wm.
Halvorsen, Hartvik
Handt, Wm.
Hansen, Mike
Hansen, Hans E.
Hansen, -1826
Hansen, Fred
Hansen, H. O.
Hansen, Hilmar
Hansen, Peder
Hansen, Soren
Hansson, N.
Hedlund, Arvid
Helmer, Fred
Henrickson, Pet.
Henriksen, -1375
Henshaw, Frank
Hernas, -2042
Hohn, John
Holm, John A.
Holmstrom, C. A.
Hoye, Haakon
Hull, H.

Isaksen, Gunnar
Isaacson, Isaac

Jakobsen, Martin
Jakobsen, Jakob
Jakobsen, Joakim
Jakobsen, J. E.
Jansen, Ellert
Jensen, -1461
Jensen, -1987
Jensen, Louis
Jensen, Edward
Jensen, -2043
Jensen, M. C.
Jensen, P. J. A.
Jensen, -1944
Jensen, Carl E.
Jespersen, Martin
Johnsen, Norman
Johnson, -1800
Johanson, Axel B.
Johansson, H. A.
Jones, Harry
Jordfald, Theo.
Jorgensen, Alf.
Jorgensen, Kaspar
Jorgensen, Johan

Kaasik, A.
Kaiser, Dik
Kallas, Aug.
Kaold, John
Karlson, Richard
Karlsson, Axel Geo
Kaspersen, O. Chr.
Kavall, John
Kelly, W. E.
Kiel, P.
Kjellgren, John A.
Klausen, John
Klebingat, F.
Klousen, -564
Knopff, Fritz
Knudsen, Lars
Knudsen, Ragnvald
Knutsen, Knut
Kolkin, Fred.
Kolter, L.
Kristophersen, Jacob
Kruse, Karl
Kugland, M.
Kurras, M.

Laason, -1370
Larsen, -1290
Larsen, Emil, -1344
Larsen, Louis
Larsen, Emil
Larson, Christ.
Larson, Bernhard
Larson, Alek
Larsson, Lorens
Laws, Harry
Le Brun, Ernest
Lebrun, Ernest
Leithoff, Carl
Lemmel, Chas.
Lersten, J. O.
Le Solle, Pierre
Lind, Gus A.
Lindholm, -1274
Lindroth, Carl
Linert, Arthur
Linholm, -454
Ljunggren, J. A.
Lund, P.
Lundin, -1054

Macrae, Alex.
Madsen, -952
Markham, H.
Marquart, Robert
Martin, H.
Martinson, David
Mathiassen, Nils
Mathiesen, Ludv.
Matthews, F.
Mattsson, John A.
McArthur, Lorne
McCarthy, T.
McKeating, R.
Mehrtens, Herman
Mennicke, Fritz
Mennicke, Fritz
Mersman, A.
Mesak, Edward
Miller, James
Moe, John M.
Moller, Leif.
Menz, P. E.
Moore, W.
Morris, Maynard
Morrison, Don
Muir, F. W. D.
Murray, Edw.
Murphy, Geo.
Musch, Karl

Naumann, Alf.
Nelson, A
Nelson, -696
Nelson, Martin
Nelson, -552
Nelson, John
Nelsson, Nels
Nerbrugge, D.
Nester, Wilson
Newman, Nels
Nicholson, Otto
Nielsen, A. H.
Nilsen, Andrew
Nilsen, -520
Nilsson, Natanlel
Nord, G. E. C.
Nordlof, Sigurd
Nylund, Hans J.
Oetjen, Fritz
Ofeldt, C.
Ohman, Mauritz
Oistad, Hans
O'Keefe, Wm.
Olsen, -1112
Olsen, Otto
Olsen, Amund
Olsen, Gus. F.
Olsen, Jorgen
Olsen, Peder
Nystrom, Axel
Nystrom, Ragnar
Olsen, Ole, Chr.
Olsen, Peder
Olssen, -478
Olsson, -705
Olsson, J. W.
Olsson, -972
Olsson, A.
Olsson, -910
Osmundsen, K.
Oterbeck, Hans H.
Otten, Oksel

Pache, Paul
Palmroth, J.
Pedersen, N. B.
Pedersen, S. R.
Pedersen, Peter
Pedersen, -1138
Pedersen, -1136
Persson, H. W.
Petersen, H. C.
Petersen, -1370
Petersen, Aage
Petersen, Frank V.
Petersen, -782
Petersen, -1154
Peterson, Gust.
Peterson, L.
Petterson, John B.
Pietschman, Geo.
Pitkanen, J. W.
Plaskette, Mike
Pommer, Alex
Poppe, Geo.
Pothien, S.
Pratt, Louis
Prosch, Wm.

Raahange, J. F.
Randolf, D W
Rasmussen, Svend
Rasmussen, Emil
Rasmussen, Peter F.
Ratjens, J.
Reid, Andrew
Reilley, L. W.
Remmer, Laurits
Richter, -756
Ries, J. H.
Rintzo, John
Riska, P. Larsen
Robinson, Wallace
Rolkin, F.
Rosa, 998 G.
Ross, Wm.
Roth, S.
Ruckle, Erwin

Salvesen, Fred
Sandberg, John
Sander, Robert
Sauer, Emil
Sange, P. H.
Saul, Th. A.
Schildt, Karl J.
Schluter, Paul
Schmehl, Jas. P.
Schmidt, Hans
Schroder, Herman
Schultz, Albert
Schultz, Axel
Schwanewede, Geo.
Seberg, C.
Sexon, Chas.
Seiger, Joe
Seiron, Tom
Sellers, Willie
Shuls, -354
Sjoberg, Johan
Sjoblom, Karl A.
Skaanes, Johan
Smith, Jas. P.
Soderlund, Anton
Sorensen, Theo
Sorensen, -1492
Soto, Santos
Sotvell, G.
Sowick, Hjelmer
Stange, -2063
Stangeland, P.
Stedman, Geo. F.
Stenroth, Alf.
Stensland, Paul
Stensloff, Emil
Stewart, J. L.
Stolzer, Aug.
Strandquist, Louis
Strautman, Fred.
Sund, Johan
Sund, Wm.
Sundberg, K. K.
Svensen, Anker
Swansson, Gus.
Sweeney, John

Terkildsen, Marius
Terwakallio, G. A.
Terwedow, Richard
Thomas, Jos. W.
Thorkelsen, Jonas
Thorn, Gus.
Thureson, Arthur
Tillman, A.
Tillman, Chas.
Tjulander, Oscar
Tollefsen, Andreas
Torbjornsen, O.
Torjussen, G. T.
Tramm, Hans
Tuft, Edw.

Udd, John

Valbo, Harry P.
Valbo, Hans
Verdick, C.
Vidal, Wm.
Voortmeyer, W. B.

Waikkala, John
Walters, Henry
Wanquist, E.
Welle, -1080
Wells, Geo. A.
Welin, Herman
Werner, Paul
Wetteland, Johan
Wetzel, Chas.
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Apply to Secretary of Sailors' Union of the Pacific.

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Beausang, Eugene
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INFORMATION WANTED.

Ellis Owen Pritchard, last heard from on the Pacific Coast four years ago, is inquired for by his sister Any one knowing his whereabouts please communicate with the Coast Seamen's Journal.

ALASKA FISHERMEN'S LETTER LIST.

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Letters at the Alaska Fishermen's office will be advertised for six months only and will be returned to the Post Office at the expiration of seven months from date of delivery.

Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

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Andersson, Oskar
Albertsen, Paul H.
Belzani, Pietro
Benson, John
Benoor, Fred
Cutino, G.
Christiansen, Alf.
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Frazer, James
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Hansen, A. E.
Johnsson, Harry
Johnson, G. P.
Johannesen, E. A.
Lofgren, Hjalmar
Munroe, W.
Monteith, R. V.
Olsen, Fred
Olsen, Antone
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Riise, Wm.
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Brown, C. A.
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Carlmark, Barthold
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Gustafson, Edvard
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Penney, Math.
Petterson, Aaskar
Ryberg, Ove
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Shulls, Christ
Sjelman, Jonas
Stabell, Frank
Svensen, Olof
Thoresen, Petter
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Larson, M. A.
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Langward, C.
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McVicar, George W.
Oling, C.
Schelenz, Karl
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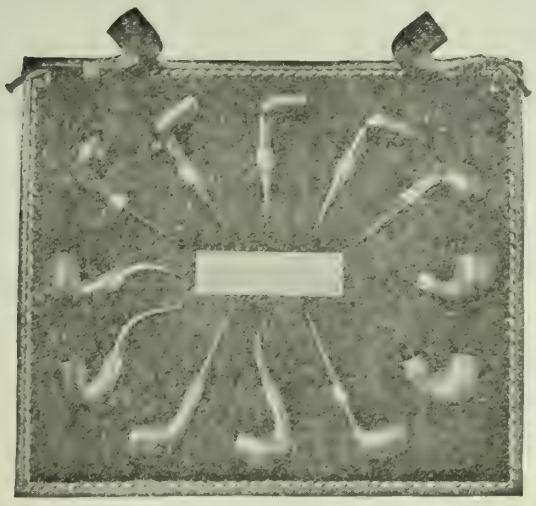
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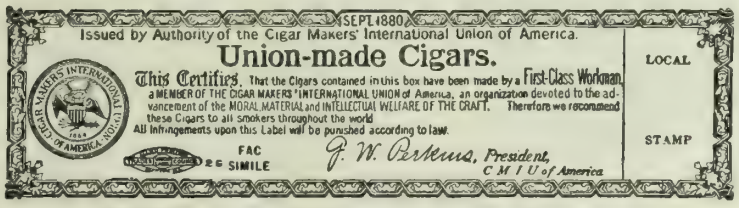
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Domestic and Naval.

Bids were opened in the office of Acting Director Hasskari, of the Dock Department, at Philadelphia, on June 17, for a municipal dredging plant.

A cablegram from London reports that the British steamship Inveric, from China and Japan, for New York, before reported aground at Gibraltar, has been floated.

The Navy Department on July 1 announced the voluntary retirement of five Captains with the rank of Rear-Admiral, and of six Commanders with the rank of Captain.

The wireless mast on the battleship Delaware was struck by lightning during a storm off Norfolk, Va., on June 29, and one man is reported to have been slightly hurt.

The Cunard Steamship Company will shortly begin building several vessels of 60,000 tons. The first steamer will be laid down in a few weeks and it is expected that it will be finished in three years.

George Turner of counsel for the United States concluded his argument at The Hague on July 1 before the arbitration tribunal that is to decide the Newfoundland fisheries dispute between America and Great Britain.

The cablegram from Fort de France, Martinique, reporting the loss of the Chilean bark Royal Sovereign on the rocks off Francois, Martinique, was an error. The vessel lost was a small British schooner of the same name.

The schooner Norombega, from Philadelphia for Calais, Me., was run into by the steamship Mills off Fire Island on June 16, and cut in two. The Mills arrived at New York on the 17th from Boston. The crew of the schooner were saved.

In a fog on June 15, off Sandy Point, in Chesapeake Bay, the three-masted schooner J. Dallas Marble was sunk in a collision with the schooner Everett, bound from Boston to Baltimore. All of the crew of the Marble were rescued by the Everett without mishap.

With 1500 excursionists on board, the Acme Packet Company's steamer J. S. caught fire in the Mississippi River between Genoa and Victory on June 25, and, though the steamer was burned to the water's edge, prompt action in beaching the boat saved every person on board.

Secretary of Commerce and Labor Nagel has issued a circular letter to Collectors of Customs, citing the recent enactment of Congress which provides that after July 1, 1911, no ocean-going steamer of the United States or of any foreign country carrying passengers and crew of fifty or more persons shall be permitted to leave a United States port unless equipped with wireless telegraph apparatus.

Reports of wreckage in the track of steamships were brought to Philadelphia recently. The Belgian steamship Daghestan passed part of a mast standing upright five feet above water and covered with barnacles on June 10 in latitude 41.34 north, longitude 60.33 west. A large piece of wreckage, which appeared to be the top of a deckhouse, with scuttle attached, was passed by the British steamship Othello on June 11 in latitude 43.10 north, longitude 60.33 west. The schooner Henry J. Lippitt passed close to a spar projecting about fifteen feet out of water.

With the Wits.

The Real Struggle.—"I suppose now that you are married and settled down, life is a struggle for bread."

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Acquired Modesty.—"My dear, before marriage you told me all your doings."

"Yes, but now I have come to think such talk savors too much of egotism."—Lippincott's.

Distressing.—"We must go to some quiet, inexpensive place next summer, said the man who worries.

"Great heavens!" exclaimed his wife. "Don't talk so grewsomely. You know that there are no longer any quiet or inexpensive places except cemeteries."—Washington Star.

One Better.—Clerk (twenty per)—Why, my boy, I give a whole week's wages for a suit of clothes.

Office Boy (three per)—That's nothing; I give a whole week's wages for a pair of shoes.—Puck.

Getting in Deep.—"Father," said little Rollo, "what is the fourth dimension?"

"Why—er—my son, that is hard to explain to the inexpert intelligence. It is something that may exist, only you can't locate it."

"I know. It's like the piece of pie I'm to get when there is company to dinner."—Washington Star.

The Mistakes of a Night.—He saw her sitting in the dark corner and knew that his chance had come.

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"How dare you!" she shrieked.

"Pardon me," he bluffed, readily; "I thought you were my sister."

She stepped out into the light. "You silly fool!" she giggled. "I am."

He fainted.—Cleveland Leader.

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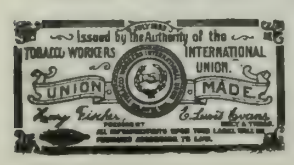
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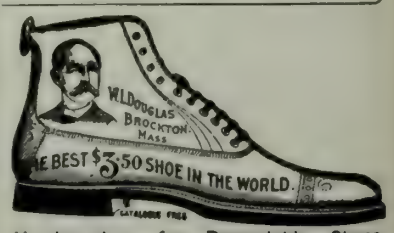
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FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. | Our Aim: The Brotherhood of the Sea. | Our Motto: Justice by Organization.

VOL. XXIII, No. 43. | SAN FRANCISCO, WEDNESDAY, JULY 13, 1910. | Whole No. 2077.

LEGISLATIVE WORK REVIEWED.

AN OPEN MEETING of members of the maritime organizations of the port was held in Sailors' Union Hall, in San Francisco, July 8, to hear the report of Andrew Furuseth, President of the International Seamen's Union of America, on the efforts made to obtain from the session of Congress just closed, a measure of relief from the present intolerable conditions of the seafaring craft.

The meeting was presided over by C. J. Harrington, of the Marine Firemen's Union, First Vice-President of the International Seamen's Union of America.

Patrick Flynn, Secretary of the Marine Firemen's Union, was the first speaker. Some five months ago, Mr. Flynn was sent by his organization to Washington to prosecute an appeal from the ruling of the Supervising Inspector of Steam Vessels of this District in the matter of manning vessels in the fireroom, which ruling in effect amounted to lengthening the hours of labor of firemen in certain classes of vessels from eight to twelve hours per day. The appeal of the Union was sustained by the Supervising Inspector-General, and the present workday will be maintained.

While in Washington, Mr. Flynn assisted Andrew Furuseth in the legislative work of the latter by giving expert testimony as to the actual conditions under which seamen work and live.

Mr. Flynn gave the meeting the benefit of his experience with the "stand-pat" Republican Congressmen from California, who, although pledged to their constituencies to work for Chinese Exclusion, could not be prevailed upon to vote for a bill excluding Chinese from American vessels, upon the ground that it would injure the business of the Pacific Mail Steamship Company.

"My experience has convinced me," said Mr. Flynn, "that no measure of benefit to the seamen or to labor generally will ever be passed by the 'stand-patters' who at present dominate Congress, and it is high time that the working people of California awake to this fact and elect representatives who will work for the interests of their constituencies instead of for the interest of the money power." Mr. Flynn's remarks were roundly applauded.

Andrew Furuseth was next introduced. He gave a detailed description of the state of the International Seamen's Union, dwelling upon the progress made in organizing along the Atlantic seaboard, particularly among the so-called Latin element. Furuseth said in part: "The agitation carried on by Mr. Joseph Havelock Wilson, President of the British Seamen's Union, acted as a stimulant to the men in the American coastwise trade and caused them to respond with more hope to the appeal of the officers of the Atlantic unions. The temper among the men improved to such an extent, especially in the ports of New York and Boston, that the wages in sailing vessels were restored to the figure prevailing before the panic and that wages in the steamers were increased the same as in the sailing vessels.

"In order to accomplish this it was necessary to take one company at a time and when any refused to grant the improvements to do some picketing in order that seamen might be informed as to the real situation. When I left the spirit of the men was aggressively healthy. In the month of April the Spanish branch of the Marine Firemen was started in New York, and it has progressed favorably since.

"The one serious difficulty was in convincing the Spaniards that it was the International Seamen's Union which was handling the movement and that the Firemen's Union of the Atlantic would not be permitted to interfere in their organization. In proportion as the men got a belief in this and a confidence in the men who were acting as officers and organizers they joined the Union and made efforts to bring others in with them. The two Spanish delegates who were working in the West Street (Spanish) Branch of the Firemen were of an exceptional type of men. Sufficient scholarship in both Spanish and English to very readily translate from one language into the other, an appreciation of the International aspect of the seamen's movement, and of its ultimate aims and purposes, and a thoroughgoing eagerness to learn what would be the best thing to do in the local field, coupled with willingness to do it at all times and in all places, is earning for these men the confidence of not only the Latin but the English-speaking sailors and firemen in New York, and I have no doubt at all that they will succeed, and I expect that during the present season two thousand Latin firemen will be organized and represented at the next International convention. One of the things they purpose doing as soon as possible is to establish an evening school to teach the members English.

"This agitation on the Atlantic has been of great value in the struggle of our comrades on the Great Lakes. Where the Lake Carriers' Association obtains one seaman now it unquestionably would have been able to have got ten.

"The early spring on the Lakes, combined with the one hundred million tons of ore to be moved during the present season, should have set the whole fleet in motion at the earliest time, but owing to the scarcity of men with sufficient skill—evidently insisted upon to some extent by the insurance companies—it ran into the last days of May before the whole fleet was moving, and even then the best-manned vessels—the Steel Trust fleet—had, according to the most reliable information, not more than one fairly efficient man to each vessel, and these men were said to be dissatisfied and to be held there very largely under misrepresentation.

"Among the things told them was that the seamen of the Pacific had given up the struggle as hopeless and that no further assistance would be furnished the Lake Seamen's Unions. It was also impressed upon them that the signing of a contract held them to the vessel, and that they would run into very serious trouble by leaving. The unions are supplying the real facts whenever an opportunity is offered. All conceivable kinds of advertisements are being used by the unions to induce the men not to go on the vessels, and to inform them what their legal and other rights are on the vessels; also about how and where to obtain other employment.

"Eleven steel freighters were lying idle at Duluth when I left Chicago, and vessels usually lost two or more days on every voyage. Since I left it is reported that twenty per cent of the tonnage controlled by the Lake Carriers' Association will be laid up. The truth of this report is indicated by between twenty and thirty vessels being laid up and many more are being laid up daily. The Lake Carriers say that vessels are being laid up for lack of charters. Everybody else believes it is for lack of crews. It is impossible to say how long the struggle will last, because the Steel Trust has got unlimited means, unlimited power over other vessels through the ownership of the cargo, but it can not last for a great length of time for many reasons.

"Everything indicated in the places that were visited by Mr. Flynn and myself on the way home that the strike would be won. The temper of the men is such that they will continue the struggle, not only this year, but the next if it should become necessary, and the temper which I have seen displayed on the Pacific satisfies me that the means to carry it on will never be wanting.

"It is generally recognized here that this is not a Lake fight alone, but that it has got a very deep significance to the seamen of this country, and not alone to them, but to the seamen of Europe. Another point of view is that shipowners of the Lakes are gradually learning that the seaman is a skilled man and that maritime commerce can not be carried on successfully without skilled men. This last thought will help us in our legislative struggle, because when this is understood efforts to develop and to keep a body of skilled men for the sea will be part of the policy of this country as it already is the policy of some other countries."

Touching upon the legislative situation Furuseth said: "There were votes enough in the Committee on Merchant Marine and Fisheries to report the Seamen's bill favorably to the House. When this was ascertained by the chairman, Mr. Green of Massachusetts, and the leading 'stand-pat' Republican of the committee, Mr. Humphrey of Washington, they prevented a quorum of the committee for the meeting on June 2 and canceled the meeting for June 9, with the statement from Mr. Humphrey that 'there will be no more meetings of this committee during this session of Congress if I can prevent it.' It was plain that he was expressing the sentiment of Mr. Green as well, because the regular meetings of the committee have been stopped. This seems to be the policy of the 'stand-pat' Republicans with reference to every bill in which labor is insested.

"The Eight-Hour bill was sent to the graveyard in a sub-committee of the Committee on Labor. A proposed amendment of the Sherman Anti-Trust law, which would distinguish between the laborer and the product of labor, was sent to sleep in a sub-committee of the Committee on Judiciary. The purpose of this amendment was to exempt organizations having no capital stock, not organized to carry on business, but to improve the conditions of those who work for a living, whether they be farmers or engaged in industrial work. The bill to stop the abuse of the writ of injunction, to restore the right of combination of the working people, to protect their funds and to restore government by law as applied to the working people, went to the sub-committee of the Committee on Judiciary just mentioned, where it was never considered.

"It is the unanimous opinion of all those who have come to Washington and have studied conditions that any legislation in the interest of the working people is impossible with the 'stand-

(Continued on page 7.)

FURUSETH VISITS EUREKA.

Last Tuesday Andrew Furuseth, Secretary of the Sailors' Union of the Pacific and President of the International Seamen's Union, arrived in Eureka from Portland on the North Pacific Steamship Company's steamer Eureka. On the following day he left for San Pedro, it being his intention to visit there before returning to San Francisco.

Mr. Furuseth is on his return trip from a stay of several months at Washington, D. C., where he was sent by his organization to lobby for labor legislation. While at Eureka he met with the sailors of this port in a special meeting held Tuesday evening and later the same evening he addressed a well-filled house at Union Labor Hall that gathered on short notice as soon as it became known that Mr. Furuseth was to speak. The meeting was not arranged for until late in the afternoon and was not widely advertised but nevertheless the hall was taxed to its full seating capacity.

Furuseth confined his remarks chiefly to his experiences in the late Congress, where he and many other representatives of labor endeavored to secure the passage of bills in behalf of labor. He portrayed with exceptional clearness and vividness how bill after bill had been pigeon-holed in sub-committees which never met or were smothered bodily by committees all of which were carefully packed so as to prevent any favorable labor legislation.

In only one case did an important measure reach the point where it could be considered by Congress as a whole and in that case it was in the form of an amendment to the bill providing for a fund to prosecute under the Sherman Anti-Trust law. The amendment stipulated that none of this money should be used in the prosecution of labor unions and when forced to a vote in the House of Representatives was carried but was voted down in the Senate and when it came back to the House the blow struck at labor by the upper chamber was concurred in by the lower chamber.

Speaking of the attitude of the California members of Congress Mr. Furuseth explained how all of them, with the possible exception of Hayes, who lined up with the insurgents, were against labor at all points. With this one exception the entire California delegation lined up with the stand-pat Republicans, who voted solidly against all labor measures when it came to a final showdown in committees or elsewhere. According to Furuseth the workers cannot expect anything from such a Congress as the present one and in this Congress the California delegation is solidly against labor with the lone exception of Hayes, who came so close to being defeated at the last election that this fact doubtless had a great deal to do with the position he took on some of the labor measures which an overwhelming number of his constituents were strongly in favor of and it is quite probable that he foresaw certain defeat in store for him in case he ignored the wishes of labor. But the other members of Congress disregarded labor's interests with impunity and most of them will doubtless return to their respective districts during the coming election and ask the good people to send them back to Congress and with their customary hypocritical cunning will doubtless plead their undying friendship and love for the poor workingman whose interests they have been disregarding with monotonous regularity. Every workingman should take note of the record of the California Congressmen given us by Mr. Furuseth and should get their brains limbered up to do some tall thinking about why things have been as they are and what can be done that will be most effective in remedying them.

In opening his address Furuseth announced that he did not expect to please all and emphasized the point that he had no intention of attempting to talk in order to please. It was his purpose to tell in plain language what he had seen with his own eyes and what he knew from personal knowledge. He prefaced his address with a brief review of the Buck Stove & Range Co. case in which the courts went out of what formerly was supposed to be their sphere and made a law of their own by which it was virtually held that it was a crime for organized workingmen to refuse to buy a Buck stove. He also reviewed the Hatters' case under which the courts have likewise made what amounts to a law of their own by reading into the Sherman anti-trust law a new meaning under which labor unions are held to be covered by this anti-trust law. In other words, the law which was supposed to apply to organized capital and the products of labor is stretched by the new interpretation to include organizations of human beings who depend upon labor for their living and whose labor power cannot be separated from their bodies.

Mr. Furuseth called attention to the trial of Samuel Gompers, Frank Morrison and John Mitchell for contempt of court in connection with the Buck case. On October 9 the case is to come up for argument on the appeal from the lower court but Furuseth predicted that no decision will be made before election. He also predicted that these men will go to jail and that many others will follow them unless there is such a revulsion against the present rule in Congress at the coming election that the next Congress will give heed to the protests of the toilers against the tendencies that more and more are coming to the surface at present. He said:

"I do not say these things to discourage you but merely relate them in order that you may know what you have to face. I hope that no man will change his attitude in the slightest because of the prospect of going to jail. We must all fight for labor harder than we ever did and we must continue fighting until we win. If the present tendencies are not checked labor organizations are already outlawed and we will be forced back into the kind of labor organizations that the workers are compelled to have in secret in such countries as Spain and Russia."

That no organization is safe against the manipulations that are going on against labor organizations was further emphasized by Mr. Furuseth when he related how the Kentucky farmers had been fined under the Sherman Anti-Trust law. "Fined for fighting the tobacco trust, is what this amounts to," said Mr. Furuseth. "The judge in the case explained that since it was their first offense he would not send them to jail as he had the power to do, but would let them off with a big round fine."

"The Eight-Hour law was referred to a committee and from there to a sub-committee, where it has slept ever since.

"The Convict Labor bill met a similar fate.

"The Seamen's bill having as its aim to give sailors the right to quit also failed to pass.

"So with every other labor measure that amounted to anything for labor. There is no measure that is of any importance to labor that can get through the present Congress."

Furuseth cited many other instances where labor had been turned down by the late Congress and its committees.

One of the most effective portions of Mr. Furuseth's address was his plea in behalf of the seamen. He related how seamen with the exception of those sailing in the coastwise vessels are still virtual slaves after they once get on a ship. He pointed out how the captains of ships could have their sailors locked up for the mere asking and keep them locked up until they were ready to sail when they again could be brought on board by force and put to work against their will with the alternative of taking the punishment provided by the medieval rules that still prevail on the seas.

The late Congress refused point blank to listen to the case of the sailors. Congressman McKinlay even objected to any amendment to the present laws on the ground that it would prevent the Pacific Mail from hiring Chinese crews. But Furuseth emphatically announced that the fight would be continued. "Some of us," he said, "have decided to stay with it until we break the shackles from the sailors."

In the course of his remarks Mr. Furuseth took a rap at those Eureka business men who have been aiding the open shoppers in their effort to break up unionism in Humboldt county. "You have had experience with unions being broken up. You know how after the unions are gone the wages go down and down and a little later still further down and so on. You have business men and real estate men who are opposed to labor unions. They do not seem to know nor to understand that cutting of wages means cutting the price of the land. What some of your political economists here in Humboldt should do is to go to China and there get a taste of what doing business means where the ideals of the open shop are in full practice."

Before closing Mr. Furuseth recommended that the workers make use of their ballots. He urged that the present Republican Congress be ousted by all means regardless of whether the places of those who are in control at the present time were filled by insurgents, Democrats or Socialists.

During his stay at Eureka Mr. Furuseth met a number of local people. That he is a character is a class by himself who means what he says and says what he means regardless of whether anybody likes it or not is Furuseth's reputation, and he bore this out fully in his visit here. Many of those who met him and who heard him speak may have disagreed with some of his conclusions on how to proceed to remedy existing evils but few if any disagreed with him in his statement of the conditions that exist at the present time. His visit was timely and has done us a lot of good.—Labor News, Eureka, Cal.

The foreign debt of Chile is $99,220,636 United States gold, and the internal debt is $15,797,555, making a total per capita debt of $35.40.

DEATHS FROM DROWNING.

Drowning kills about 600 persons each year in this State. The majority of those drowned lose their lives on small sheets of water, as in the lamentable accident which cost eight lives in a millpond near the Huntington Mills High School last Thursday. Near the sea and on water habitually used, more know how to swim and more are skilled in the use of small boats and appreciate the perils of the shortest row. Always on water deep enough to drown death lurks beneath the boat, and is the companion of every gay party whose members forget that a single careless act may be the end of life.

Forgetting this, the next five months of boating will see an average of from fifteen to twenty people a week drowned in this State. In all, year by year, the water kills twice as many people as the street cars. Even the mines kill only three times as many people as die by drowning in a year, and the number mining is incomparably greater than the number boating. The railroads, with their grade crossings, networking the highways of the State, kill only four times as many people as boating accidents.

In New York State, with its many lakes, rivers and long lake fronts, deaths from drowning run 1000 in some years. A single month like June will see fifteen to twenty deaths a day from drowning in the mid-atlantic States from Maryland to Massachusetts. If smallpox cost one-tenth as many the air would be full of clamorous protests.

Nearly every death from drowning is preventable with a little coolness and knowledge. Amherst College has made it the wise rule to require every student to learn to swim and graduates no one who has not passed this test. The University of Pennsylvania is requiring swimming as part of its gymnastic course. Bryn Mawr encourages swimming. High school buildings and schools would be better with a swimming tank. The day is near when no school would be held to be doing its duty to its pupils without this physical training for them. How easily the abandoned millpond near the Huntington Mills High School might have been used for healthful and invigorating training in swimming, instead of becoming the sad scene of a catastrophe which brought sorrow and loss to all the countryside.

Caution, at least, is possible on the water. Nothing is more perilous than the small, flat-bottomed skiff of fresh water ponds and creeks which seems solid and does not easily recover when it once tips. No practical joking, no skylarking, no changing places on the water, is the only safe rule.—Philadelphia Press.

MONEY FOR LIGHT STATION.

The General Deficiency bill reported to the Senate recently contained these items of interest to the Lakes: Toward establishing a light and fog signal station at Michigan and Gull Island, Lake Superior, $70,000. Construction is authorized at a cost not to exceed $140,000. An appropriation of $3,500 was made for construction of an oil house for the Detroit lighthouse depot.

Irish inventors have perfected embroidering machines which successfully rival the finest handwork of the women of that country at much less cost.

SENTENCING MEN TO THE ARMY.

A recent discussion in the French Chamber of Deputies disclosed the fact that service in the army of the republic is being imposed as a punishment for crime. Among the speakers was M. Raiberti, a Radical member for Nice, who gave some rather eloquent statistics. He said that juvenile crime had increased in five years from 2000 to 12,000, and that in ten years the number of desertions from the army had more than doubled, while assaults on superiors had augmented in nearly the same ratio. He attributed much of the mischief to the frequency of amnesty laws, and also to the immunity enjoyed by anti-militarist writers. "It is high time," M. Raiberti exclaimed, "that contact between the son of the honest peasant and the city hooligan should cease. The army, which is composed of young soldiers, is a school. As at school, the healthy element has to be protected from contamination, and the State which asks good citizens to give their sons to the service of their country is responsible to them for their moral as well as for their physical condition."

He was followed by General Brun, Minister of War, who emphatically declared that the proposed modification of the military law was a matter of absolute necessity. If, as he hoped and believed, the change was made, it would lead to the re-enforcement of the Battalions d'Afrique by 1000 men, and there would be "sections d'isolement," each composed of no more than sixty men, so that careful watch could be kept over them. It would, General Brun added, be impossible to establish a hard and fast rule as to which men should be sent to the Battalions d'Afrique and which to the sections, so he would himself decide in each separate case.

At the conclusion of the general debate, M. Jaures, the Socialist champion, spbmitted a counter proposition with the object of getting various men who had undergone sentences admitted to the regime of the special sections. He argued that it would be unfair, indeed inhuman, to send young men who had got into some scrape, but were not really vicious, to the Battalions d'Afrique. He also expressed the fear that the Minister of War might be invested with too much authority in the matter, and he concluded by asking for guaranties for the organization of the special sections, which it is proposed to form by decree.—Paris Correspondence of London Telegraph.

WOMEN IN UNIVERSITIES.

Women are now allowed admission to full matriculation in all German universities except that at Rostock. The total number of women entered in all universities for the summer half year just closed was 1432, as compared with 1108 for the winter half year of 1908. The various courses or branches of science studied during the half year just closed were as follows: Philosophy, philology, and history, 699; medicine, 371; mathematics and natural science, 245; finance, 42; dentistry, 44; jurisprudence, 23; evangelical theology, 4; pharmacy, 4. The number of women enrolled as "listeners"—students not working for degrees—is 1152, so that 2582 women are at present taking courses in German universities.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Unions, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 214 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques v puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

World's Workers.

The Electrical Workers' Union of Sydney, Australia, recently carried a motion in favor of federating all electrical unions in Australia.

Vigorous organization of the Sydney (Australia) and suburban municipal employes is being carried out by the officers of the Municipal Employes' Union.

A Boat Builders' Employes' Union has been organized at Sydney, Australia, and has applied for registration under the Act. A general meeting of members and persons wishing to join was held on June 3.

In the Sydney (Australia) Industrial Court recently the Dairy Farmers' Co-operative Company was fined £5/5/, with £7 costs, for various breaches of the award of the Dairymen's Employes' Union.

A general railway strike is threatened at Paris. The men, who demand an increase in wages and other ameliorations, have already voted to strike in principle pending negotiations with the company.

In the Industrial Court, Sydney, Australia, Judge Heydon refused a wages board to the United Bridge and Wharf Carpenters' Union, holding that the applicants' interests already came under the purview of the Woodworkers' Board.

At a meeting of the Tailors' Union in the Sydney (Australia) Trades Hall recently the secretary, Mr. J. Durack, reported that he had issued summonses against several employers for failing to observe the apprenticeship provisions of the award.

In the Sydney (Australia) Industrial Court recently Judge Heydon, after considering an appeal by the employes against the award of the Coachbuilders' Board, decided that the wages of painters' laborers should be raised from 39/ to 42/ per week, and those of strikers from 6/ to 7/ per day.

Two renegade coal-miners, whose refusal to pay their union dues some months ago held up work at the South Clifton mine for many weeks, have received a "reward" of £200. This, the Daily Telegraph says, was subscribed by 300 of the general public in recognition of the two men's courage in "sticking to what they believed to be their rights."

West Australian sawmill workers are gravely concerned about the liability to accident which besets them owing to the conditions under which their labor is performed. During the last four months 73 accidents have been reported among 750 men, and an accident fund to which all contribute has paid out £73 more than the amount received during that time.

At the South Seaham colliery, Newcastle, Australia, the miners temporarily ceased work recently owing to a dispute regarding payment for wet places. The men concerned demanded 1/ a day extra pay, which the management refused. Subsequently, on the advice of the Employes' Federation, work was resumed, the matter in dispute being left to the Federation to settle.

Owing to the steady efforts of some energetic members of the Sydney (Australia) Labor Council's organizing committee, organization makes good progress in and about that city. Among workers lately unionized are the stage supernumeraries and the telephone attendants. Initial steps have also been taken to unionize the boatbuilders and the sailyards employes.

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Anderson, Charlie	Lundquist, F.
Anderson, Gust.	Lyche, Harris
Andersen, P. T.	Lindroth, Gustaf
Anderssen, Frank	Langvid, Ernest
Anderson, Sam	Leahy, Wm.
Anderson, W. -1240	Lister, W.
Alexandersen, Paul	Lindeback, Lenart
Anderson, Oscar	Lang, Gust.
Anderson, Carl	Lundman, C. -1533
Andersen, Harald	Le Bloa, Sylvian
Anderson, Charley	Larsen, J. -1542
Arrhenius, Chas.	Larsen, Lars
Anderson, Werner	Maroth, Richard
Boylan, C J. (pkg.)	Mueller, Hugo
Blumquist, C.	Mathiasen, Nils
Bordjelm, Alex.	Magnussen, E. W.
Brose, R.	Malmin, Tom
Bjorseth, Knut	Mathisen, H. O. -1757
Backman, Ernest	Neisson, Karl J.
Bowman, K. Hj.	Nelson, John C.
Barth, V. F.	Nordgren, Chas.
Beyerly, Rupert	Nestor, Wilson
Baehr, Emil	Nilsen, J. -780
Boylan, J. (pkg.)	Norman, John
Boisen, P. A. -1500	Nord, Emil
Bell, Frank M.	Norman, L.
Christophersen, A.	Nelson, Eddie
Carlson, Markus	Olsen, Hagbart
Christenson, H.	Ohlsen, Ch.
Carlssen, C.	O'Brian, Jack
Christiansen, Chr.	Olsen, Pete
Carlsen, Carl	Olson, Carl
Cook, Walter	Olsen, George A.
Carlsen, Ed.	Olsson, L.
Collins, E. F.	Olsen, Ole A.
Christensen, N. -1066	Osterholm, G. W.
Durholt, Harry	Olsson, Johannes
Dreyer, Herman	Pierson, A. -1102
Dean, J.	Pettersen, Peder. O.
Dransman, Hans	Peratis, John
Doyle, William	Peterson, Chas.
Englebright, H.	Pedersen, P. -1093
Emanuelsen, Gust.	Peterson, Algate
Eugene, John	Peterson, T.
Eichel, E. -740	Person, Fritz
Fischer, Wilhelm	Pederson, C. H. -1149
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Gutman, E.	Quinn, W.
Garner, Louie	Quinn, Wm.
Gregorian, Ept.	Rasmussen, F. -341
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Hansen, C. -1910	Rantio, J.
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Hengst, Otto	Rolf, Harry
Hamalainen, Paul	Rydholm, Harry
Hilke, Carl	Reinik, Harry
Hansen, N. -1867	Ramstedt, Aksel
Hansen, Peter K.	Sorensen, C. -1607
Hafstrom, Fred	Solie, Ingvald
Henrikssen, Albert	Steen, Hilmar
Hansen, Thron	Scott, E. G. -2041
Hedlund, Arvid	Spearing, Gustav
Halvorsen, I.	Sundqvist, Fred. (Reg. letter)
Hanze, Albert	Schmidt, E. -1670
Hassall, G.	Simpson, L. C.
Hansen, L. -794	Soderman, Victor
Hansen, Hans	Smith, John V.
Husby, Lars	Svensen, G. -1549
Johnson, Charles	Steinberg, Arthur
Johansson, J. -1821	Sorensen, James
Johansen, J. -1462	Sunde, Albert
Jobsen, Ch.	Scholl, Karl
Janson, Julius	Strand, Olav
Johansson, J. -880	Saarinen, H.
Jonasson, C. A.	Schibsted, John
Johnssen, J. E.	Saul, Fred
Kaasik, August	Schaab, Anton
Kahze, A.	Stephan, M.
Kolostoff, J.	Samuelsen, W. L.
Kustel, Victor	Steen, Mr. (Telegram)
Klaessen, Karl	Sorensen, Charles
Keilman, Joe	Sindahl, Jens
Koso, Pete	Thompson, W. J.
Kuhne, Wilhelm	Tufte, A. Paulsen
Kohler, K. -901	Tuominen, Alfred
Kusik, M.	Touanne, Walter
Kleishman, F.	Thomas, Paul
Kittelson, C. J.	Thorne, Aug. W.
Kure, Gidlon	Utby, Carl
Lano, Emil	Wahrenberg, Otto
Leith, Chas.	Wilemson, Hans
Louis, Michael	Zornow, H.
Larsen, Chris. T.	
Larsen, Christian	
Lange, Friedrich	

INFORMATION WANTED.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

INFORMATION WANTED.

Soren P. Nielsen, a native of Aarhus, Denmark, born 1887, is inquired for by his sister. Address, Danish Consulate, New Orleans, La.

Edward Monsen, a native of Skudesnes, Norway, about 38 years of age, last seen in New York in 1907, supposed to be on the Pacific Coast, is inquired for by his brother-in-law, K. Moklef, 150 Noe street, San Francisco, Cal.

INFORMATION WANTED.

Any one knowing whereabouts of Harry Fields, sometimes called Martin Smith, kindly report to F. Ascher, 1817 Chapin street, Alameda, Cal.

Wilhelm Mahsing, last heard of as sailing on the Pacific Coast, is inquired for by his brother, John Mahsing, now sailing out of New Orleans. Address, Marine Firemen's Union, 514 Dumaine St., New Orleans, La.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Pacific Coast Marine.

The following change of master was recorded at the San Francisco Custom-house on July 8: Steamer Gracie Burton, Peter Hansen, vice C. H. Weber, Jr. The schooner Montezuma, P. Loderman master, was enrolled.

The first cargo of rough clear redwood lumber for New Zealand from Eureka this year was cleared and sailed on July 6, being aboard the British steamer River Clyde, 2556 tons, Captain Kerr, which also has aboard a small cargo for Sydney, New South Wales.

Just as owners and shippers were beginning to get anxious regarding her, the American ship Dirigo, Captain Chapman, arrived at San Francisco on July 4, completing a slow passage of 164 days from New York. She brought a cargo of merchandise to Bates & Chesebrough.

The following vessels were enrolled at the San Francisco Custom-house on July 6: Steamer T. C. Walker, A. W. Petzinger, master; steamer Asuncion, George E. Bridge, master; schooner Mariposa, Lorentz Lorentzen, master; barkentine Koka Head, Christian Lassen, master.

Hind, Rolph & Co. chartered the British ship Inveravon, 1758 tons net register, at Portland on July 8, to bring coal from Newcastle, and after its delivery to load wheat at Portland for the United Kingdom, making the first vessel to be chartered for the round trip during the new season, which opened July 1.

The following changes of masters were recorded at the San Francisco Custom-house on July 6: Steamer E. P. Ripley, John Nelson, vice John A. Hackey; steamer Isleton, W. J. Atthowe, vice Ernest Atthowe; steamer Santa Rosa, G. A. Harris, vice E. Alexander; steamer Alviso, Ivas Plomgren, vice Peter Hansen.

On the Columbia River this year the salmon pack is exceptionally large, according to John M. Crawford, superintendent of the State Fish Hatchery. On the lower Columbia cold storage receipts are 50 per cent ahead of last year's receipts, and canning is 30 per cent greater than last year at this date.

The ship Glory of the Seas, now loading coal at Ladysmith for Unalaska, has changed her register from American to Uruguayan. Barneson & Hibberd of San Francisco sold her last spring to Captain McDonnell, her master, who will use her in the hardwood trade in the South Seas, starting next fall.

Taking out the last cargo of old crop wheat that will likely be dispatched offshore from the Pacific Coast, the British bark Iverna, Captain Patrick Fegan, sailed from Portland on July 6, bound for Queenstown or Falmouth for orders. The cargo amounts to 136,439 bushels of wheat valued at $109,000.

The well-known American ship W. F. Babcock has arrived at Sydney in a damaged condition, having been buffeted by severe gales, according to advices received at San Francisco on July 5 from London. The Babcock lost her deckload, besides having her foreyard and topsail yard broken and sails and rigging carried away.

The United Wireless Telegraph Company closed a contract on July 7 with the Southern Pacific Steamship Company for the equipment with wireless of the steamers Proteus and Excelsior, plying between New York and New Orleans. The new steamers of that line, the Monus, Antilles and Creole, have had the United Wireless aboard since their trial trips.

The following changes of masters were recorded at the San Francisco Custom-house on July 7: Steamer Pride of the River, E. Atthowe, vice N. P. Nelson; steamer Leander, Charles N. King, vice George H. Melone; steamer National City, A. D. Higgins, vice Hans Michelsen. The steamer St. Helena, E. S. Piggott, master, and the steamer Casco, K. A. Ahlin, master, were enrolled.

Making the fastest time on record for her run the new steamer Beaver, Captain Kidston, of the San Francisco-Portland Steamship Company, arrived in San Francisco on July 4, logging forty-three hours from Portland and thirty-five and one-half hours from Astoria. The Beaver inaugurates the new service, which extends from the Columbia River to Los Angeles via San Francisco.

Reporting an uneventful passage of 213 days from Hull, via Newcastle, England, and Hobart, the French bark Jacobsen, Captain Gueno, arrived at San Francisco on July 7. The Frenchman brought a cargo of general merchandise to Balfour, Guthrie & Co. On May 29, in latitude 45 north, longitude 132.40 west, the French ship Crillon, from Portland for Delagoa Bay, was spoken by the Jacobsen.

Four hours after the hatches on the afterhole of the American-Hawaiian freighter Alaskan were removed at San Diego on July 6 flames broke out with renewed violence, driving stevedores and firemen to the decks. This was the third week of the fire and it was burning as fiercely as ever. Four big streams of water and two streams of chemical were poured into the hold, which was flooded to extinguish the blaze.

The following changes of masters were recorded at the San Francisco Custom-house on July 5: Steamer State, Nathan F. Buckingham, vice Lewis H. Dalphy; steamer Del Norte, J. A. Langford, vice C. F. Hall; steamer Ravalli, B. H. Tietjen, vice L. A. Nelson; steamer James S. Higgins, John A. Eliason, vice W. F. Higgins; steamer Columbia, William Magee, vice James Magee. The steamer Carmel, E. N. Hardwich, master, was enrolled.

With the arrival at San Francisco on July 7 of the oil steamer W. S. Porter, owned by the Associated Oil Company and commanded by Captain Holmes, eleven days from St. Michael, Alaska, came reports of continuous excitement at Iditarod, of a summer that is very slow to open, of a thrilling escape from a wrecked schooner, the Joe Mathews, across the ice, and of great danger to vessels from swiftly moving floes that have been skirting the shore near Nome.

In a fog on July 7 off San Francisco, the pilot schooner America had a collision with the American-Hawaiian freighter Isthmian, Captain Hall, but was not seriously damaged. The pilots heard the Isthmian's siren in the fog, and were getting into position to put Pilot Mathieson aboard, when the bowsprit of the schooner scraped against the steel sides of the freighter. The bowsprit was carried away by the impact. The American came in, and the Lady Mine was sent out to take her place.

An investigation of the collision between the fireboat David Scannel and the Southern Pacific ferry-boat Piedmont in San Francisco Bay on May 31, was held before Inspector of Boilers John K. Bulger and Inspector of Hulls O. F. Bolles on July 7. The case was taken under consideration. About $150 damage was done the Scannel, while the Piedmont lost her forward rudder. According to the testimony of Captain A. G. Thomson of the Scannel and Captain William Spohn of the Piedmont, the accident occurred through a confusion of the whistle signals.

"WHO IS WITHIN THE ACT?"

The Act applies to seamen, but not to such members of the crew of a fishing vessel as are remunerated by shares in the profits or the gross earnings of the working of such vessel.

An engine driver on board a steam-trawler was injured and incapacitated from following his employment by an accident occurring in the course of his usual work at sea. The catch of the ship was divided into twenty-four shares, and this man's remuneration was one share; but the company which owned the ship guaranteed a weekly payment of a minimum sum of 30s. to him in the event of his share not amounting to that sum. The company applied for a declaration that they were not bound to pay compensation to the injured man. The County Court judge refused to make such declaration, being of opinion that the intention of the Act was only to exclude men who were paid solely by a share on profits. The company appealed. The Court of Appeal decided that the County Court judge was wrong in his decision, and that any member of the crew of a fishing vessel who was remunerated by a share of profits was excluded from the benefits of the Act, whether or not he had a guarantee that the profits should not be below a certain sum. The appeal was therefore allowed.—The Admiral Fishing Co., Ltd., v. Robinson. Court of Appeal, February 16, 1910.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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(Continued on Page 10.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO
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PAUL SCHARRENBERG.....Manager

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

LABOR PRESS UNION LABEL TRADES COUNCIL SAN FRANCISCO

WEDNESDAY, JULY 13, 1910.

LABOR TO BE PROSECUTED.

The position of the labor movement in relation to the Sherman Anti-Trust Act is no longer a matter of doubt. For twenty years opinion has been divided as to whether or not that measure was intended to apply to the labor organizations. The courts have recently thrown some light upon the subject by their decisions in certain well-known cases. The last lingering hope that the labor movement might yet be freed from the status of criminality was destroyed by the action of Congress in the closing days of the recent session. By a formal vote, following a lengthy discussion, Congress has decided that labor organizations shall be prosecuted under the Anti-Trust Act precisely as are other "illegal combinations."

The matter came up in connection with the discussion upon the Sundry Civil Appropriation bill, in which was included an item appropriating $100,000 for the prosecution of cases under the Anti-Trust Act. Representative Hughes, of New Jersey, secured the adoption by the House of an amendment providing—

> That no part of this money shall be spent in the prosecution of any organization or individual for entering into any combination or agreement having in view the increasing of wages, shortening of hours or bettering the condition of labor or for any act done in furtherance thereof not in itself unlawful.

Of course, the purpose of this was to exempt the labor organizations from prosecution on account of strikes, boycotts or other acts in themselves legal. The amendment was rejected by the Senate, which body incidentally increased the sum appropriated for prosecutions from $100,000 to $200,000! When the bill again came before the House that body instructed its conferees to refuse to agree to the action of the Senate in striking out the Hughes amendment.

In the course of the discussion in the House, Representative Hughes drew attention to the fact that the National Manufacturers' Association had caused thousands of telegrams and communications to be sent to Members of the House urging them to vote against the amendment. Referring to the Hatters' case, prosecuted under the Anti-Trust Act, Representative Hughes said:

> The language of the decision of the court in the Danbury hat case shows any lawyer who will take the trouble to read it that, under that construction the Sherman Anti-Trust Act, any organization of laboring men, entering upon a strike where the commodity manufactured may be the subject of interstate commerce, are offenders under this law. That is the situation that has developed, and that is the status of organized labor at this time. It is idle to say that this never was intended. We all know it never was so intended. The debates upon the Sherman Anti-Trust law when it passed will show that it was far from the minds of the proposer or of those who voted for that statute that any such meaning should be given to it.
>
> But the court of last resort has so decided, and so any organization of trainmen, any organization of men engaged in the product of a commodity which may become subject to interstate commerce, by the very fact of simultaneously withdrawing from work—the very fact of entering into a combination to withdraw from that employment, and so prevent the manufacture or transportation of that interstate-commerce commodity—brings them within the provisions of this Act.

With the matter thus clearly before it, the Senate refused to recede from its position. The bill came back to the House. Note what then happened! The House receded, and by a vote of 138 to 130 agreed to the action of the Senate in striking out the Hughes amendment. According to all reports the change of sentiment in the House was brought about by President Taft, who "threw his whole influence into the fight, sending for scores of Representatives and urging them to defeat the proposition." And this in the name of "equality before the law"! Equality of the organized workingmen and the organized trust magnate! Equality of the organizations formed for the purpose of protecting labor and the organizations formed for the purpose of squeezing the life out of the people!

The labor movement now knows "where it is at." The action of Congress means more prosecutions of labor organizations under the Anti-Trust Act, more convictions of "conspiracy in restraint of trade and commerce," more penalties amounting to thrice the damages caused by strike or boycott, more imprisonment for the representatives of labor. In a word, this action means that the labor movement has been outlawed, placed in the category of "illegal combinations," a thing to be tolerated only so long as it does not attempt to defend itself or serve its purposes.

So much for the action of Congress. How about the action of the labor movement? How about the action of the public? Congress has done its worst. The pro-injunctionists, headed by the President of the United States, have furnished the sinews of war for the destruction of the labor movement by the confiscation of its funds and the imprisonment of its officials. No greater crime was ever perpetrated upon any cause or any people. Now that the facts are known, we feel confident that the issue will be squarely met by the labor movement and the public. Every Senator and Representative who voted to outlaw the labor movement should be condemned as a public enemy.

The movement now under way in San Francisco to form a Women's Union Label League should receive the support of every good woman who desires to aid her men folks in the most effective way and with a minimum of effort and sacrifice upon her own part. The housewife, by an insistent demand for the union label, becomes the most powerful factor in the settlement, or rather prevention, of labor disputes.

THE SINEWS OF WAR.

On page 7 of this issue will be found a resolution submitted by the Sailors' Union of the Pacific to a vote of the entire membership, for the purpose of authorizing an assessment of $3 upon the members to partially replace the amount drawn from the Treasury on behalf of the Lake seamen's unions now on strike. The vote will be taken in the meetings at Headquarters and the agencies on or about July 25. Judging from experience, the result is a foregone conclusion. The vote will be practically unanimous in favor of the assessment.

As is well understood by all concerned, the fight now being carried on by the seamen's unions on the Great Lakes is a fight for the preservation of organization among the seafaring crafts of the Lakes. As such, the seamen's unions in every other locality are vitally interested in the outcome. As water can not rise above its level, so organization can not long be maintained in any one locality. In other words, as water seeks its level, so the conditions of labor seek a level at the point either of union or non-union conditions. This law, universal in its application to land workers, is, if possible, more forcibly exemplified in the case of the seafaring craft. The seaman, like the waters he works and lives upon, rises or falls with the tide or standard of conditions most generally prevailing. A fall in the level of conditions on the Great Lakes would be immediately felt on the Pacific Coast.

The question involved in the assessment proposition now before the Sailors' Union is simply whether the members shall support their comrades on the Lakes in part out of their own earnings, or whether they shall lay the burden upon the accumulated funds of the Union. The former is, of course, the preferable mode of assistance, first, because it indicates the personal interest of the members, and, secondly, because it leaves intact the fund created for their own immediate needs. With a continuance of the spirit that has thus far prevailed among the members of the Sailors' Union, our comrades on the Great Lakes are assured of ample support so long as may be necessary—that is, until the struggle for the maintenance of organization among the seafaring craft shall be completely and permanently won.

The strike of ironworkers in Los Angeles is of the greatest importance to the labor movement of San Francisco and the entire State. For proof of this we need but note the attitude of the "Open Shoppers" in the southern city. The latter are bent upon maintaining their position as the champions of long hours, low wages and non-union conditions generally. To the extent that they succeed in this the Otises and Zeehandelars of the south will continue to be a menace to the better conditions prevailing in other localities. It is therefore of the highest importance that the labor movement throughout the State should support the strikers in Los Angeles to the very utmost of its ability. A dollar in time saves nine!

The Cigarmakers' label, printed in light blue on each box, is the only guarantee against Chinese and tenement-house weeds. Demand it when buying cigars.

Demand the Garment Workers' label when purchasing shirts, overalls, ready-made suits, etc.

The meeting of members of the maritime organizations, held in Sailors' Union Hall, San Francisco, last Thursday, brought out a thoroughly representative gathering of the seafaring craft. The interest manifested by all present indicates a growing realization of the common cause that binds all hands, fore and aft, above and below. This is a hopeful sign and augers well for the future. When the men who go to sea unite for a "long pull, a strong pull, and a pull altogether," the day is not far distant when the craft will come into its own—that is, when it will receive the recognition from shipowners, lawmakers and public to which it is justly entitled. Here's to that happy day!

THREE WRECKS REMOVED.

Notice is given by the War Department, through the office of Lieutenant-Colonel Graham D. Fitch, engineer corps, U. S. A., at Duluth, that unless otherwise removed within thirty days from June 7, the Government will remove the wrecks of three vessels that now lie on the bottom near the south shore of Lake Superior.

Lieutenant-Colonel Fitch asks bids for the removal of these boats as obstructions to navigation and a menace to vessels. The wrecks are those of the steamer Manhattan, sunk near Munising, Mich.; the steamers Alexander Nimick and Chauncey Hurlburt, lying off Whitefish Point, Mich.

SAILORS' UNION ASSESSMENT.

Resolved—Section 1. That an assessment of three ($3.00) dollars is hereby levied upon each member, payable either as a whole or in two quarterly installments of $1.50 each, for the purpose of recouping the treasury of the Union.

Sec. 2. Assessment shall be collected in preference to monthly dues, and any member who has not paid the first installment thereof on or before December 31, 1910, or the whole assessment on or before March 31, 1911, shall be deemed to be in bad standing, regardless of his standing as to dues.

(Exception is made in favor of members who are in good standing under this section "at the time of the vessel's departure." Article XIV, Sec. 67, of the Constitution.)

Sec. 3. Members joining, transferring to, or re-instated in this Union on or before December 31, 1910, shall pay both installments of the assessment, and members joining, transferring to or re-instated in this Union after such date shall pay the second installment only.

Probationary members shall not be entitled to full membership until their assessment has been paid.

Sec. 4. Members desiring to take out retiring cards on or before December 31, 1910, shall pay the first installment, and members desiring to retire after such date must pay the assessment in full. Retired members reporting back for active membership on or before December 31, 1910, must pay both installments, and retired members reporting back for active membership after such date shall pay the second installment only.

Sec. 5. Any member who can produce proof that "sickness actually prevented him from going to sea" (doctors' certificates or hospital discharges; see Resolution of May 12, 1908) for a period of not less than thirty (30) days during the three months next preceding December 31, 1910, shall be exempt from payment of the first installment of the assessment; and any member who can show like proof of sickness for a like period during the three months next succeeding December 31, 1910, shall be exempt from payment of the second installment.

Proof of illness in this case must be presented before the member in question accepts employment.

Transferred members who can prove that they have paid a like assessment to any other union affiliated with the International Seamen's Union of America shall be exempt from paying the same to this Union.

Sec. 6. Collection of this assessment shall be commenced on September 1, 1910, and shall be continued until otherwise ordered by the Union.

Sec. 7. In the event this resolution is carried the collection of assessment under resolution of July 26, 1909, shall be discontinued and said resolution rescinded.

LEGISLATIVE WORK REVIEWED.

(Continued from Page 1.)

pat' Republicans in power, and the idea of the organized working people throughout the East is to combine with the dissatisfied farming element and other people who are being squeezed by the high cost of living and for other reasons to bring about a change in the complexion of the next Congress. It is becoming plainer and plainer every day that such is the only hope. If it is necessary to show any definite indications of the strength of the dissatisfaction the election of a Democrat in a rock-ribbed Republican district in Massachusetts can be quoted as one instance, and the election of another Democrat in a district in New York, a district believed to have been permanently Republican, is another."

Mr. John Seary, of the Marine Engineers' Association, was next introduced. Mr. Seary referred to the fact that in this meeting were represented "all parts of the ship," from the master down; and stated that in the matter of obtaining relief from Congress we were all "in the same boat and must float or sink together." "Meetings of this kind are very instructive and should be held oftener," said Mr. Seary; "they give expression to a sentiment of fraternity and mutuality of interests that is strong on this Coast and is growing in other parts of the country."

Captain William Westcott was next called upon for a speech. Mr. Westcott attended the late session of Congress as legislative representative of the American Association of Masters, Mates and Pilots, in the interest of a measure introduced by Mr. Goulden of New York, having for its object the safeguarding of the traveling public. Westcott stated that his experience with the "stand-pat" Republicans was the same as that of Mr. Furuseth and other labor men, and that in his opinion no redress could be gotten from Congress unless the "stand-pat" element in Congress was defeated.

Mr. Hylen, of the Alaska Fishermen's Union, was next called upon. Mr. Hylen has been to Washington in the interest of measures to protect the fishing industry and the supply of food fish which is now being rapidly destroyed by the use of mechanical contrivances in the fishing, which prevent the salmon from reaching the spawning grounds. Mr. Hylen supported the opinion of the speakers preceding him, and stated he would do all in his power to bring about a change in the legislative representation of this city and State.

Eugene Steidle, Secretary of the Marine Cooks and Stewards' Association, was next called upon. He indorsed the efforts made by Comrade Furuseth to get the Seamen's bill passed, and expressed the opinion that the latter had left no stone unturned to accomplish that object; that he had failed was no fault of his, and that it was up to the membership of the waterfront organizations, as well as those of other labor organizations, if they really desired to get relief from Congress, to work and vote for the election of men who would interest themselves in the legislative demands of the seamen and work for their enactment.

Walter Macarthur, editor of the Coast Seamen's Journal, was called for, but being unavoidably absent from the meeting, Mr. Paul Scharrenberg, manager of the Coast Seamen's Journal, was called upon. Mr. Scharrenberg in his remarks referred to the struggles of the seamen of other countries for a greater share of personal liberty and for improvement in their working and living conditions. He further referred to the fact that each national organization of seamen possesses an official organ in which the seamen's grievances are being discussed, and remedies proposed, in the same manner as in the Coast Seamen's Journal; that the grievances of the seamen were the same all over the world and that they can only be remedied in the same manner. That the press is the best, in fact the only, means whereby these grievances and the remedies can be brought to public attention.

E. Ellison, Acting Secretary of the Sailors' Union of the Pacific, when called upon, referred to the remarks of Comrade Furuseth on the strike of our comrades on the Great Lakes, stating that the men of the Pacific congratulated the Lake seamen upon the splendid fight they had put up against the greatest combination of capital in the United States, and in the world, and assured them that the Pacific seamen were as willing and as able to continue their support as they were on the day the Lake strike was first started. The seamen of this Coast when they first organized took for their motto, "The Brotherhood of the Sea," and had conscientiously lived up to everything implied in that motto.

The Chairman, in closing the meeting, briefly reviewed the remarks of the various speakers and closed with calling for three cheers for the "Brotherhood of the Sea." Three hearty cheers were given, after which the meeting adjourned at 10:50 p. m. There were present 250 members.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, July 5, 1910.
Situation fair.
ALEX. McKECHNIE, Sec'y pro tem.
674 West Madison St.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, July 5, 1910.

Regular weekly meeting was called to order at 7:30 p. m., E. A. Erickson presiding. The resolution on the donation of $500 to the Los Angeles strikers was declared carried. A donation of $50 was made to the striking teamsters of Portland. The Quarterly Finance Committee reported having examined the Union's accounts for the past three months and found same correct. A committee was elected to tally the bal lots cast at the semi-annual election.

San Francisco, July 6, 1910.

The adjourned meeting of July 5 was called to order at 7:30 p. m., to receive the report of the Committee on Election of Officers. The committee submitted a detailed report and the following were declared elected for the ensuing term:

Treasurer, Ed. Andersen; Secretary, A. Furuseth; Assistant Secretary, E. Ellison; First Patrolman, E. A. Erickson; Second Patrol, Robert Rollo; Third Patrol, Robert Tunnell; Janitor, Frank Braun; Vancouver Agent, John Pearson; Tacoma Agent, H. L. Petterson; Seattle Agent, P. B. Gill; Seattle Patrol, J. A. Rasmussen; Port Townsend Agent, Walter Moller; Aberdeen Agent, Harry Cook; Portland Agent, D. W. Paul; Eureka Agent, J. W. Ericksen; San Pedro Agent, Harry Ohlsen; Honolulu Agent, Charles Sorensen; Editor, Coast Seamen's Journal, Walter Macarthur; Manager, Paul Scharrenberg.

July 11, 1910.

Regular weekly meeting was called to order at 7:30 p. m., E. A. Erickson presiding. Secretary reported shipping medium. A Committee on Shipwreck Benefit was elected to investigate the claim of members wrecked in the schooner Annie E. Smale.

E. ELLISON, Secretary pro tem.

44-46 East St. Pacific Phone Kearny 2228. Home Phone J 2228.

Vancouver, B. C., July 5, 1910.
Situation fair.
JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, July 5, 1910.
No meeting; no quorum. Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, July 5, 1910.
Shipping medium; prospects poor.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65 Tel. Main 4403.

Port Townsend Agency, July 5, 1910.
No meeting; no quorum. Shipping slack; prospects poor.
WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, July 5, 1910.
Shipping slack; prospects uncertain.
H. G. LUNDBERG, Agent pro tem.
P. O. Box 6. Tel. 225.

Portland, Ore., Agency, July 5, 1910.
No meeting; no quorum. Situation unchanged.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, July 5, 1910.
No meeting; no quorum. Shipping fair; prospects uncertain.
JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, July 5, 1910.
Shipping and prospects fair.
HARRY OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, June 27, 1910.
Shipping and prospects poor.
CHAS. SORENSEN, Agent.
P. O. Box 314.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., July 7, 1910.

Regular weekly meeting was called to order at 7 p. m., J. Lawler in the chair. The quarterly Finance Committee was elected to examine the Unions' accounts for the past three months.

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, June 30, 1910.
No meeting. Shipping medium.
LEONARD NORKGAUER, Agent.
P. O. Box 1335.

San Pedro Agency, July 6, 1910.
Shipping and prospects good. Few men ashore.
ED. BARRY, Agent.
P. O. Box 54.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

WHO MUTILATED FRASER?

The Cleveland Plain Dealer, a paper notoriously unfair to the striking seamen, in its issue of July 1, gives front-page space to a story that Mr. Coulby, of the Pittsburg Steamship Company, had received through the mails, the blood-covered ear of the scab sailor, who is alleged to have been mutilated at Buffalo several days previously, together with a threat to treat Mr. Coulby's heart the same way. For two years and six months the seamen of the Lake District have fought a clean fight against the powerful union-busting Steel Corporation. During this time hired thugs have shot down union pickets,—murdered them in cold blood. The Plain Dealer has approved. Every effort has been used by scab shipping-masters to entice the striking seamen into unlawful riots and complaint after complaint has been lodged in police stations that the strikers were interfering with the scabs. All without avail.

The striking seamen have proved every day that they are peaceful and law-abiding. This did not suit the union-busters. Some crime must be committed and laid to union strikers, something that would cause indignation on the part of the public, and take away the sympathy which is steadily going in favor of the seamen. So,—well, it happened, and not much attention was paid to it. Therefore the ear is reported to have been sent through the mails, and the police in all the Lake Erie towns began arresting union pickets. Who profits? The vessel-owning union-busters. What other course was open to them? The union men would give them no hold, so the chances are big that they did the work themselves.

If I were looking for the man who mailed that ear to Coulby (if it was mailed), I would look on the pay roll of the Lake Carriers' Association. They are easily capable of it; our members are not. We know their methods. Have we forgotten the cold-blooded murders of Comrades Richard Brown and William Woods, at Cleveland, last July? Have we forgotten the unprovoked murders of our two comrades from the Firemen's Union, last summer at Buffalo? Have we forgotten the testimony given by the three Italians in the Police Court in Escanaba in May, 1909, in which they testified that the shipping-master gave them the guns at Lorain and told them to shoot any union man who approached them? The Lake Carriers' shipping-masters stand convicted before God as murderers, and the chances are by big odds that they cut Fraser's ear off.

Mr. Coulby is in no danger from union pickets; he could walk unarmed and unafraid into any union hall on the Lakes, and be perfectly safe. The same can not be said of any union man walking into the vile smallpox-ridden dens called "Assembly rooms," rooms ruled by professional thugs, and inhabited by the scum of Europe and America. I defy any man to show me an armed picket, but I can show you all the armed scabs you want to see. The man on strike in this great and glorious republic is a "bum," a "thief," a "hard citizen." A scab, armed and ready to do murder, is a "poor working man," whom the "bums" are trying to prevent from making an honest living! That is the definition of the subject by police, newspapers, and union-busters, subsidized of course. If the striking sailors were half as guilty of crime as those officials of the Government concerned in the barefaced attempt to steal Alaska, they would have been placed in the penitentiary before this.

I firmly believe that assault on Fraser was made at the instance of the scab shipping-master in order to get the police to run the pickets away from their work. We are hurting them too much for their comfort. They begin to realize that we are going to win and that they will have to go to work, a possibility not at all pleasant to the class of criminals they belong to.

W. H. JENKINS.

Conneaut, O.

GIVE 'EM HELL!

Operations by Local Inspectors of Hulls and Boilers Fred J. Meno and George M. Milne of Detroit during the past few weeks have resulted in the death knell for one of the oldest passenger and freight boats on the Great Lakes and the assessment of $1,000 in fines. Besides these developments two captains and two engineers are liable to have their licenses revoked, should sufficient cause be found against them.

The two vessels figuring in the fines and the revocation cases are the steamers A. R. Colborn, of Michigan City, Ind., and the steamer Saginaw. Both vessels were found guilty of operating under expired certificates of inspection, and a fine of $500 assessed against each by Collector of Customs Whelan. Since both the captain and chief engineer of a steamer are supposed to be posted on the expiration of the inspection certificate, it is believed that the neglect was with their knowledge, and they are compelled to appear for trial before the Steamboat Inspectors.

In addition to the above, however, the steamer Saginaw has come under the ban of the inspectors and they have officially condemned her until repairs, which would amount to practically rebuilding her and installing new machinery, are made. Built in the year 1866 by Captain Eber Ward, the Saginaw, originally a sidewheeler, for many years plied out of Detroit running to Lake Huron resorts and occasionally to Lake Superior. With her twin boat, the R. S. Dunlap, she was considered a handsome and capable craft for those days.

She was afterward sold and converted into a tow barge, and then machinery with a propeller was installed in the boat, converting her into a freighter. At the present time she is operated by Captain Theobald Emig, of St. Clair, Mich., who sailed her to Detroit on her present trip.

The examination of the boat by the Detroit inspectors revealed the fact that her hull and machinery were unfit for use in their present condition. The boiler collapsed when Inspector Milne applied the Government pressure test, and an examination of the hull by Inspector Meno revealed a natural decay of timbers in a boat over two score years old.

There are extenuating circumstances in the operating of the Saginaw after her papers had expired, which will be taken into account when the cases against Captain T. Emig and the chief engineer of the boat are heard before the inspectors. When the Saginaw sailed for the Georgian Bay district last month she had sufficient time to secure a cargo of lumber and return to Detroit on her old certificate. While at Georgian Bay she received notice to go to Alpena. Here her engineer deserted her and three days were occupied in getting another, the incumbent. This resulted in bringing the vessel into Detroit two days late and the consequent complaining against her. The Saginaw is at present tied up just above Hurley's coal dock, and the supposition is that she will again be converted into a tow barge, as the cost of repairing her would be too great. The boat is 194 feet long, 29 feet beam, and 10 feet deep. She was built at Marine City.

The case against the steamer Colborn, operated and owned by Captain John M. Campbell, will probably be pushed, as it is alleged that the boat left port without making repairs ordered by the inspectors.

Fines of $500 each have been assessed on steamers Saginaw and A. B. Colborn by John E. Whelan, United States Collector of Customs at Detroit. Both are alleged to have overrun their inspection certificates, the Saginaw by three days, the Colborn by about ten. Captain Fred J. Meno and Geo. M. Milne, local inspectors, upon examining the Saginaw found her hull and boiler in such unsatisfactory condition they refused to pass her. Unless her owner, Fritz Riebenak of Detroit makes a heavy outlay for repairs, the boat's usefulness as a steam vessel is over.

The boat's engineer left her at Alpena and the Saginaw was delayed there three days before another was secured, otherwise she would have arrived within her inspection limit.

The Saginaw was built in Marine City in 1866. She was a sidewheeler, and for many years was used in the passenger and excursion business out of Cleveland. Finally she was rebuilt and equipped with a screw for freight traffic.

Under Government regulations licensed officers on both the Saginaw and Colborn are liable to charges, and if found guilty suspension of license for navigating the boats without certificates. Captain Theobald Emig, St. Clair, is master of the Saginaw, and Captain John H. Campbell of Michigan City, Ind., is master and owner of the Colborn.

[Give them hell, Inspectors! They don't belong to your masters, the Lake Carriers; and the owners are poor.—W. H. J.]

The steamer Theodore H. Wickwire, Jr., building for Boland & Cornelius, of Buffalo, was launched at the St. Clair yards of the Great Lakes Engineering Works on June 25. She measures 520 feet long, 54 feet beam, 28 feet deep. She will be ready for service about July 15.

NAVIGATION AIDS CHANGED.

G. J. Desbarats, deputy minister of the Canadian Department of Marine and Fisheries, announces these changes in navigation aids on the Great Lakes:

The bell buoy moored off the mouth of Niagara River, Lake Ontario, will, without further notice, be replaced by a combined gas and bell buoy. The buoy is of steel, cylindrical, painted red, surmounted by a steel frame supporting the bell and lantern. The light is a white light, automatically occulted at short intervals. The illuminant is acetylene, generated automatically. The bell is rung by the motion of the buoy on the waves.

Information has been received from C. J. Smith, general manager of the Richelieu & Ontario Navigation Company, that the earth on the south side of the channel at Salt Point, entrance to Presque Isle Bay, Lake Ontario, has been washed into the dredged channel leading to Brighton to such an extent that the straight course in, marked by the Brighton range lights, can not be used in entering the harbor. Mariners are therefore advised to exercise such caution as they deem necessary in using this channel.

Captain J. E. Williscroft, master of the tug Harrison, reports that on April 27 the steamer Mary A. McGregor struck heavily on the small shoal east of the southeast end of Turnbull Island, north channel of Lake Huron.

The depth on this shoal as given on admiralty chart No. 908 is 18 feet; but examination of the shoal showed two spots with depths of only 11 and 13 feet respectively, over them.

LAUNCHINGS AT LORAIN.

What is regarded as the first quadruple launching in the history of shipbuilding took place at the Lorain plant of the American Shipbuilding Company on June 11. Four steel fishing tugs, which are being built for the Booth Fisheries Co., were placed in the water.

The four tugs stood in a row. The first and third tugs were launched simultaneously and immediately afterwards the second and fourth tugs were slipped into the water.

The tugs were named Cincinnati, Louisville, Nashville and Chattanooga. Each is 120 feet long, 28 feet beam and 15 feet deep.

LOOKING FOR A TUG.

The tug E. E. Frost, which recently changed ownership to Canadian parties, has slipped out of Buffalo and is now over in Canadian waters out of the reach of the United States Steamboat Inspectors here who say that her license has expired. They are looking for her captain and engineer.

The Steamboat Inspectors here are conducting an investigation of the circumstances surrounding the Frost's departure from Buffalo.

Walter Thayer of Philadelphia has been appointed general freight agent of the Anchor line, taking effect June 1, 1910, the title of eastern manager being discontinued from that date.

J. C. Evans of Buffalo, will be manager from June 1, 1910, the title of western manager being discontinued from that date.

STRIKE
ON THE GREAT LAKES

COMRADES:

The strike of Sailors, Firemen and Cooks on the Great Lakes is still on. We appeal to all seafaring men to assist us in persuading seamen to stay away from the Lakes during this strike.

Any reports that the strike has been settled are false.

The Seamen of the Great Lakes are sticking together solidly, and will keep up the battle for freedom and decent conditions until the fight is won. "God Almighty hates a quitter." (So do we.)

Lend a hand, comrades, by inducing seamen to stay away from the Lakes while the strike is on.

Yours fraternally,

LAKE DISTRICT,

International Seamen's Union of America.

STRIKE ON THE GREAT LAKES
KEEP AWAY!

CONTRACT AWARDED.

The contract for a $281,000 dredging job to extend Ashtabula River and make a winding basin for the proposed new shipbuilding plant of the Great Lakes Engineering Works was awarded on June 10 to the Inland Waterways Improvement Company.

A month ago the award was held up by action of E. A. Binyon, a Celeveland attorney, who purchased a lot at Ashtabula so he could proceed as a taxpayer to secure an injunction. The court dissolved the injunction and Binyon's attorneys took exceptions, but failed to take action toward an appeal, and the contract was awarded.

The work is to be completed by January and the Great Lakes Engineering Works will proceed at once toward installation of their plant.

ENDS LIFE ON SON'S GRAVE.

A victim of melancholia since the death of his son, George, Jr., several weeks ago, Captain George McElroy, seventy years of age, a prominent retired Lake master and one of the best known men in Port Huron, took a large dose of laudanum on the son's grave in the Catholic cemetery on June 9. He was found early next mornnig and died a few minutes after being taken to the office of Dr. Merritt.

The son, who was about twenty-eight, fell in the hold of a steamer on which he was sailing and received injuries that resulted in his death.

ROUMANIA DID IT.

The entire east side of Lorain was plunged into darkness on June 14 because the steamer Roumania, in clearing the harbor, tore up the electric light wire cable of the Citizens' Gas and Electric Company. The steamer's anchor accidentally dropped as she was being towed out of Black River, and before it was discovered, it had dragged along the bottom and damaged the cable to an extent that a new cable will have to be installed.

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Joseph Ward, No. 21241, Lake Seamen's Union, is inquired for by his mother, Mrs. Julia Ward, 223 Devoe street, Brooklyn, N. Y.

Comrade Henry Blaschke. Any one knowing the above-named comrade please communicate with Jno. Rook, Jr., 2564 E. 55th St., Cleveland.

Roy Person, No. 12522, L. S. U., is inquired for by his sister, Miss Hazel Person, 225 Chisholm street, Alpena, Mich.

Royden Keith, member Lake Seamen's Union, is inquired for by Jas. M. Gordon, Santiago de Cuba. Anyone knowing his address please notify W. H. Jenkins, Conneaut.

RECORD LUMBER RECEIPTS.

The month of May was the banner month in a decade in receipts of lumber and iron ore at the Tonawandas. The Customs reports show that a total of 38,915,362 feet of lumber was brought by vessels, an increase of over 15,000,000 feet over May of last year. Of the lumber receipts last month, North Tonawanda got 31,485,700 feet, while Tonawanda received the remainder. The ore receipts were nearly three times as great last month as in the same month in 1909.

Demand the union label on all products.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)
674 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....21 High Street
Telephone Bell 175 R
CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.
TOLEDO, O.....54 Main Street
Phone Bell 1890.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.
SUPERIOR, Wis.....213 Banks Avenue
Telephone, New Phone, Broad 155 L.
BAY CITY, Mich.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
KINGSTON, Ont., Canada.....(Box 96) King Street
ERIE, Pa.....328 German Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.
SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.
SANDUSKY, O.....510 Meigs Street

HOSPITAL AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.
RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Mich.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

FISHERIES OF AUSTRALIA.

Following is the result as given in official returns of twelve cruises of an Australian Commonwealth investigation ship to study the commercial possibilities of deep-sea fisheries: The waters examined were sections of the south coast of New South Wales, the eastern part of Bass Straits about Wilson's Promontory and Flinders Island, the western part of Bass Straits about Cape Otway and King Island, the north, east, and south coasts of Tasmania, and preliminary surveys of South Australian waters. These explorations have shown that certain parts of the Australian coast are extremely prolific in marketable fish, including especially the south coast of New South Wales, where in Disaster Bay 902 large marketable fish were obtained in one hour of trawling, and in the vicinity of Flinders Island, where on what is known as Flinders Bank, with water from 20 to 45 fathoms deep, and harboring excellent fish food, such as small shellfish and crustaceans, about 30 drags gave an average of 362 marketable fish per hour. In open portions of Bass Straits where the tides are strong there is an abundant growth of coral, sponges, etc., which renders trawling difficult, and in none of these places were many good fish met with. The more quiet waters about Bass Straits appear to be particularly suited for flounder. Over vast areas of sea investigated, the bottom consists of coarse sand, which is barren and desert-like, though in some instances covered with sponges and other growth. In South Australian waters in particular, along the Great Australian Bight, large sections of the sea have white sand at the bottom, and in these cases fish life is very scarce. In general, the richest trawling grounds were found in localities where a reversal of eddies or currents facilitate the accumulation of fish food.

It seems possible that if Australian fisheries are to develop along such lines as are suggested by the Director of Fisheries that additional capital and improved boats and gear for deep-sea work, which are necessary for such development, might be supplied, perhaps by the United States, if those interested in the fishing industry in the United States and in manufacture of fishing gear would turn their attention to this country.

SHIP PLANT FOR CANADA.

Plans have been filed with the public works department for a new $2,500,000 shipbuilding plant, which Vickers' Sons & Maxim of England propose to establish at Montreal. The company makes application to the Dominion Government, under the Act of the last session of Parliament for a subsidy at the rae of 31.2 per cent for twenty-five years on an investment of $2,500,000.

The shipbuilding plant is to cover an area of about fifty acres, according to the plans. It will include a large floating drydock; three berths for the repairing and building of steel vessels and extensive machine shops.

The company will make an effort to secure contracts for the construction of the destroyers, which are to form the nucleus of the new Canadian navy.

The eggs of wild birds are smaller than those of the same species of birds when domesticated.

FLIGHT TO EUROPE.

Twenty liners, most of them crowded, will leave New York for European ports this week. The congestion of summer travel follows close upon a record Mediterranean season and lends further probability to the expectation of the companies that the year's volume of traffic will exceed that of 1907. If trips to Europe are an index of prosperity we are approaching boom times again.

The Passion Play at Oberammergau and the Brussels Exposition are among the attractions which this summer lure travelers across the ocean. But Europe itself remains the great magnet regardless of incidental sights, and the increase of travel is due to the same general causes—the growing habit of Americans to spend the summer abroad and the ampler means of indulging it. In addition to the annually augmenting number of teachers, clergymen and professional men who go abroad, more travelers from all walks of life swell the passenger lists.

The English of old had the reputation of being the greatest travelers. As specialists in travel, explorers of remote nooks and unfamiliar ways, they may still deserve the distinction. But as respects the traveling public they have lost their laurels to America. Our yearly tourists crop has become so important an item of European income that its sudden failure would cause distress from Trondhjem to Taormina.—New York World.

POSTAL SERVICE IN GERMANY.

The German postal authorities in Berlin plan to institute the following improvement in the dispatch of letters by telegraph in conjunction with the regular carrier delivery:

Letters which reach the forwarding office too late for the evening trains or on account of the distance can not reach the destination in time for the first morning delivery will be sent as telegrams at a greatly reduced rate and delivered, not by special messenger, as is the case with regular telegrams, but taken out by the mail carrier on the first delivery the next morning. Thus will opportunity be given the merchants to communicate with prospective customers without the expense of telephoning or having to limit their communication to a short telegram at the comparatively expensive rate of 5 pfennigs ($0.0119) per word. Several of the larger firms in Magdeburg have expressed themselves as pleased with the proposed innovation and await the outcome with much interest.

BIELMAN GETS CONTRACT.

For supplying a boat for marine postoffice service on the Detroit River, Charles F. Bielman will receive approximately $5000 a year for the next four years. Mr. Bielman's bid, the only one submitted, was opened recently and has been sent to Washington for confirmation. A four-year contract was awarded Mr. Bielman a year ago. Subsequently it was discovered the Government had no authority to make a long-term agreement. This obstacle has been removed.

For fair products of all kinds consult the JOURNAL'S ad columns.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

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Headquarters:
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Branches:
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LA CONNER, Wash.
GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2). KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

ALASKA FISHERMEN'S UNION.

Headquarters:
SAN FRANCISCO, Cal., 93 Steuart St.
Agencies:
SEATTLE, Wash., 1312 Western Ave. P. O. Box 42
ASTORIA, Ore., P. O. Box 138.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

BRITISH NAVY FUEL.

What, then, are the sources of supply? Nearly all are foreign up to the present date. The British naval consumption of coal is about 3,000,000 tons per annum, which is equal to 1,500,000 tons of mineral oil, though, of course, all the ships in the navy are not equipped for the consumption of oil-fuel, cheaper, cleaner and safer than coal though it may be. The annual production of petroleum in the world is about 40,000,000 tons per annum. Here is a wide margin; but about 95 per cent. of that production is the output of foreign countries. The United States yield about 64 per cent. of the whole; and then come Russia, with 22 per cent.; Galicia, with 4.50 per cent.; Roumania, with 3 per cent.; Mexico, with 1.25 per cent., and so on. The proportions of the total supplied by British possessions are as follows: India, about 2 per cent.; Canada, about 0.20 per cent.; Borneo, about 3 per cent., and Scotland and other places about 0.05 per cent. These are startling figures, because they show how largely, if not absolutely, we are dependent on foreign sources for our supplies of mineral oils, even with our own home distillation. In plain English, we could not adopt oil as the sole fuel of our Navy without making large contracts for supplies with some foreign power or powers.

Now the sources of supply that are visibly increasing are Russia (though the latest return is still considerably below that of 1904 before the disturbances at the oilfields), Borneo and Java, Galicia, Roumania, India, Japan, Mexico and Peru. America is also increasing her output, but from opening up new fields rather than by increasing the yield from the old fields. The output of the United States was 117,080,960 barrels of 42 gallons each in 1904 and 179,572,479 barrels in 1908. So far this increase is satisfactory. but if the American supply were shut off it is difficult to see whence we should get our oil fuel.

While we import about 42,000,000 gallons per annum of petroleum for lamp or illuminating purposes, we also import about 16,000,000 gallons of heavy oil for fuel purposes. It is, therefore, no new thing in our business economy. This importation of oil, however, sprung up within the past three or four years, and the point of interest just now relates to the way in which it is destined to develop.

With Egypt and India at work and the rich deposits of Australia and New Zealand properly utilized our course abroad will be much simpler; but the point it may be well to make clear now is that with 95 per cent. of the petroleum of the world produced in foreign countries this country can not safely adopt oil as the sole steam-raising force in the Royal Navy. It can be adopted in part, as the Admiralty are now doing, and the day may come when it can be adopted in full, but that day is yet far distant. There is much, therefore, on this ground to be said for developing all the petroleum resources within the British Empire. And they are numerous and richer than the ordinary reader supposes.—London Times.

A French scientist has invented an apparatus for sterilizing water, which passes in it in spiral tubes around a long mercury vapor lamp, to utilize the bactericidal properties of the violet and ultra-violet rays.

DAMMING THE MISSISSIPPI.

A dam is being constructed across the Mississippi River at Keokuk, Iowa, which is described as follows by W. P. Green in the Scientific American. He states that the dam will be excelled only by that across the Nile at Assouan, in Egypt.

The bed of the river at Keokuk, he says, affords an excellent rock foundation. The dam will be built of re-enforced concrete; and over 500,000 barrels of cement and 7000 tons of steel will be required in the construction of this gigantic work.

The dam, including abutments, will be 4700 feet long, or seven-eighths of a mile. The spillway section will be 4400 feet in length. The dam will rise thirty-seven feet above the river bed, and the base has a width of 43 feet. On top of the spillway will be placed 116 steel flood gates, thirty feet wide and eleven feet high, supported by concrete piers. The piers are to be built integral with the dam, being carried down to bedrock on the up-stream side. They will support an arched bridge, from which the gates will be operated by electric hoists. Through the manipulation of these gates the water above the dam will be maintained at a constant level at all seasons.

Four-fifths of the dam, the 4400-foot section, will extend in a straight line across the river, breasting the current of the broad river. The balance of the dam will be built approximately parallel to the shores and at right angles to the main dam. This portion, 1400 feet long, 123 feet wide and 133 feet high, will be occupied by the power-house. The substructure, built of massive concrete, will contain the water passages and water-wheel chambers. Upon this will be the superstructure, containing the electric generators, transformers and switchboards. There will be thirty power-generating units, each consisting of a vertical steel shaft, carrying on the lower part two turbines, or water-wheels. On the upper part, on the floor of the power-house, will be the revolving parts of the generators.

To keep floating ice and logs from entering the power-house, an ice fender will be built up-stream from the upper end of the power-house, curving in toward shore. This will be 2800 feet long and built of concrete masonry.

The construction of the dam will entirely destroy the Government canal, built to carry ships around the rapids. This canal now consists of three locks. In its place a single large lock will be built. There will thus be substituted for the canal a lake of deep water over a mile wide at the dam, and forty miles long. The Government has given permission to build the dam. Landowners on both sides of the river will be given a fair price for all land overflowed as the result of the creation of the reservoir.

The construction of this gigantic river project is under the direction of Hugh L. Cooper of New York City. The work of excavation is well under way on the Illinois side of the river, and the project will be pushed as fast as the material is delivered at the site.

Concrete houses and wells, re-enforced with bamboo, have been built in the Chinese city of Swatow for more than 300 years, and some of the oldest are said to be as substantial to-day as when erected.

USES OF AMBERGRIS.

Formerly there was much mystery surrounding the origin of ambergris, that most valuable substance, but now it is pretty generally agreed that it is nothing more or less than a "morbid secretion" due to a disease of the liver of the sperm whale. The whales which yield ambergris are invariably sickly and emaciated animals.

In ancient times this substance was known as "amber," a name also applied subsequently to the fossil gum now commonly so called. In order to distinguish between the two one was called amber gris (gray) and the other amber jaune (yellow). So, we perceive, the word "ambergris" means simply gray amber. As in the case of the fossil gum, pieces of it were found from time to time on the shores of the sea, where they had been cast up by the waves.

For many hundreds of years ambergris has been employed in sacerdotal rites of the church, and with fragrant gums it was formerly burned in the apartments of royalty. To some extent it was used as a medicine and as a flavoring for certain dishes. Nowadays ambergris is utilized almost exclusively by perfumers in the preparation of fine scents, being first converted into a tincture by dissolution in alcohol.

Some six or seven years ago there was stolen in California a lump of ambergris said to have been valued at $30,000. One of the finest and largest pieces of ambergris obtained in modern times was sold in London in 1891. It weighed about 163 pounds and brought $50,000.—Harper's Weekly.

GERMAN EMIGRATION DECLINING.

It is admitted on all sides that Germany owes its present commanding position among the nations of Europe to its high birth rate. Of recent years there has been a surprising decrease in the volume of emigration; in fact, the German Empire has the lowest emigration returns of 12 countries of Europe. Mr. Gaffney presents the following comparisons:

In 1908 the emigrants from Germany numbered only 19,880, which was 11,816 fewer than in 1907; for the first time since the German Empire was founded, in 1871, the number had fallen below 20,000. The Franco-Prussian war was followed by an economic crisis, and the people emigrated in great numbers, until in 1881 the number of emigrants had grown to 202,900 for that year. Then the number began to decrease yearly, until in 1893 an average of 100,000 was reached. But after 1893 the German industries began to develop at a great rate, and the people were not driven to seek new homes across the seas. In 1894 the number of emigrants fell suddenly to 40,964, in 1895 to 37,900, and to 33,820 in 1896. From 1897 to 1907 the yearly mean average was 27,526, or 0.47 per cent of the population. Altogether since 1871 the German Empire has lost only 2,750,000 people by emigration, or as many people as can be made good in four years by the excess of birth over deaths.

Since 1882 the emigration has declined every year, as Germans have found more and more work at home.

A school of household arts, connected with Columbia College, New York, utilizes a completely furnished six-story building, 60 by 160 feet in size.

News from Abroad.

The announcement of the opening of Port Arthur to the shipping of all nations commencing July 1 was published in the Japanese Official Gazette.

Ibrahim Wardani, the assassin of Boutros Pasha Ghali, the Egyptian Premier and Minister of Foreign Affairs, was hanged at Cairo, Egypt, on June 28.

Count Zeppelin's passenger airship Deutschland was wrecked during a storm in the Teutoburgian forest on June 28. The thirty-three passengers on board descended in safety.

General Porfirio Diaz was elected President of Mexico and Ramon Corral, Vice-President, on June 26, by an overwhelming majority. The opponent of Diaz received only 2 per cent of the vote.

A Chinese Imperial decree issued on June 28 refused the popular demand recently made for the immediate convocation of a national Parliament. The Parliament will not be summoned until nine years hence.

The American yacht Westward won the Emperor's cup in the schooner race from Kiel to Travemuende on July 1. The Germania was second and Hamburg third. The Emperor's yacht Meteor was towed in.

The Chilean Government has commissioned Armstrong, Whitworth & Co. to lay down forthwith a world's record battleship. The vessel will be of 32,000 tons and will have a speed equal to or exceeding the fastest warship afloat.

Lieutenant Adolph Profrichter, who recently confessed to having sent poison to officers of the Austrian general staff, one of whom died, has been sentenced to be cashiered and to serve a twenty years' term of imprisonment.

. Baron de Ungern Sternberg, who was arrested at St. Petersburg on June 26, after a search of his apartments, in which various documents were seized by the political police, is charged with delivering secret documents to a foreign state.

From June 23 to 25, inclusive, forty-six Jews were expelled from Kiev, thirty-seven from Salomenka and thirty-seven from Demieffka. Twenty-seven were expelled from Kiev on the 26th, twenty-four from Salomenka and seventeen from Demieffka.

The June statement of the British Board of Trade shows increases of $14,624,000 in imports and $25,404,000 in exports. The principal increase in imports was in raw material. Manufactured goods showed the largest gain in the exports.

A Japanese Cabinet crisis seems imminent as a result of the attitude of the naval authorities, who have formulated a plan for naval expansion, regarding which informal negotiations are being carried on between Admiral Yamamoto and Marshal Yamagata.

Heavy fighting has occurred in Formosa in connection with Japan's "little war" with the Formosan natives near Guiran. On June 15 a number of native bands combined and surrounded the Japanese troops, who extricated themselves with a loss of sixty-two killed and wounded.

The Tageszeitung of Berlin says that the Russo-Japanese treaty is the result of the policy of the United States, which forced Russia into the Japanese camp. In the event of a crisis between Japan and the United States the former country will have Russian friendship.

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2nd Prize ..... 20.00 — 5th Prize 5.00
3rd Prize 15.00

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INFORMATION WANTED.

Nicholas R. West, supposed to be sailing on the Pacific Coast, is inquired for by his mother. Any one knowing his present whereabouts please notify the Russian Consulate at San Francisco.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Alexis, H.
Albrigtsen, G.
Andersen, Arvid
Andreasen, O. L.
Appelquist, O.
Aggs, P.
Beckler, Jos.
Berge, Johan
Burns, John
Caldwell, W. G.
Carlsen, R. T.
Chamberlain, L. C.
Christensen, Oscar
Christiansen, A.
Darker, Thos.
Edvardsen, John
Eklund, P. H.
Elwood, Alf
Eriksen, Axel
Eriksen, J. K.
Fernandoes, F.
Fellix, Harry
Fjilstad, K. M.
Frivold, John
Faroe, A. Hansen
German, Richard
Gregg, E. J.
Grohn, John
Gunderson, And. -785
Gumas, K.
Gustav, John
Hansen, Chas. S.
Hansen, Andrew
Haakensen, H.
Hallenberg, Gustaf
Hansen, Axel M.
Hansen, Hans F.
Haas, W.
Harjis, H. -1940
Hansen, Hilmer
Hahnberg, Olaf
Holmstrom, C. G.
Ingebretsen, O. -125
Isaksen, And.
Jacobsen, Torgils
Jamison, James
Jacobsen, E. C.
Jensen, Ludvik
Jensen, Hans -2014
Johansen, Herman
Johansen, Ludvig A.
Johnson, K. -1592
Johnsen, C. J.
Johnsen, J. -983
Johnsen, Eric
Johnson, Alf -1700
Jorgensen, J.
Kalming, Jacob
Kesher, Karl
Kinsay, W. A.
Kittelsen, C. T.
Knudsen, M.
Larsen, Louis
Lewis, George
Linsay, W. A.
Lindholm, Chas.
Lund, Chas.
Lundberg, Oscar
Mannonen, Eric
Martin, C.
Martinsen, Abe
Mikkelsen, A. M. -1584
Miller, Harold
Morgan, Ed.
Morris, M. M.
Nelsen, Fred.
Nielsen, N. A. -909
Nielsen, P. L.
Nurmi, V.
Olsen, John -1046
Olsson, Oscar
Olsen, Andrew
Olsen, C. E. -584
Olsen, Eric C.
Paul, P. G.
Preston, James
Quigley, R. E.
Ries, J. H.
Rimmer, Jas.
Saari, K. G.
Sand, Chas.
Sauer, Emil
Schmidt, Alf.
Schwab, M.
Smith, Johan
Smith, Max
Sorensen, Ed.
Staff, Chas.
Strom, Carl
Stenroos, A. W.
Swansen, C. -1536
Swansen, B. -1932
Thompson, James
Torgersen, Ludvig
Udley, H. S.
Van Houten, E. C.
Vogt, Carl
White, Hans
White, Earl
Ylinen, S.
Zazan, J.

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INFORMATION WANTED.

William Beckman, a native of Bochum, Westfalia, Germany, is inquired for by his mother, who is at present in Los Angeles, Cal., at 317 Crocker street.

INFORMATION WANTED.

John Tierney, last heard from by letter, October, 1906, is inquired for by his sister, Mrs. Wm. Degnan, 124 Harrison street, Pawtucket, R. I.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

Erwin Bausback, born at Weilheim, Germany, is inquired for by the German Consul, San Francisco. Royal Insurance Building, 201 Sansome street.

Fritz V. Jacobson is inquired for by his brother, Job Jacobson. He was last heard of in Seattle. Address Lake Seamen's Union, 70 Isabella street, Ogdensburg, New York.

Jacob Herman and Frank Luter who were on the five-masted schooner Inca when James Robson met with an accident, are requested to communicate with the latter at 734 Roosevelt street, Portland, Or.

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INFORMATION WANTED.

Louis Hayot, a native of Porto Rico, about 54 years old, is inquired for by Sandalio Bernard, Sailors' Union of the Pacific, San Francisco.

Carl Leopold Anderson, native of Nordtelje, Sweden, last heard from in New Orleans, La., November, 1904, is inquired for by his brother John Anderson. Address: Sailors' Union, San Francisco, Cal.

Henry Fauske, a native of Norway aged 36, last heard of on the Pacific Coast 18 years ago, is inquired for by Mrs. Emma Fauske. Address St Helens, Wash.

David Stove, age about 28, who is supposed to have shipped on some vessel from Puget Sound in January, 1901, is inquired for. Any one knowing his present whereabouts please notify Coast Seamen's Journal.

Robert Fordyce Bowers, last heard of at San Francisco, in March, 1907, is requested to communicate with his mother Mrs. M. E. Watson, of 12 Lampton street, Bishopswearmouth, Sunderland, England.

Paul Boose, who has a damage suit against the "Stanley Dollar," in the Federal Court at Seattle, Wash., desires very much to have the following witnesses come to Seattle, or if impossible, to communicate with him: P. Bush, No. 1106; Aug. Stolzer, No. 2087; A. Lamberg, No. 1359 and J. Clauson. Address, Box 55, Seattle, Wash.

The U. S. District Court in New Orleans has decided the case of John Kauer vs. the SS. Dover in favor of the libelant, and the New Orleans Agent has collected the money. Any one knowing the address of John Kauer, please communicate with the Sailors' Agent in New Orleans, George C. Bodine, 514 Dumaine St.

Home News.

Chief Justice Melville Weston Fuller of the United States Supreme Court died at Bar Harbor, Me., on July 4, aged 78 years.

The deaths from fireworks on July 4 throughout the United States numbered 16; injured, 743. This is a great decrease from last year, owing to the "sane" observance of the day.

The President of Panama, in a letter addressed to President Taft, announced that the conditions existing after the recent election in the Panama Republic are satisfactory.

Secretary MacVeagh on July 1 sent to Richard Parr, the New York Customs deputy, a Treasury warrant for $20,000 in part payment of the award to him of $100,000 for his vigilance in detecting sugar underweighing at New York.

The United States Senate on June 25 adopted a joint resolution, authorizing the appointment of a commission for the promotion of universal peace. The commission is to consist of five members to be appointed by the President.

Following several months of experimentation on the Puget Sound-Portland division of the Oregon and Washington Railway, the Harriman road has determined to throw out its coal-burning engines and stick to California oil for fuel.

July 8 was the hottest day of the year and the hottest July 8 in the history of the Chicago Weather Office. One hundred degrees was registered. Two persons died, making a total of ninety-six heat deaths since the long hot spell began.

A movement for a world-wide celebration in 1914 of the one hundredth anniversary of peace among English-speaking peoples took form at New York on July 6, with the announcement of a committee selected to organize the work of preparation.

Walter Wellman and Melvin Van Inman will attempt this fall to cross the Atlantic Ocean in the dirigible balloon America, which was built for the Wellman Polar expedition and has been twice tested in voyages over the Arctic Ocean north of Spitzbergen.

The signing of a stipulation by which the Waters-Pierce Oil Company is to pay a fine of $75,000 and be restrained from entering into any contract in restraint of trade resulted in the dismissal of the quo warranto suit brought by Attorney-General West of Oklahoma against the company.

President Taft on July 6 granted a conditional pardon to Natale Nalis, a Filipino, convicted at the Consular Court at Shanghai, China, of the murder of a fellow servant in the American Consul-General's office and sentenced to fifteen years' imprisonment in the Federal Penitentiary at Leavenworth, Kas.

Race riots growing out of the result of the Jeffries-Johnson fight at Reno, Nevada, on July 4, resulted in the death of twelve men and the serious injury of more than one hundred.

All fire alarm records in Chicago were broken on July 4, when the department responded to 160 calls in the twenty-four hours.

Statistics furnished by the Department of Commerce and Labor show that the United States has become by far the greatest producer in the world of pig iron, domestic production having advanced from 4,000,000 tons in 1885 to 25,750,000 tons in 1909, exceeding in the latter year the combined output of Great Britain and Germany.

Labor News.

A strike of carpenters went into effect at Stockton, Cal., on July 5. The men demand an increase of wages.

Seventy-five thousand women cloak and garment workers in New York struck on July 7 for higher wages and improved conditions.

Mayor Simon, of Portland, Ore., has rejected a demand of the union labor leaders that special policemen now acting as guards for the none-union teamsters working about the city be discharged.

Forty-five men, the entire switching force of the Colorado and Wyoming Railroad, went on strike July 3, demanding an increase of three cents an hour. The road is controlled by the Colorado Fuel & Iron Company.

The release at Honolulu, T. H., on July 5 of K. Makino and three other leaders of the recent sugar plantation strike caused great rejoicing among the local Japanese. The sentences of the four strike leaders were commuted.

Conductors and trainmen of the Pennsylvania lines west of Pittsburg are voting whether they will strike for an increase of wages varying from 5 to 20 per cent. The ballots were sent to the men on July 5. About 6700 men are affected on the lines west.

The promotion committee of the Labor Day celebration at San Francisco, has decided upon a novel attraction, and will recommend to the general committee to offer a valuable wedding gift to a couple of unionists who will get married on Labor Day.

Increase of wages from 25 to 30 per cent, a shorter workday, better classification, promotion for merit and service, have been awarded the Grand Trunk Pacific Railway telegraphers by the board of conciliation appointed two months ago.

Sixty machinists, boiler-makers and blacksmiths employed in five machine shops in Spokane, Wash., have walked out in support of the Eight-Hour day movement. The shops affected by the strike include the Union Iron Works, the National Iron Works, the Pacific Works, the Washington Boiler Works and Brown Brothers' Boiler Works.

At the New South Wales Labor Council's meeting recently Mr. Connell brought forward the subject of the previous failure of Federal legislation in the matters of New Protection and the Union Label. Mr. Connell proposed that, a Labor Government being now in power, the Council ask the Prime Minister to take action as soon as possible. The resolution was carried unanimously.

In the Sydney (Australia) Industrial Court recently Alfred Oliver, butcher, was charged with having wrongfully paid a shopman £3 instead of £3/5/ per week. Defendant said he had paid £3/5/ since January, and would next day pay the employe concerned £13 arrears due to him. The case was adjourned, Judge Heydon saying only a small penalty would be inflicted if the money were paid.

At a meeting of the Iron Trades Union at Sydney, Australia, recently, Mr. D. J. Sullivan moved and Mr. Boyd seconded—"That we indorse the patriotic and practical decision of Mr. King O'Malley, Minister for Home Affairs, to have the plant and machinery of the Federal cordite factory manufactured within the Commonwealth, and express our thanks to the Government for that action." The motion was carried unanimously.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Aguilar, Santos
Akselsen, Aksel
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Torbjornsen, O.
Torjussen, G. T.
Tramm, Hans
Tuft, Edw.
Vidal, Wm.
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Wigsten, Hjalmar
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Christansen, N.
Damiano, Alex.
Dyeness, L. E.
Eckert, W. F.
Ericson, E. K.
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Swanson, Martin
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Thompson, A.
Torgersen, Kaspar
Tramm, Hans
Wolter, J.

LETTERS AT THE SWEDISH CONSULATE, SAN FRANCISCO.

Aronson, Albert
Balcke, Salomon
Beausang, Eugene
Blad, Edvard
Borg, Knut
Carlson, Hjalmar
Franson, Oskar
Gravers, Gosta
Karlson, Uno
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Rytko, Otto
Rudberg, Ch.
Redern, Klaus V.
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Scott, Wm.
Tamm, P.
Tyler, William B.
Viebrock, C.
Venn, Otto
Weber, Carl
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ALASKA FISHERMEN'S LETTER LIST.

San Francisco, Cal.

Letters at the Alaska Fishermen's office will be advertised for six months only and will be returned to the Post Office at the expiration of seven months from date of delivery.

Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

Andersen, Malvin
Andersson, Oskar
Albertsen, Paul H.
Belzani, Pietro
Benson, John
Benoor, Fred
Cutino, G.
Christiansen, Alf.
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Ellis, Wm.
Frazer, James
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Olsen, O. D.
Pedersen, H. K.
Perunis, Jens
Pierson, -1102
Perates, N.
Pearson, J. F.
Polson, -641
Peterson, -2404
Petersen, W.
Peterson, O. F.
Prandburg, -1306
Rosa, K. G.
Rasmussen, -485
Swanson, M.
Soderstrom, A.
Svedstrup, E. F.
Svenson, B.
Sorensen, K.
Stevens, S. R.
Steversen, C.
Sparre, L.
Schluter, Paul
Thorsen, Jens
Tonnesen, F -85
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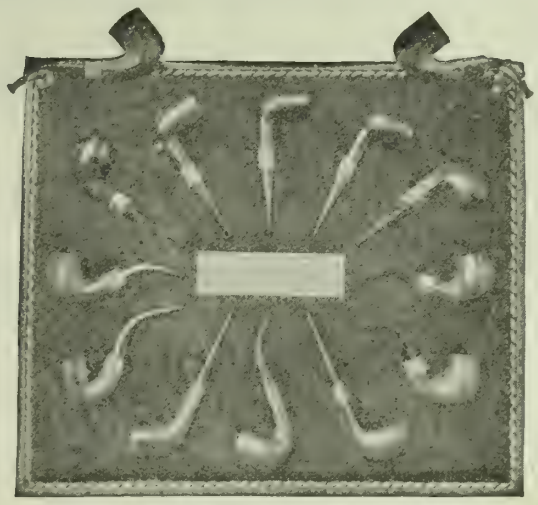
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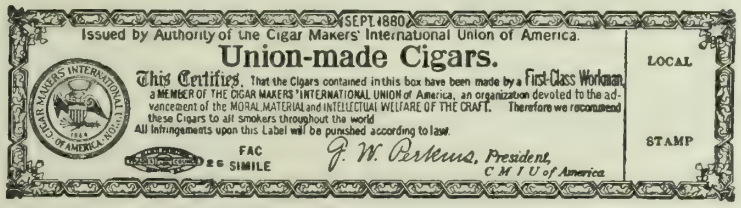
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INFORMATION WANTED.

Anyone knowing the whereabouts of Andrew Anderson from Tioedestrand, Norway, will please communicate with the Coast Seamen's Journal.

Emil Andersen, a native of Klintholm, Denmark, aged 23 years, last heard of on the Pacific Coast two years ago, is inquired for by Herman Larsen. Address, Sailors' Union of the Pacific, San Francisco, Cal.

Any member of the crew of the barkentine Arago when John McLaughlin, donkey man, was injured while loading at Caspar, Cal., last October, please report to Attorney F. R. Wall, Merchants' Exchange Building, San Francisco. By doing so they will very much assist McLaughlin in obtaining his rights

Domestic and Naval.

To demonstrate the practicability of the submarine for long ocean trips, the Salmon left Provincetown, Mass., on July 6 on a 650-mile trip to Bermuda.

On the Great Lakes, 47 steel steamers of 146,896 tons were built in 1910, as compared with 36 steamers of 88,426 tons during the previous year.

Robert Hudson, after thirty years in the revenue-cutter service at Philadelphia, retired on June 28. For fifteen years he had been pilot on the boarding boats Washington and Wissahickon.

The Ocean Mail Subsidy bill has been made the "unfinished business" of the Senate. This action gives to the measure the place of vantage in the short session of Congress beginning in December.

Vessels are searching the coast of Valparaiso, Chile, for the steamship Quilpue, which sailed from Ancud on June 24, for Corral and had not reached that port on the 29th. The distance between the ports is only 120 miles.

Fifteen new steel ocean steamers were launched, the largest of which was the Wilhelmina, of 6974 tons. The schooner Wyoming, 3730 tons, built at Bath, Me., is the largest wooden vessel ever built in the United States.

The United States drydock Dewey, which sank at Manila, P. I., on May 24, was refloated on June 29, apparently undamaged by its long submersion. A board is now engaged in a careful investigation of the dock to determine the cause of the sinking.

One hundred and fifty-one fighting ships were launched for the various navies of the world in 1909, according to Lloyds' annual returns. They had a collective displacement of 404,475 tons, approximately 100,000 tons greater than the ships of the preceding year.

The United States Local Inspectors of Steam Vessels have started what is to be a rigid scrutiny of all steam vessels which carry passengers on inland waterways. Particular attention is to be given the fulfillment of the laws regulating proper equipment with life-saving devices.

The old wooden three-decker Grand Republic, a sister ship of the ill-fated excursion steamer General Slocum, caught fire July 6 while passing through the Narrows on her way to New York from Far Rockaway. The passengers were landed and the fire extinguished. Damage $2500.

During the year ended June 30, 1910, there were built in the United States and officially numbered by the Bureau of Navigation 1502 merchant vessels of 347,025 gross tons, compared with 1362 of 232816 gross tons during the fiscal year of 1909, showing a substantial increase of 114,209 tons.

The British steamer Spanish Prince, from Bombay via New York, arrived at Philadelphia recently and reported that on June 11, in latitude 37.32 north, longitude 44.58 west she passed a spar about six feet out of water, supposed to be the stump of a lower mast attached to wreckage.

Acting Director Hasskari, of the Philadelphia Dock Department, was in Baltimore recently inspecting the new hydraulic dredge lately purchased from the Ellicott Machine Company for $88,000. The dredge will be delivered at Philadelphia about August 1, and will form part of the new municipal dredging plant recently authorized.

With the Wits.

A Give Away.—"What were you and Mr. Smith talking about in the parlor?" demanded Miss Blushe's mother.

"Oh, we were discussing our kith and kin," replied the young lady.

"Yeth, you wath," interposed her little sister. "Mr. Thmith asked you for a kith and you thaid 'You kin.'"—Boston Traveler.

More Than a Mere Idea.—Heckle—Have you any idea as to what became of your dog?

Hecklam—Have I? You just bet I have! When pork chops, hams, shoulders, tenderloins and pigs' feet go up 5 cents a pound and the price of sau sage isn't changed—well, I've got more than a mere idea.—Chicago News.

His Question Answered.—"Are marriages made in heaven?"

The lecturer paused, as if for answer to his interrogation; whereupon a man with a hunted look glanced furtively over his shoulder, swallowed hard, moistened his lips and said, huskily:

"Do strawberries grow at the North Pole?"—Chicago News.

A Footlight Meteor.—"What we need," said the theatrical manager, "is a man capable of playing a leading part."

"That's me," replied Mr. Hamand, who was looking for a job.

"What leading parts have you played?" queried the t. m.

"I led the mule in an 'Uncle Tom's Cabin' company for two seasons," answered the unfixed star.—Chicago News.

Brakeman's Was as Big.—"Don't use too long words," said F. Hopkinson Smith, the author, at a luncheon in Philadelphia. "I was once on the way to Reading by train, and at a town nestling beside the river I came out on the platform and drew in deep breaths of the pure, delicious air.

"'Isn't this invigorating?" I said to the brakeman.

"'No, sir; it's Conshohocken,' said he."—New York Telegram.

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This bank will open accounts in the name of two individuals, for instance, man and wife, either of whom may deposit money for or draw against the account.

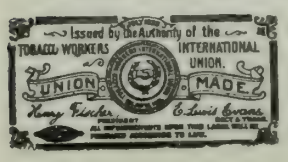
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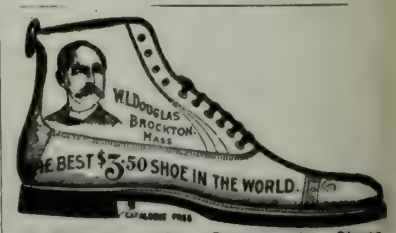
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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXIII, No. 44. SAN FRANCISCO, WEDNESDAY, JULY 20, 1910. Whole No. 2078.

LEGISLATIVE WORK REVIEWED.

DURING THE PRESENT MONTH the British Seamen's Union will inaugurate a general movement against the Shipping Federation and all its works. Plans for this movement have been under consideration for many months and are now in shape for a supreme test.

The main issue is the abolition of the Shipping Federation's system of espionage and branding (known as the "Welfare Plan"), and the recognition of the seamen's right, through their organization, to a say in the terms of employment. The situation is clearly defined in an address recently issued by the Union to all men sailing in British vessels, which is herewith reprinted, as follows:

On October 25, 1909, representatives of the shipowners of England, Germany, Norway, Sweden, Denmark, Holland and Belgium met in conference in London and decided to establish BRANCHES OF THE SHIPPING FEDERATION IN EVERY PORT IN THE WORLD for the purpose of crushing the organizations of seamen and dock workers. Judging from the attempt now being made on the Great Lakes of America, it is the aim of the Shipping Federation to compel every man to carry a Feedration Book, planned on such a style that every man serving on board ship in any capacity will be little better than a slave, and will be treated as a criminal. It has even been proposed by Mr. Cuthbert Laws, the manager of the International Shipping Federation, that the Bertillon system of registration should be adopted, which includes the TAKING OF FINGER PRINTS, as though seafaring men were criminals. No man will be engaged on the ships of any country without this hated book, and if you object to bad food or overwork, the captain will have the power to give you a bad discharge, from which you will have NO RIGHT OF APPEAL, and if you make a kick for wages at any time, you will be deprived of your book, which means DEPRIVING YOU OF THE RIGHT TO WORK. The Shipping Federation claims that the book is their property, although they intend to compel every seafaring man to pay for the book and for the right to carry it. DON'T FORGET. THIS MEANS MEDICAL EXAMINATION OF THE SEAMEN BEFORE ENGAGEMENT IN EVERY PORT IN THE WORLD. YOU KNOW WHAT THIS MEANS.

What do You Intend to do to Meet This Attempt at Enslaving You?

The organized seamen of the world have determined to so federate that once a man has a Union Book he can be transferred, on production of his book, from any one Seamen's Union to another in any part of the world, without having to pay an additional entrance fee. When in trouble, the union man will receive advice and assistance at whatever port he may be in. It has further been determined that from now until July, 1910, every effort must be put forward to enroll every seafaring man as a member of the union; no matter in what capacity he may be serving.

In July, 1910, the organized seamen of Great Britain will submit the following demands to their employers:

1. A uniform scale of wages in all ports and for all trades in the British Isles, so as to save the men the continual expense of paying train fares from one port to another in search of the best wages.
2. A manning scale so as to ensure that a competent and reliable number of men will be carried in the deck department of every ship, and a proper manning scale for the stokehold department so as to provide that on an average the combined number of trimmers and firemen will not be compelled to work more than five tons of coal per man per twenty-four hours in tropical climates, and in cold climates not more than six tons per man per twenty-four hours.
3. The right of the seamen to have a representative of their union present at the time of engagement, and when the articles of agreement are read out. So that if the articles contain any obnoxious clauses or conditions which would be unfair to the seamen, the union representative will object and endeavor to have such unfair clauses deleted or modified. This will prevent seamen signing agreements that are unjust to themselves, because, as you know, if seamen object personally they are marked down as "sea lawyers," and in every case prevented from signing, as they are told they know too much.
4. The abolition of all Federation offices. Ship's officers only to have the sole right to select and engage the men they have to work.
5. The abolition of all medical tests or examinations by Federation doctors before signing articles, which has done so much to degrade and demoralize the men.

THIS IS THE PROGRAM WE ARE ORGANIZING FOR. IF 75 PER CENT. OF THE MEN EMPLOYED ON SHIPS CAN BE INDUCED TO JOIN THE UNION BETWEEN NOW AND JUNE 30, 1910, THE SHIPOWNERS WILL NOT HESITATE TO MEET YOUR REPRESENTATIVES. The only men who would be responsible for the shipowners refusing to meet your representatives are the men who tell you they are waiting to see how things go on, or the man who is too ignorant to understand the issues at stake, or who is too mean and contemptible to pay his share of the price of freedom.

Internationalism the Next Move.

Should the shipowners decline to discuss our reasonable proposals the matter will be referred to the International Conference of Seamen's Unions, to be held at Copenhagen in August, 1910. The conference will decide what steps shall be taken to enforce the demands, internationally or otherwise. Plans are now being prepared to provide in Great Britain for the lodging and feeding of 50,000 men, so that no man will be compelled to scab for the want of a place to sleep and food to eat. Married men with homes will also be adequately provided for. A sharp watch will be kept on all the men who have had every opportunity of joining the union, but who will come in at the eleventh hour and expect to enjoy the same privileges as those who have taken their share in this international movement since its commencement and who are prepared to continue to pay until August, 1910.

The Seamen's Union wants this policy to be made known in every part of the world, and therefore requests all seafaring men to carry these leaflets wherever they may go. Read them in every forecastle. Those who are serving on British ships on long voyages and are not likely to return for some time, and consequently are unable to call and pay their contributions, can send their name and address, their nationality and year of birth, with the name of the ship on which they are serving, to MR. EDMUND CATHERY, GENERAL SECRETARY, NATIONAL SAILORS' AND FIREMEN'S UNION OF GREAT BRITAIN AND IRELAND, MARITIME HALL, WEST INDIA DOCK ROAD, LONDON E., ENGLAND.

If there are a number of men on any one ship willing to join the union or pay contributions, they should elect one of their number as a ship's delegate and let him take the names of all those willing to join, and particulars of the amounts they desire to pay in. Then one man to apply to the captain for an order on the owners to cover the whole amount required and send the same on to Mr. Cathery, as above. The entrance fee is six shillings and sixpence at present, and may be increased to ten shillings. The contributions are sixpence per week.

DON'T FORGET THAT UNDER THE NEW MERCHANT SHIPPING ACT ANY MAN SERVING ON A BRITISH SHIP IS ENTITLED TO DEMAND THAT AN ORDER SHALL BE GIVEN TO HIM, PAYABLE BY THE OWNERS, FOR ALL MONEYS DUE HIM OVER AND ABOVE THE SUM OF TEN POUNDS. If captains are approached in a reasonable manner few, if any, will object to the men having facilities afforded them of remitting money to pay their contributions so as to keep them in benefit in their organization.

Latest reports indicate great enthusiasm among the British seamen and the prospect that the struggle about to take place will mark an epoch in the maritime world. The outcome will affect not only the seamen of Great Britain, but also their fellow-craftsmen under all other flags. For this reason the struggle will be watched with great interest by the seamen of the United States and other countries. The International Seamen's Conference, which takes place at Copenhagen next month, will take action looking to the general support of the British seamen. Comrades Furuseth and Bodine, of the International Seamen's Union of America, will be present at the Conference, thus insuring proper action by the American seamen's unions in support of the comrades in Great Britain.

JANE BROWN MAKES HISTORY.

That the Jane Brown was getting old no one could deny, not even the old skipper, though he still stoutly defended his old tub from any slighting remarks of the waterfront loafers. As a matter of fact, the boat and the skipper were both out of date, and both were being pushed to one side by younger men and newer boats, that had gradually taken most of the coastwise trade.

To make it worse the boiler inspector had just informed the captain that he intended to revoke the Jane's license at the end of the month, remarking to the agitated captain and chief engineer that it was time the old box was broken up.

The old skipper and his chief engineer held a consultation, though both knew in their hearts that it was useless to suggest anything now, no matter though the old boat had given good service for forty-five years and never missed a trip, from Mobile to Tampa. She was old, and, as the inspector said, time she was out of the way. All true no doubt, but hard on these old men, one of whom had been master of her since she had been launched, the other, who had worked his way to chief engineer from her stokehole. In fact, though they had both expected this some day, yet it had seemed so far off, that they regarded the boat. almost as much of a fixture as the lighthouse on the bar.

An air of gloom seemed to settle around the old freighter (she had been a crack passenger boat during the Civil War) and as she steamed down the channel on her last trip, even the crew, who, like her officers, were all old-timers, seemed to have lost interest and heart in their work and all knew that she was going down the bay for the last time.

All the afternoon she steamed down the bay and crossed the bar just as it was coming dark, dipping her stem into the heavy swell from the Gulf of Mexico. A fast new boat in the same trade was coming in, whose young captain with a grin of amusement, saluted the Jane Brown with his whistle, though the old boat made no reply. "Seems sore about something," remarked the young captain of the new boat to his chief officer, "guess it's true that it's her last trip and the old man is blue about it." "Well, some one has to make room," said the mate, "though I would not care to go outside in that old trap to-night, for there is a heavy 'norther' coming on in a few hours." But the old boat had passed out into the gloom of the night, the old man caring little about anything now and wondering what he would do from the end of the trip. Too old for another job, especially in these days of rush and hurry, too long a master to accept a mate's or second-mate's job, though he knew even that would be hard to find, in competition with younger men. The outlook was none too bright.

Meantime the wind had been gradually increasing and was now blowing a stiff gale, with a promise of more before morning. Still he had outfought hundreds of "northers" in his days and knew that the old Jane would make smooth weather of it along the lee of the land. So handing the wheel over to the mate, he went below for a cup of coffee.

A few moments later he was aroused by the old engineer, who informed him that there was no oil on board and that the bearings were so hot he would have to stop the engines. As if the engines themselves had overheard the remark, there was a sudden jar and the noise of the paddles ceased. The chief fled into the engine-room, while the old skipper with two deckhands, ran forward to drop the anchors. Like the old saying that "troubles never come singly," so it was with the Jane, for on letting go her anchors, the worn-out old windlass jammed, and before anything could be done to clear it, both chains ran out to the end, and the boat falling off in the trough of the sea, the strain was so great that both chains parted at the hawsepipes, and the Jane Brown was adrift on the Gulf and at the mercy of a howling "norther."

An effort was made to heave to, but the rotten canvas of the storm-stay sails and trysails went like paper when exposed to the full force of the wind, and all that they could do was to let her run before the wind. So with a tarpaulin rigged on the foremast for a square sail and her paddle boxes rolling out of sight, along she swept like an old Spanish Galleon of three hundred years ago, pursued by the ever-increasing sea, toward the coast of Central America.

Now we will leave the Jane Brown for a little while to find her way across the stormy Gulf, and take a look at certain things that were happening in the merry republic of Honduras, which, while not connected with the troubles of the Jane Brown had, as after events will show, something to do with her future history.

President Manuel Lopez Rodriguez San Sabastian of Honduras, finding things rather quiet for the time being, and no sign of any troubles in the air, had taken a little vacation to a neighboring republic with the intention of consulting its worthy chief executive as to the best method of taxing the loyal citizens without running too much risk of a revolution, and other little matters of that kind that are usually discussed between friends.

About this time a certain foreign company, which was engaged in shipping bananas, wanted a few more concessions and the aforesaid company, having an intimate knowledge of Central American politics, set to work in the most approved manner to obtain them. They therefore called on Senor Juan Pedro Miguel Alamazo, Secretary of State of the Honduran republic, and mentioned to him that it was a shame that a great man like himself should not be the President of the country, and strangely too, it was mentioned where certain large quantities of rifles and ammunition could be found, free for the taking, to say nothing of provisions for several weeks. The Secretary of State made reply that while only his modesty prevented him from claiming to be the greatest statesman in the whole of Central America, yet he was not as well fixed financially as he could wish and would like to have enough to leave the country in case the hated "tyrant" should win the day. The obliging fruit company again came to the rescue and several checks of goodly amounts changed hands, to be used, of course, for the "good of the cause," while it was intimated that a certain ship of the company would always be found handy should it be expedient for the Secretary of State to leave the country in a hurry.

The usual preliminaries having been satisfactorily settled, it was not long before the revolution was under way and news soon reached the President that cut his visit short and made him hasten home to his loyal citizens, many of whom were ready now to cut his throat at sight, just for the cause of liberty. The Secretary of State had gathered with him certain other adventurous gentlemen of various nationalities, and informed them that he was the only genuine and thoroughbred Presidential possibility in Honduran politics; told them that when victory was assured that all faithful followers would be placed in positions of rank, such as supreme court judges, generals, admirals, etc., and as no bothersome qualifications such as education and ability are needed in Honduras, many of the candidates filed their applications on the spot, though one who had his eye on the title of Admiral, raised the point that he had no ships to be admiral of. The future President remarked that he would soon have one and looked very mysterious, and as after events proved it was a wise, though chance remark.

The foreign gentlemen present were of an entirely different type and the ambitious former Secretary of State ground his teeth when they gently intimated that while they knew he was a heaven-born President and a wise man, still what they needed was a little golden coin to tide them over temporary embarrassment. This being settled to the satisfaction of all concerned, an army of three thousand "patriots" was soon in the field, who unopposed, marched down to the Porto Mortez, the principal seaport of Honduras, and camping on one side of its spacious bay awaited developments.

While the army of the "patriots" was getting in shape for battle, the President and the Government party had been by no means idle, and they too were rapidly getting the regular army of the republic on a fighting basis. True President Manuel Lopez Rodriguez San Sabastian called on the representative of another large fruit company, and even though it was at night time and few around, the agent of the company received him with all the honor due his exalted rank, while in return for the President's merely signing a few papers, to allow the company a few thousand square miles of land, gave him gold and the promised assistance of the company, and with the President, cursed the traitor and the opposition fruit company, who were backing him.

With an activity worthy of a Tammany politician when the amount of the election fund is announced, he got on the job and soon had his army on the road to Porto Mortez, the obliging fruit company lending him the use of their tinpot railroad to transport his army. On their arrival at Porto Mortez the Government army pitched its camp on the other side of the bay from that of the enemy, while the President and generals began to think over a plan of campaign.

Both sides began to issue warlike bulletins, in which they threatened each other with all kinds of dire things and the first part of the struggle was on; while just as they had made up their minds to look for real blood, a storm burst along the coast and the commanders of both armies agreed to wait until it had blown out, before commencing hostilities.

In the meantime the Jane Brown was still flying along pursued by the gale, which though decreasing was still blowing hard enough to drive the old boat before it. The captain and the officers had lost all reckon-

ing and only knew that they were somewhere on the Gulf, until on the morning of the fifth day they were astonished to see the great lofty mountains of Honduras close ahead and to hear the wild surf beating at their base. Just as the crew where wondering where they would strike, a bay opened up before the ship, with its white sandy beach covered almost to the edge of the water with waving palm trees.

Right through the boiling surf on the bar the old Jane rushed and into the smooth water of the harbor, where, having no chains or anchors, she was sent straight for the shining beach. To the amazement and indignation of the captain and crew, men with rifles fired on him and his ship, and he could hear the wild yells of a great crowd, reminding the skipper of a Negro camp meeting away back in old Alabama, except for the fact that many of these gentlemen were trying to fill him and his boat full of lead. It was too late to stop the Jane Brown and smoothly and gently she struck the beach and buried her nose in the white sand, at which sight the people on the beach promptly fled and later could be seen away up the mountains and making for the railroad.

The tired and hungry crew on going ashore found the camp of the demoralized army, everything intact,—arms, ammunition and supplies. In fact, as the skipper remarked, nothing around but "Skeeters."

On the other side of the bay, where Senor Juan Pedro Miguel Alamazo was encamped with his army of liberation, there had been almost a panic when the Jane Brown was first seen, but her subsequent behavior soon convinced certain foreign gentlemen of the army, — gentlemen who had followed the sea at a certain period in their lives, — something of the real truth of the trouble and they hastened to the commander with the news. The army was soon told of the great battleship that the cause of liberty had brought to them and they hailed their chief as the savior of Honduras, and they hastened over to see the mighty ship, which without a shot had defeated the old President's army and saved the country!

This is why a few hours later, the skipper and his weary crew were awakened from their slumbers to find the entire army of liberation around them, hailing them as the heroes of Honduras; that is why to-day Senor Juan Pedro Miguel Alamazo is President of Honduras and many of his followers are statesmen in that country.

As for the Jane Brown she lies at anchor in the harbor of Porto Mortez, though she ranks as a battleship now on the navy list of Honduras. It took her captain and his crew nearly a month to get the old ship off the sand, even though they had the assistance of half the population of Honduras. She now has a name a fathom long and is an important factor in Central American politics.

The Admiral in charge is called Almirante Samuelo Longerino, though around Mobile they still speak of him as Captain Sam Long of the old Jane Brown. As for the chief his duties are few and he has a "nigger" just to keep the buttons on his uniform shined, while not even the humblest of her original crew ranks below lieutenant.

CHARLES H. SHERATON.

Eighteen per cent. of the entire area of France, or about 23,000,000 acres, is forest land.

AWAKENING OF ARABIA.

On invitation of the Sultan, Consul Charles K. Moser of Aden recently visited Lahej, the capital of Abdali, a Southern Arabian country. The portion of his report directly concerning the United States is as follows:

Lahej, the capital of Abdali, twenty-eight miles due north from Aden, eighteen miles of the journey being made through the desert, which was accomplished by camel train, accompanied by the Sultan, is a city of 12,000 inhabitants, clustered about the palace and well hidden in palm trees. It lies in the direct and only route from Aden to Tais, Sanaa and the interior, and every caravan that passes must pay toll to the Sultan. The Abdali territory is about 150 miles in length by 100 miles in width, and has a population of 60,000, of which one-half is centered about Lahej.

The Sultan is anxious to raise cotton and has recently endeavored to arrange with the British residents at Aden for the construction of an irrigating plant to supply water to at least 10,000 acres of cotton land. He is greatly interested in American cotton, and anxious to experiment in its production on his land. He wants all the literature on the subject of cotton; he also wants catalogues containing cuts and prices of American agricultural implements of all kinds. The Sultan's young nephew has a map of the United States hanging on his wall, which he seems to have studied thoroughly. He asked me an infinite number of questions about American machinery and American inventions. A large American gramophone and a modern automatic pistol have well advertised our mechanical implements to him.

Through an interpreter, the Sultan spoke earnestly of the future of his tribe and his eagerness to advance its interests. He said in part:

"The world is changing and we must change, too, or we shall not survive. My people are poor; they have no roads; they do not know things in the world. But when they do they will change. If some one would come and teach them they will be glad. It is no use for them to buy seeds, for they know not how to grow the crops; why should they buy your implements of agriculture when they know not how to use them? But if some man should come to sell us seeds and farming tools, and stop a while to teach us how to use them, we would make him our brother. It is my ambition to have one man come to teach English and the new sciences to my children, and another man come to teach my people how to make their crops grow. Then will our land be like a garden. Perhaps this man will not come in my time, but my sons will see him."

The reclamation of the overflowed and swamp lands of the United States, it is estimated, would add at least $700,000,000 to the national assets, for there are more than 70,000,000 acres of such lands, the great majority of which would be made productive.

To save time of horsemen is the object of a Californian who has patented a combined curry-comb and brush, so arranged that one follows the other over the side of the horse, obviating the necessity of going over the animal twice.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Unions, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 214 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques v puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Liga Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

Labor News.

The convention of the American Flint Glass Workers, at Toledo on July 16 decided to ask for an increase of 10 per cent in wages.

All workmen employed on the Seaboard Air Line Railway system are to receive a wage increase of 3½ cents an hour. The announcement was made on July 9.

Many labor organizations in San Francisco have decided to invest part of their funds in bonds for the construction of the Geary-street Railroad under municipal ownership.

John Snelling, a deputy sheriff, was arrested at Greensburg, Pa., on July 14, when found hiding in the woods near the Claridge mines, where, it is said, he shot and killed John Cutler, a striking miner.

The Hartshorn mine of Danville, Ill., and the South Oakwood mines, on July 11 signed the scale with the Miners' Union and a full force of men went to work. This practically ends the strike in that sub-district.

The board of arbitration appointed under the Erdman Act to hear the demand of the telegraphers for increased wages from the Missouri Pacific Railway Company began considering the award at St. Louis on July 16.

The City Council of Los Angeles on July 16 passed a drastic anti-picketing ordinance, making it unlawful for strikers to attempt to influence workingmen against entering any place of employment or to proclaim a boycott.

Pennsylvania Railroad shopmen today went on reduced time in and near this city, forty-five hours' constituting a week's work. A number of shopmen were furloughed. Reduction of crews took place on both Pennsylvania divisions here.

By a settlement between the Building Laborers' Union and the management of the New Morris Theater at Spokane, Wash., effected on July 13, the strike of the building crafts was declared ended, and the men returned to work, after two weeks' idleness.

H. K. McHarg of Stamford, Conn., has notified the present management of the Texas Central Railroad that he will give a year's salary to all employes who have been in the service of the road for twenty years. In addition, every conductor, agent, brakeman and porter will receive a month's salary.

A crisis that threatened on July 15 in wage negotiations between the Pennsylvania Railroad and its 25,000 conductors and trainmen, was considerably relieved after a two hours' conference between railroad officers and a general committee representing the 10,000 men involved on lines west of Pittsburg.

Negotiations between the Delaware, Lackawanna and Western Railroad management and its engineers with respect to a new wage scale came to an amicable ending on July 15, when officials representing the parties signed an agreement carrying with it an increase in wages which will average almost 13 per cent.

All iron workers, numbering thirty-five men, quit work at Spokane, Wash., on July 13 on the Monice-street bridge—the huge concrete structure which will cross the river at the lower falls of the Spokane River. The strike came when the men were ordered to cut the central span. They refused on the ground that the span was not properly counterbalanced.

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JOHN A. MOFFITT, President, Orange, N. J.
MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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Utby, Carl
Vongehr, Ed.
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Wiemer, Paul
Wiebell, E. A.
Wiljanen, W. W.
Winters, Charles
Weinberg A. (Reg. Letter)
Wall, Ragnald
Zimmerman, Fritz
Zeisler, Albert

INFORMATION WANTED.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

INFORMATION WANTED.

Soren P. Nielsen, a native of Aarhus, Denmark, born 1887, is inquired for by his sister. Address, Danish Consulate, New Orleans, La.

Edward Monsen, a native of Skudesnes, Norway, about 38 years of age, last seen in New York in 1907, supposed to be on the Pacific Coast, is inquired for by his brother-in-law, K. Moklef, 150 Noe street, San Francisco, Cal.

INFORMATION WANTED.

Any one knowing whereabouts of Harry Fields, sometimes called Martin Smith, kindly report to F. Ascher, 1817 Chapin street, Alameda, Cal.

Wilhelm Mahsing, last heard of as sailing on the Pacific Coast, is inquired for by his brother, John Mahsing, now sailing out of New Orleans. Address, Marine Firemen's Union, 514 Dumaine St., New Orleans, La.

Pacific Coast Marine.

The following change of masters was recorded at the San Francisco Custom-house on July 2: Steamer Ravalli, B. H. Tietjen vice L. A. Nelson.

Contracts for two of the new submarines for the Navy were awarded on July 9 to the Union Iron Works, San Francisco, at a cost of $500,000 each.

The following change of master was recorded at the San Francisco Custom-house on July 14: Steamer Apache, B. M. Rideout, vice Enos F. Fouratt, Jr.

The British steamer Knight of St. George, Captain Stephens, 3154 tons, arrived at San Francisco on July 13 in ballast from Acapulco. She will be sold at auction at the Merchants' Exchange on July 26.

The four-masted schooner Annie E. Smale, from Newcastle, N. S. W., for San Francisco, ran ashore at Point Reyes, Cal., during a heavy fog on July 9 and became a total wreck. All hands were safely landed.

London advices to the San Francisco Merchants' Exchange on July 15 stated that the French bark Mezly, from Sunderland for San Francisco, via Hobart, has put into Sydney in distress.

The following change of master was recorded at the San Francisco Custom-house on July 11: Steamer Manchuria, J. W. Saunders, vice Andrew Dixon. The schooner H. Eppinger, Axel J. Samsen, master, was enrolled.

Captain Bolderstone, master of the British bark Holt Hill, was drowned at Vancouver, B. C., on July 8, when he slipped from the gangplank and fell into the water. He leaves a widow and daughter at Birkenhead, England.

The provisions of the wireless telegraph law recently signed by President Taft are already being fulfilled by many steamship companies. With but few exceptions, all passenger carriers on the Pacific are fitted with wireless.

The Pacific Mail liner Mongolia, from Hongkong for San Francisco, ran ashore on July 15 off Shiemodao, Japan, at the southern end of the peninsula of Izu. Later the Mongolia was floated, having sustained practically no damage.

The following changes of masters were recorded at the San Francisco Custom-house on July 9: Schooner Lillian, C. O. Langren, vice A. C. Horn; schooner Annie Maria, August Anderson, vice Jens J. Moller. The steamer Melville Dollar, C. J. Fosen, master, was enrolled.

Although no adjustment of the Yucatan insurance matter has been arrived at, Henry Black, special agent of the London Salvage Association, who is now at Seattle, is expecting advices by cable from London within the next few days, which will definitely settle the affairs.

The schooner Annie E. Smale, which went ashore at Point Reyes recently, is fast breaking up. Half of the stern and one of the masts went adrift on July 12, and are a menace to navigation. It is thought that the ill-fated schooner will disappear in a few days, particularly if it comes on to blow.

Completing the round trip between Portland and San Francisco in 5 days and 14 hours and breaking the steamship record on the same route, the new oil carrier J. A. Chanslor, Captain McDonald, arrived at the first named port on July 1. By almost a day this is the quickest round trip ever made between the two ports.

Advices to the San Francisco Merchants' Exchange on July 9 from Valdez state that the Japanese sailing schooner Tokoi Maru, with a crew of thirty-eight men, was seized in Bering Sea by the United States revenue-cutter Tahoma on June 28 for violating the sealing laws. The dispatch said that the prisoners had been taken to Unalaska.

The following changes of masters were recorded at the San Francisco Custom-house on July 13: Alexander Modoc, George M. Fouratt, vice C. W. Schuler; steamer Brunswick, A. D. Higgins, vice George Hammar; steamer Aurora, C. F. Christensen, vice W. J. Atthowe; steamer Resolute, Peter Hansen, vice A. Fay. The schooner Transit, Reinhart, master, was enrolled.

The first instance of the Government chartering a sailing vessel and an American one at that to carry coal is that of the square-rigger Erskine M. Phelps. The Phelps has been fixed to carry a cargo of coal from the Atlantic range to the North Pacific, July loading. The Phelps recently arrived at Philadelphia from Honolulu with a load of sugar.

The following changes of masters were recorded at the San Francisco Custom-house on July 12: Schooner Ruby, H. C. Guth, vice Charles Calhoun; steamer Daisy, H. B. Smith, vice E. G. Ahlstrom; schooner Spokane, Charles S. Samsen, vice Robert Dick; steamer National City, Hans Michelsen, vice A. D. Higgins. The schooner Melrose, N. Murchison, master, was enrolled.

The well-known British ship Battle Abbey has been purchased by Hind, Rolph & Co., for $10,000. The vessel, which is now repairing at the yards of Moore & Scott, will carry lumber from Eureka to the United Kingdom. The Battle Abbey arrived at San Francisco on January 14, 1907, with a cargo of coal from Sydney. She has been with the disengaged fleet since that time.

A rumor was circulated recently that negotiations were pending whereby the Oceanic Steamship Company was about to place the steamers Ventura and Sonoma in commission again on the route connecting San Francisco with New Zealand and Australia. Officers of the company, however, deny that any arrangements have been made to that effect.

The Mercer-Grazer Company of Eureka has just been awarded another contract for work near San Francisco. The job which is now to be done is the construction of a large railroad trestle and loading wharf on Middle River, in San Joaquin county. There are to be over 1000 piles and 650,000 feet of lumber used in the construction work. It is thought it will take about two months to complete the job.

The following changes of masters were recorded at the San Francisco Custom-house on July 15: Schooner Mary Frances Cruz, August F. Ordmen, vice A. J. Anderson; steamer Duchess, Raymond W. Woodward, vice E. F. Poole; steamer Skimmer, John F. Swan, vice G. A. Culbertson; steamer Dreadnaught, Walfrid Ringins, vice Henry Bolton. The schooner William Bowden, R. Peterson, master, was enrolled.

For the tenth consecutive year the Pacific Cold Storage Company of Tacoma has been awarded the contract for supplying meat for the United States Government in Alaska. The contract for the present year became operative on July 1. During the year the meat supplies, aggregating $100,000, will be shipped from Tacoma to Nome, St. Michael, Fort Gibbon and Fort Egbert for use of the Army posts and signal service stations.

Shippers are interested in the rumor to the effect that Andrew Weir is to begin the operation of a line of combination freight and passenger steamers from Europe to the Sound, via the Orient, in opposition to the Blue Funnel line. During the recent visit of Weir to Seattle he investigated shipping conditions fully, and it is believed that some announcement regarding the new service will be made in the near future.

The French bark Michelet sailed on July 1 from Limerick for Portland. There are twenty-three craft on the list en route, only four of which have been reported taken for new crop loading. The British bark Iverna, now about ready to sail with wheat, is the only square-rigger of the grain fleet in the river, and as the new crop will not be ready for exporting for several weeks, it is not probable another will be cleared until August.

Word received at the San Francisco Merchants' Exchange on July 14 told of the arrival of the French bark Bayard, Captain Poilvet, at Montevideo in a disabled condition. On July 12 the bark was spoken in 34 south, 52 west, in distress, and a tug was immediately sent to her assistance. The tug arrived with the Bayard in tow, minus her rudder. The Bayard is bound from Glasgow to Portland, consigned to Balfour-Guthrie Company.

The steamer time between Los Angeles and San Francisco will be reduced nearly two hours under the new schedule of the San Francisco and Portland Steamship Company, which went into effect on July 7 with the departure of the steamer Beaver from Los Angeles. Passengers were landed in San Francisco at 9 a. m. the following morning. The only service anywhere near twenty-three hours at present is that of the Pacific Coast Company's lines' steamers President and Governor, which sail from Redondo Beach at 12:20 p. m. and arrive at San Francisco at 1 p. m. the following day.

But for wireless telegraphy two stowaways on the Pacific Mail liner Manchuria would have made the passage from Honolulu to San Francisco. Shortly after the Manchuria left Honolulu for the Coast, two Russians were found hiding on board. On July 7 the Manchuria came within wireless call of the liner Siberia, outward bound for Honolulu and the Orient. Captain Dixon flashed to Captain Zeeder that he had two stowaways and soon the two big steamships came within hailing distance of each other. A boat was lowered from the Manchuria and the Russians transferred to the Siberia, and in a few minutes they were traveling back whence they came.

The present promises to be a big year for Humboldt in direct offshore exports of redwood lumber, judging from the totals for the first half of the year which closed on July 7. A compilation of the statistics maintained shows that these exports for the first half of 1910 exceed those for the first half of the previous year by six cargoes and more than 6,000,000 feet. The exact figures follow: The vessels employed this year had a total net tonnage (American registry) of 37,537, which gives an average of 1632 tons to the vessel. The vessels in the Australian trade, of course, were the largest, the average being 2552 tons. The vessels to South America came next with 942 tons average, then came Hawaii with 527 and Mexico with 251. The one vessel each to England and British Columbia had tonnages of 1748 and 456 respectively.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

Affiliated with
AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer,
1½A Lewis St., Boston, Mass.

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MILWAUKEE, Wis., 317 Virginia St.

Sub-Agency:

CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

Coast Seamen's Journal

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BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

WALTER MACARTHUR.....Editor
PAUL SCHARRENBERG.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JULY 20, 1910.

ESSENCE OF THE INJUNCTION.

Quite frequently, when an injunction is issued against a railroad or other corporation, the press makes loud protest and affects to see in the incident an extension of the evils of "Government by Injunction." Upon such occasions the press pretends to join issue with the labor movement in its opposition to the issuance of injunctions in labor disputes. The press is very much in sympathy with labor—when it suits its purpose so to be!

The purpose of the press in this matter is to trick the labor movement and the general public into an atitude of fellow-feeling for the corporations involved. The press may be dull of comprehension upon many matters, but it has sense enough to know that there is no similarity in principle between the injunction issued against a business corporation and that issued against a labor organization. In the former instance the principle involves property rights, in the latter instance the principle involves personal rights. In brief, the difference between these injunctions is the difference between the ownership of property and the ownership of the human body. Those who would ignore this difference—who would place the labor movement in line with the corporations in their protest against the injunction—know very well that if they should succeed in this object they would destroy the basis of labor's objection to "Government by Injunction." Perhaps this is what the press is trying to do. However, there is little danger that the press will succeed in this.

The labor movement understands its position too clearly to be decoyed into a false attitude. The labor movement may or may not sympathize with the interests affected in a given case of injunction, but that is beside the question. The question is one of difference in principle, and the difference must be maintained, to the exclusion of all other questions. An instance in point is contained in the case of the injunction recently issued against certain railroads restraining them from enforcing an increased freight rate schedule. In this connection the New York World said:

> If there is any criticism of "Government by Injunction" just now, it does not proceed from the leaders of organized labor. The writ served upon the railroads the other day is precisely the same as those against which workingmen complain.

This is obviously an attempt to make it appear that the objection of the labor movement to "Government by Injunction" is equally valid in the case of the railroads in question. The fallacy of this position is pointed out by President Gompers, of the American Federation of Labor, in the American Federationist for July. In summing up the situation, President Gompers truly says: "The only similarity between the proceeding against the railroads and that against labor is in the term 'injunction.' In all other respects they differ." Discussing the matter at length, President Gompers describes the essence of the injunction in the following clear and comprehensive terms:

> In every respect in which the injunction is issued against the working people, it is based upon the assumption that there is some form of property right which the employer or business man has in the labor or the patronage of workingmen, so as to make the conduct of the business profitable. Upon no other premise is it possible that the injunctions about which labor complains are obtained. If there be any allegation of violation of law, either criminal or civil, there is an ample, adequate remedy provided, and which labor insists should be invoked.
>
> The writ of injunction was intended to be exercised for the protection of property rights only. He who would seek its aid in equity must do equity and must come into court with clean hands. It must never be used to curtail personal rights. It must not be used ever in an effort to punish crime. There must be no other adequate remedy at law. IT MUST NOT BE USED AS A MEANS TO SET ASIDE TRIAL BY JURY. Injunctions as issued against workmen are never used or issued against any other citizen of our country. It is an attempt to deprive citizens of our country, when these citizens are workmen, of the right of trial by jury. It is an effort to fasten an offense on them when they are innocent of any unlawful or illegal act. It is an indirect assertion of a property right in men when these men are workmen engaged in a lawful effort to protect or advance their natural rights and interests.
>
> Injunctions as issued in labor disputes are to make outlaws of men when they are not even charged with doing things in violation of any law of State or nation. The injunctions which the courts issue against labor are supposed by them to be good enough law to-day, when there exists a dispute between workmen and their employers; but it is not good law—in fact, is not law at all—to-morrow or next day when no such labor dispute exists. The issuance of injunctions in labor disputes is not based upon law, but is a species of judicial legislation, judicial usurpation, in the interests of the money power against workmen innocent of any unlawful or criminal act. The doing of the lawful acts enjoined by the courts renders the workmen guilty of contempt of court, and punishable by fine or imprisonment, or both. In all things in which workmen are enjoined by the process of an injunction during labor disputes, if those acts are criminal or unlawful, there is now ample law and remedy covering them. From the logic of this there is no escape.

A perusal of the foregoing will leave no doubt in the mind of any intelligent and disinterested person as to the difference between an injunction affecting property rights and an injunction affecting personal rights. Upon this difference rests the whole case of the labor movement. The labor movement supports the principle of the injunction as applied to questions of property rights and opposes that principle as applied to questions of personal rights. No amount of press sophistry will prevail to deceive the labor movement into a position of opposition to the injunction when used in its proper sphere. Such a position would necessarily deprive the labor movement of all ground of opposition to the use of that instrument in the sphere of personal rights, in which sphere it has no proper place, but, on the contrary, is distinctly out of place.

The Bakers' label stands for clean bakehouses and healthy bakers. This ought to interest you!

THE SEAMEN'S CONFERENCE.

Andrew Furuseth, President of the International Seamen's Union of America, left San Francisco last Friday for Copenhagen, to attend the International Seamen's Conference, which will be held in that city in August. Comrade Furuseth will be joined at New York by Comrade Bodine, of the Atlantic Coast Seamen's Union, the other delegate from the International Seamen's Union to the Conference.

The Seamen's Conference promises to be a great gathering of the men of the sea from all parts of the world. Representatives will be present from every maritime nation of Europe. The "far-flung battle line" will be represented by delegates from New Zealand and the United States. When the gavel falls at Copenhagen next month the world will witness for the first time in history the appearance of a new power in the industrial arena. Such a situation appeals to the imagination as the harbinger of a new era, in which the man at the bottom of the heap will come into his own, to the corresponding uplift of industrial society.

The seaman is the original pathfinder and forerunner of civilization. Without him the world would be so many patches of land separated by impassable gulfs and peopled by indigenous savages. The Phoenician navigator who first ventured forth upon the deep carried the learning of Egypt to Greece. From thence, through Rome, Western Europe and America, civilization has spread over the face of the waters. Man has marked the earth with ruin, but his domain has ended with the sea. The sea alone has remained unconquered, or has been conquered only for the arts of peace and progress.

The men who by their courage, hardihood and devotion have brought the uttermost parts of the earth together, who have lit the lamps of science in the darkest places, who have placed the rarest fruits of human achievement in the hands of the crudest of earth's races, who have joined the human family in the bonds of a common civilization—these men have reaped last and least of their toil and enterprise.

While the seaman has been abroad the stay-at-homes have reaped the benefit of his labors. When the seaman has returned to the home port he has found that "somebody was there while he was gone." In other words, somebody was making the laws under which he must live. And these laws have been made not in the interest of the seaman, but in that of the man who "stayed at home and looked after the base of supplies." In the end the seaman, from being a pioneer in the paths of progress, has found himself a pariah, buffeted hither and thither at the whim of those who benefited by his labors. Civilization, which has moved forward under the impulse of the seaman's strong arm and stout heart, has stood still in so far as the seaman himself is concerned. To-day the seaman finds himself worse off relatively, and in some respects positively, than in the earliest period of maritime history. The seaman is to-day the only man in whom the institution of slavery finds a survivor.

The Seamen's Conference at Copenhagen is destined to strike a blow at the "peculiar institution." That gathering will serve notice upon the world that the seaman, although still regarded in some quarters as a fool, is at least a "fool in revolt," and no longer disposed to "forge a learned apology for his chains." Let

the iron rattle; let the sparks fly! The iron is rusty, rusty with the blood and sweat of unrequited toil; the sparks are gleams of truth, truth that is mighty and must prevail. Let the world's seamen proclaim their high destiny and demand recognition at the hands of humanity! Let the world's seamen declare in resounding notes that the sun of human progress no longer stands still for them; that it moves upward and onward, shedding its rays upon the path of the seafaring fraternity, and making easy of ascent the road that has hitherto been strewn with rocks and thorns!

So, a cloud's about to vanish from the day,
And a brazen wrong to crumble into clay!
So, the right's about to conquer,
Clear the way!
With the right shall many more
Enter smiling at the door;
With the giant wrong shall fall,
Many others great and small,
That for ages long have held us for their prey—
Men of thought and men of action
Clear the way!

COMPULSORY WIRELESS.

The Government is right in insisting that all sea-going passenger vessels shall carry the wireless.

It is as important that they should as to carry lifeboats and life-preservers.

Indeed, of the three devices it is the most important. A life-preserver put on at sea simply prolongs the death of the wearer, if he goes overboard in rough water, far from aid.

A lifeboat has only a limited value in rough water or on a long course. But one out of four usually reaches port.

The wireless sounds a distress signal for more than a thousand miles around and brings help wherever, within that radius, help, itself in wireless touch, exists.

A liner in distress on the Atlantic routes can generally get another steamer alongside within four hours.

It takes longer on the Pacific, but not too long with a vessel that has water-tight compartments.

Such a seventeen-day drift as the City of Peking once had on the Pacific would be impossible now.

With the wireless there is hardly a chance for a La Bourgoyne disaster, or the sinking of a ship after having been kept afloat for two or three days by work at the pumps. Somewhere in call, if all steamers carry the wireless, will be another steamer.

The action of the United States in compelling the use of the wireless ought to be international. —San Francisco Chronicle.

All this, of course, is very comforting. But let it be remembered that wireless, with all its advantages, will not save a man from drowning if he should fall overboard. Wireless, like many other good things, is subject to one disadvantage, i. e., people are disposed to place undue reliance upon it—to ignore other and possibly greater precautions. At its best wireless is a system of signaling; of itself it saves no lives. The latter desideratum remains to be achieved in the same old way, namely, by boats and seamen. The danger in the laudatory discussion of wireless as a means of "increasing the safety of travel by sea," is that it ignores the prime essential in the business. To the extent that attention is directed to the use of wireless at sea and diverted from the need of life-saving appliances and men to handle them, the latter becomes a positive menace to safety. Until there shall be invented a system which will actually save life, instead of merely announcing danger to life, it were well to lay less emphasis upon that "triumph of inventive skill," and more upon the good old reliance of sound boats and strong arms.

The Sailors' Union of the Pacific, at its meeting on the 18th inst., made a second donation of $500 to the strikers in Los Angeles. Other unions in San Francisco are contributing liberally in the same cause. It is a good cause and will be supported until it is won.

SAILORS' UNION ASSESSMENT.

Resolved—Section 1. That an assessment of three ($3.00) dollars is hereby levied upon each member, payable either as a whole or in two quarterly installments of $1.50 each, for the purpose of recouping the treasury of the Union.

Sec. 2. Assessment shall be collected in preference to monthly dues, and any member who has not paid the first installment thereof on or before December 31, 1910, or the whole assessment on or before March 31, 1911, shall be deemed to be in bad standing, regardless of his standing as to dues.

(Exception is made in favor of members who are in good standing under this section "at the time of the vessel's departure." Article XIV, Sec. 67, of the Constitution.)

Sec. 3. Members joining, transferring to, or re-instated in this Union on or before December 31, 1910, shall pay both installments of the assessment, and members joining, transferring to or re-instated in this Union after such date shall pay the second installment only.

Probationary members shall not be entitled to full membership until their assessment has been paid.

Sec. 4. Members desiring to take out retiring cards on or before December 31, 1910, shall pay the first installment, and members desiring to retire after such date must pay the assessment in full. Retired members reporting back for active membership on or before December 31, 1910, must pay both installments, and retired members reporting back for active membership after such date shall pay the second installment only.

Sec. 5. Any member who can produce proof that "sickness actually prevented him from going to sea" (doctors' certificates or hospital discharges; see Resolution of May 12, 1908) for a period of not less than thirty (30) days during the three months next preceding December 31, 1910, shall be exempt from payment of the first installment of the assessment; and any member who can show like proof of sickness for a like period during the three months next succeeding December 31, 1910, shall be exempt from payment of the second installment.

Proof of illness in this case must be presented before the member in question accepts employment.

Transferred members who can prove that they have paid a like assessment to any other union affiliated with the International Seamen's Union of America shall be exempt from paying the same to this Union.

Sec. 6. Collection of this assessment shall be commenced on September 1, 1910, and shall be continued until otherwise ordered by the Union.

Sec. 7. In the event this resolution is carried the collection of assessment under resolution of July 26, 1909, shall be discontinued and said resolution rescinded.

Six months ago the governor of Tahiti made an appeal in the Official Journal in behalf of the sufferers from the earthquake at Messina, Italy. The fifteenth list of contributions recently published in the journal shows that the amount thus far given is 6,400 francs ($1,235). Although most of the money was contributed in Tahiti, it deserves mention that even in the distant islands of the colony the natives and school children have done their part in making up this amount, so that the total number of givers is large.

The through business of the San Francisco-Tahiti-Wellington line is increasing. The Mariposa brought on the last trip 330 tons of freight for the Wellington ship, a considerable part of which consisted of 5,000 boxes of American apples for New Zealand and Australian cities. A good many passengers choose this line by way of this beautiful island, and some stop over a month or longer.

The city of Valparaiso has just placed a loan of $5,000,000 to complete the reconstruction plan laid out after the earthquake of August, 1906.

The union label is the gatling-gun of industrial warfare—with a difference. The union label kills nobody, but, on the contrary, puts new life and hope into the industrial army.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, July 18, 1910.

Regular weekly meeting was called to order at 7:30 p. m., Paul Scharrenberg presiding. Secretary reported shipping medium. Shipwreck Benefit was ordered paid to two members wrecked in the schooner Annie E. Smale. It was decided to send three delegates to the convention of the California State Federation of Labor, which meets in Los Angeles on October 3. Nominations for delegates will be made in the meetings held on August 1, and the election will take place in the meetings held on August 15.

The following were elected delegates to the San Francisco Labor Council: Ed. Andersen, E. Ellison, E. A. Erickson, John Flodin, J. T. Liddy, Fred Meyer, Paul Scharrenberg, A. Seaman, Robert Tunnell and Wm. Vortman. Delegates to the Asiatic Exclusion League were elected as follows: E. A. Erickson, Robert Rollo and Paul Scharrenberg. The semi-annual Banking Committee was elected as follows: Ed. Andersen, E. A. Erickson, Walter Macarthur, Paul Scharrenberg and Robert Tunnell.

E. ELLISON, Secretary pro tem.

44-46 East St. Pacific Phone Kearny 2228. Home Phone J 2228.

Vancouver, B. C., July 11, 1910.

Situation fair.

JOHN PEARSON, Agent.

122 Alexander St. P. O. Box 1365.

Tacoma Agency, July 11, 1910.

Shipping medium; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, July 11, 1910.

Shipping and prospects poor.

P. B. GILL, Agent.

1312 Western Ave. P. O. Box 65 Tel. Main 4403.

Port Townsend Agency, July 11, 1910.

No meeting; no quorum. Shipping slack; prospects uncertain.

WALTER MOLLER, Agent.

229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, July 11, 1910.

Shipping medium; prospects good.

H. G. LUNDBERG, Agent pro tem.

P. O. Box 6. Tel. 225.

Portland, Ore., Agency, July 11, 1910.

Situation unchanged.

D. W. PAUL, Agent.

51 Union Ave. Tel. East 4912.

Eureka Agency, July 11, 1910.

No meeting; no quorum. Shipping fair; prospects uncertain.

JOHN W. ERICKSEN, Agent.

227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, July 11, 1910.

Shipping and prospects fair.

HARRY OHLSEN, Agent.

P. O. Box 67. Tel. Main 662.

Honolulu Agency, June 27, 1910.

Shipping and prospects poor.

CHAS. SORENSEN, Agent.

P. O. Box 314.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., July 14, 1910.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping fair for waiters. Scarcity of waiters. The report of the Quarterly Finance Committee, finding stubs, bills, cash on hand and in banks correct, was read and adopted.

EUGENE STEIDLE, Secretary.

Phone Kearny 5955.

Seattle Agency, July 7, 1910.

No meeting. Shipping fair on steamers; slow on sailing vessels.

LEONARD NORKGAUER, Agent.

P. O. Box 1335.

San Pedro Agency, July 13, 1910.

No meeting. Shipping and prospects good. Scarcity of cooks.

ED. BARRY, Agent.

P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, July 11, 1910.

Situation fair.

ALEX. McKECHNIE, Sec'y pro tem.

674 West Madison St.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

PICKETS ARE LAW ABIDING.

Conneaut appears to have been selected as the point of attack by the "Union-Busters" of the Steel Trust and its hirelings. There have been several attacks on the union picket launch at Conneaut. Once, when the launch was lying in the river beneath the Lake Shore Railway bridge, Ford sent several scabs to bombard her with stones. On July 4 the crew of the William Livingstone, of the Tomlinson fleet, attacked the launch with lumps of coal and eggs. They were led by a heavy-built man, with a black moustache, who is thought to be one of the officers. Again on July 6, the master of the steamboat C. W. Kotcher shot at the crew of the launch with a shot gun, and shot in the back, of course, as a scab would not stand up to a man's face to shoot. He thought himself safe, standing upon the deck of a big steel freighter like the Kotcher, and shooting a supposedly unarmed man in the back, but he instantly discovered his mistake, when Garity, one of the crew of the launch, took a few shots at him with a 44-caliber gun. Hoffman disappeared into his den with more haste than grace.

On Saturday, July 9, a hunkie scab, prompted, no doubt, by the scab shipping-master Ford, swore out a warrant against Jos. Hagan, captain of the picket post here. The technical charge is the use of obscene and indecent language toward the scab.

I mention these points simply to show that in spite of the efforts of the Lake Carriers' Association to convince the people that there is no strike, they feel very keenly the activities of the pickets at Conneaut, and are using every foul means to do away with the same. The pickets at Conneaut are long-suffering and law-abiding.

As proving the fact that the pickets, Comrade Hagan especially, have been law-abiding, the chief of police here voluntarily offered to appear in court and testify to Hagan's good character. Two police officers will testify to that effect.

In the meantime we hear nothing but newspaper interviews with the ever-present but never-named "prominent vesselowner" in which he says there is no strike and they have all the men they want. The following from the Cleveland Leader is respectfully submitted:

When the big steel steamer Josiah G. Munro, of the Mills fleet, appeared off the port of Cleveland yesterday the spectacle of a little girl at her wheel was presented to persons about the Lake front.

Miss Emily Sayre, sixteen years old, and a high school student, who made the trip on the Munro with her father, Captain C. E. Sayre, was pressed into service at the wheel as the ship was leaving Conneaut. There was a scarcity of wheelsmen aboard the Munro, and, having drilled his daughter in that department of seamanship among others, Captain Sayre knew that she was equal to the task, and had no hesitancy about ordering her to the wheelhouse.

With a mock "Aye, aye, sir," the little lady gave a chic salute and tripped gayly to her post of duty.

The trip was made without incident, and on arriving here Miss Emily was seen to handle the wheel with the dexterity of an experienced helmsman. She steered the big freighter into the west basin, where she went to an anchor to await orders. The Munro is 530 feet long.

Captain Sayre said afterwards that his daughter is an adept in nearly all branches of navigation. She is thoroughly conversant with the compass and knows the Lakes as well as the majority of navigators. In a pinch she could take her turn on the bridge and make a trip up and down the Lakes. She is an athletic girl, and is one of the best horsewomen in her home town, Mason, Mich. She can ride the wildest horse with the grace and nonchalance of a cowboy. She got her education in this respect on her father's farm.

Well, well! No strike! No trouble! Plenty of men, and a 16-year-old girl gone scabbing!

W. H. JENKINS.

Conneaut, O.

THREE LAME DUCKS.

Three steel steamers that will be out of commission from one to three weeks are now in drydock at Ohio ports. The steamer John A. Donaldson, which was aground at the head of Little Rapids cut was unloaded at the Soo. The lighter Reliance took 1,500 tons of her coal cargo off before she was floated.

Captain John V. Tuttle, representing the underwriters, reported that the Donaldson has two large holes in her fore peak. There is a continuous fracture in No. 1 tank on the starboard side across two and a half plates from one to five inches wide. There are several small holes in No. 1 tank on the port side. Her stern and forefoot are all right and there is no water in the cargo hold.

The Donaldson has been ordered to Lorain for repairs and she will leave for that port as soon as she is unloaded.

The steamer L. C. Hanna, which was ashore at Kettle Point, Lake Huron, arrived recently and was towed to the C. & P. dock, where she was unloaded. The steamer jettisoned about 4,000 tons of her cargo. The Hanna also went to Lorain for repairs. Her bottom is reported to be in bad shape.

More than thirty plates will have to be taken off the steamer L. C. Smith, which is in drydock at Toledo. She also has a number of broken frames. Repairs on the steamer will not be completed until the latter part of the month. The Smith was ashore near Two Harbors and was towed to Toledo. The Inspectors at Duluth would not let her come down under her own steam.

NOTICE TO MASTERS.

Section No. 52 of the Canadian immigration Act of May 4, copies of which were received by the Collector of Customs recently, says:

"If the master of any vessel arriving at any port of entry in Canada shall pay off or discharge any member of the crew of such vessel without such member having first been examined by an immigration officer, as required under Section 33 of this Act, he shall be liable to a fine of not more than $100 and not less than $20 for every member of the crew so paid off or discharged.

"If the master of any vessel arriving at any port of entry in Canada fails to report to the immigration officer in charge every case of desertion from the crew of such vessel occurring at such port so soon as such desertion is discovered, or shall refuse or neglect to describe the deserter for purposes of identification whenever required by such officer, he shall be liable to a fine of not more than $100 and not less than $20 in the case of each such deserter."

A. G. Regan, of Cleveland, has bought the tug Carl, of Milwaukee. She will be used in the harbor towing business at Cleveland.

TO LAKE MARINERS.

A. Johnson, Deputy Master of the Department of Marine and Fisheries of Canada, sends out these notices of interest to Lake mariners:

"The work of deepening and widening the channel at Telegraph Narrows, Bay of Quinte, Lake Ontario, has been resumed, and the channel now available has been buoyed by the contractor.

"While the work is in progress vessels to pass through Telegraph Narrows should not be loaded to a draft of more than twelve feet.

"The lightship which was maintained by the Lake Carriers' Association in thirty-eight feet of water about one-half mile southeastwardly from the southern extremity of Southeast Shoal, Lake Erie, has been replaced by a steel lightship, maintained by the Government of Canada, and moored in the same position.

"The lightship is painted red, with the words 'A Southeast Shoal Lightship No. 18' in white letters on each top side. It has two masts and there is a red ball attached to the mainmast.

"The fixed white lights shown from two-sevenths order lens lanterns on arms projecting from the foremast, are at a height of thirty feet above the water, and should be visible ten miles.

"During the thick or foggy weather a steam fog whistle on the ship will give one blast of five seconds' duration every thirty seconds.

"The lightship is fitted with a submatinee bell, which during thick or foggy weather will strike the number '3' every 14 seconds as follows: three strokes at intervals of two seconds, followed by an interval of ten seconds.

"A list of all the lights and fog signals on the inland waters of the Dominion of Canada, corrected to April 1, 1910, has been published. Copies will be supplied to mariners free on application."

HAS MADE HER LAST TRIP.

Certificate of inspection will not be renewed for the little steamer Henry W. Johnson. Captain Fred J. Meno and George M. Milne, Local Inspectors, at Detroit, have decided her hull is unfit for navigation.

Built in New York in 1865 as a steam tug, the Johnson was used for a time as a blockade runner, in and out of southern ports of the Confederacy. Later her machinery was removed and she became a tow barge, finally being converted back to a steam vessel. The boat has a net tonnage of 165 and measures: Length 93.3 feet, beam 25.4 feet, depth 7.7 feet.

Of late years the Johnson was operated in freight and passenger traffic between Detroit and ports on the lower Detroit River. On June 7 Hercules Meloche sold her to Lillian Lewis for $5,000. The purchaser had intended to operate the boat as an excursion steamer.

The maiden trip of the new passenger steamer Canadian, of the Crystal Beach line, took place June 30.

SIGNAL CHANGES MADE.

United States lighthouse board gives notice of these changes in aids to navigation:

The upper entrance range front light of the Canadian canal, St. Mary's River, has been moved 915 feet (1-6 mile) 51 degrees true (NE 13-16 E. mag.) from its former position and established, 34 feet above the water, on the square, pyramidal, galvanized, steel, skeleton structure, surmounted by a white iron box containing the illuminating apparatus, erected on a square pyramidal pier.

The structure is 31 feet high from its base to the light. The submerged portion of the pier is cribwork, and the upper portion is concrete.

The light is 1,264 feet (1-5 mile) 231 degrees true (SW 13-16 W. mag.) from the rear light.

This light in range with the new rear light marks the new axis of the approach to the Canadian canal from the westward. The structure formerly supporting the front light will shortly be demolished.

Mariners are cautioned that the front light of the range is some distance from the channel, and must no longer be passed close to. The turn should be made immediately after passing Upper Turning Gas Buoy.

Color of fog bell tower, Conneaut Harbor range front light, light station, has been replaced by a white square daymark.

Position of Charity Island Shoal Gas Buoy No. 5, Saginaw Bay, will be changed about June 20, about 1½ miles, 19 degrees (true N. by E. 15-16 E. mag.), and moored in about 20 feet of water to mark the northerly end of Charity Island Shoal. Charity Island lighthouse, 150 degrees, 20 minutes true (SSE. 7-16 E. mag.) Little Charity Island, right tangent, 178 degrees, 30 minutes true (S. 1-8 W. mag.). Point Lookout tangent, 249 degrees, 45 minutes true (WSW. 3-8 W. mag.).

A hand fog horn has been established at Tobermory light, entrance to Georgian Bay, Lake Huron. It is used to answer signals from steamers in the vicinity during thick or foggy wetaher.

FIRE TUG LAUNCHED.

The fire tug Torrent, building for the Duluth, Messaba & Northern Railroad Company, at the Lorain yards of the American Shipbuilding Company, was successfully launched on June 4, amid almost as much ceremony as ordinarily attends the launching of a big freighter.

The Torrent is a duplicate of the W. A. McGonagle, and is expected to be one of the greatest firetugs afloat. She is 120 feet long, 28 feet beam and 15 feet deep. She will have two centrifugal pumps with a capacity of 6,000 tons each, under a pressure of 150 pounds.

The steamers F. B. Wells and John A. Donaldson, both upbound with coal, were in collision in Lake St. Clair on June 10. According to a report, the Wells was trying to pass the Donaldson when the collision occurred. The boats were only slightly damaged and went on.

The name of the passenger steamer Argo will be changed to Racine.

STRIKE
ON THE GREAT LAKES

COMRADES:

The strike of Sailors, Firemen and Cooks on the Great Lakes is still on. We appeal to all seafaring men to assist us in persuading seamen to stay away from the Lakes during this strike.

Any reports that the strike has been settled are false.

The Seamen of the Great Lakes are sticking together solidly, and will keep up the battle for freedom and decent conditions until the fight is won. "God Almighty hates a quitter." (So do we.)

Lend a hand, comrades, by inducing seamen to stay away from the Lakes while the strike is on.

Yours fraternally,

LAKE DISTRICT,

International Seamen's Union of America.

STRIKE ON THE GREAT LAKES
KEEP AWAY!

E. L. FISHER LAUNCHED.

The new steel steamer Erwin L. Fisher, building at the yards of the Toledo Shipbuilding Company for the Argo Steamship Company of Cleveland was launched at Toledo on June 4, Miss Mary Treadway of Cleveland acting as sponsor. The launching was without unusual incident, the boat taking to the water gracefully as she slid from the ways, in the presence of about 1,000 people.

The new freighter is 237 feet long, 40 feet beam and 17 feet molded depth. She will be propelled by 900-horse power engines and will be used in the lumber trade. She is named for Erwin L. Fisher, president of the Fisher & Wilson Lumber Company of Cleveland. Captain George E. Cottrell, who sailed the Argo last season, will command the new freighter.

TWO BOATS DAMAGED.

The steamer Sonoma of the Tomlinson fleet, bound up light, and the steamer Empire City, bound down with ore, collided on May 21 just above Corsica Shoal lightship in a very heavy fog.

The Sonoma had several plates broken in her port bow just above her light water mark. Mr. Webster, the underwriter representative, will determine if she will be allowed to go to Duluth. Otherwise she will be taken to Toledo for repairs. The damage to the Empire City is very serious; her bow is all smashed in.

INVESTIGATING WRECK.

Marine inspectors at Port Huron on May 26th completed the investigation of the collision which cost eighteen lives on Lake Huron between the steamers Frank H. Goodyear and James B. Wood. The result of the investigation was sent to Washington and will be announced in that city.

Unofficial announcement was made recently that the Ohio Central Railway Company will spend over $2,000,000 on dock improvements at Toledo.

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Findlay J. McDonald, No. 5499, Lake Seamen's Union, is inquired for by John D. McDonald, Highland Park, Mich.

Joseph Ward, No. 21241, Lake Seamen's Union, is inquired for by his mother, Mrs. Julia Ward, 223 Devoe street, Brooklyn, N. Y.

Comrade Henry Blaschke. Any one knowing the above-named comrade please communicate with Jno. Rook, Jr., 2564 E. 55th St., Cleveland.

Roy Person, No. 12522, L. S. U., is inquired for by his sister, Miss Hazel Person, 225 Chisholm street, Alpena, Mich.

Royden Keith, member Lake Seamen's Union, is inquired for by Jas. M. Gordon, Santiago de Cuba. Anyone knowing his address please notify W. H. Jenkins, Conneaut.

PLANS FOR NEW BOAT.

Next season the D. & C. may place a magnificent new passenger steamer on the Cleveland route. Frank E. Kirby, designer of vessels, is engaged in the preliminary work. He is investigating a new engine which is a combination of the reciprocating and turbine types, which allows either to be operated independently of the two simultaneously.

"If this combination is what it is said to be, it will be installed on our new boat," said A. A. Schantz, general manager of the Detroit & Cleveland line.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)
674 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....21 High Street
Telephone Bell 175 R
CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.
TOLEDO, O.....54 Main Street
Phone Bell 1890.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.
SUPERIOR, Wis.....213 Banks Avenue
Telephone, New Phone, Broad 155 L.
BAY CITY, Mich.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
KINGSTON, Ont., Canada.....(Box 96) King Street
ERIE, Pa.....328 German Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.
SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.
SANDUSKY, O.....510 Meigs Street

HOSPITAL AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.
RELIEF STATIONS.

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

MILLIONS ON TUBERCULOSIS.

As an indication of the force of the crusade against tuberculosis, the National Association for the Study and Prevention of Tuberculosis, in a bulletin, points to the fact that while 53.5 per cent. of the expenditures for tuberculosis in 1909 were made from public resources, appropriations made for 1910 indicate that over 75 per cent. of the money to be spent this year will be from Federal, State, city and county funds, says the New York Evening Sun.

In 1909, out of the $8,180,621.50 spent for the prevention and treatment of tuberculosis, $4,362,750.03 was spent from public money, and $3,817,871.47 from funds voluntarily contributed. For the carrying on of State, Federal and municipal tuberculosis work in 1910, over $9,000,000 has been appropriated. Of this sum the State Legislatures have granted $4,100,000, the municipal and county bodies $3,975,500 and the Federal Government $1,000,000.

In the States in which the most preventive anti-tuberculosis work has been done the percentage of public funds spent is the highest, while in States where little or no effort has been made to prevent tuberculosis, and the treatment of the disease alone has been considered, the percentage of public expenditures is very low. For instance, of the $1,600,000 spent in New York in 1909, nearly 60 per cent. was from State and city funds. In Massachusetts nearly two-thirds was from public money; in Maryland about one-half, and in Pennsylvania three-fourths. In Colorado, on the other hand, less than 1 per cent. was from public money; in California about 15 per cent. and in Arizona none at all.

These facts indicate, the national association declares, that wherever an aggressive educational campaign has been carried on by private organizations States and cities have been induced to make liberal appropriations for the prevention of tuberculosis.

Twelve years ago Massachusetts made the first appropriation for a State sanatorium. Since that time over $10,000,000 has been appropriated by State Legislatures for the prevention of tuberculosis and about an equal sum by municipal and county authorities. The Federal Government has over $1,000,000 invested in tuberculosis hospitals and spends annually about $500,000 in their maintenance. Every year the percentage of appropriations made from public funds for tuberculosis work has increased.

While private societies have led the way in the tuberculosis campaign, every effort has been made to have States, cities and counties do their share. The bulletin of the national association states that the final success of the anti-tuberculosis crusade depends on every city and State providing funds to treat and prevent consumption.

CONSULATES ASKED FOR SIBERIA.

Consul-General John H. Snodgrass, of Moscow, reports that a dispatch from Berlin published in the Russian papers contains the information that, in view of the growing commercial relations between Germany and Siberia, the Russian-German Board of Trade at Berlin has resolved to insist upon the establishment of German consulates at Omsk, Tomsk, and Irkutsk.

Demand the union label on all purchases.

NEW RACE OF PYGMIES.

When the British Ornithologists' Union set out for Dutch New Guinea it was after birds, presumably, but it lit on something better. Better, that is to say, from the social point of view—assuming the validity of the Roman's remark that nothing human was foreign to him. For the union, dropping ornithology and taking up anthropology, discovered a race of pygmies.

The existence of a pygmy race became an ascertained fact some years ago, yet corroborative evidence is welcome. The pygmy exists in Central Africa and in Luzon. But a small matter can make an impression only by reiteration, and this New Guinea tribe can not but give a decided backing-up to its obscure and scattered cousins elsewhere.

The average height of the newcomers is four feet three inches. They are in no sense dwarfs, but are well developed and well proportioned. They are nomadic, and depend for their living entirely on their skill in hunting and fishing. They are not cannibals and are generally monogamous. "They are unable to express a higher numeral idea than three," and their brains are thatched with hair in peppercorn tufts. "They are a merry little people," and tip their arrows with a species of strychnine. "They have great ideas of hospitality," and use spring guns with hardened bamboo spears that inflict serious and painful wounds.

They appear to dwell on the lower slopes of the great snow mountains. May they continue to dwell there in peace, save such of them as shall come over to enliven our summer amusement parks. As for the tribe in general, we hope that they may remain ignorant of the "water cure," as administered by civilizing invaders, and that they may never be transplanted to alien lands to ride in "Jim Crow" cars. Their color, that of a "newly blackened stove," is against them. So is their size. The two would lead, in case of closer intimacy with the white man, whether at home or abroad, to social and political tyrannies that one would prefer not to contemplate.—Chicago Record-Herald.

MARKET FOR HAY IN HOLLAND.

Consul Henry H. Morgan writes from Amsterdam that owing to the cold weather in Holland during the past few springs of the year, and especially during the spring of 1909, and the excessive rains during harvest time, the quality of the hay crop for the present season is very bad, and on account of the shortness of the crop prices are abnormally high. In view of this fact he believes there is a market for American hay there. The number of cattle in Holland during the past 10 years has largely increased, and the farmers are feeding their cattle with this class of fodder much more extensively than in former years. The price for home-grown hay is $20 to $25 per metric ton.

A fireless brooder, the invention of a Californian, is equipped with bunches of feathers, among which chicks may nestle for warmth.

Six arc lamps installed in a London theater in 1873 were the first electric lamps used commercially in that city.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 44-46 East St.
Branches:
VANCOUVER, B. C., 122 Alexander St., P. O. Box 1365.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 1312 Western Ave., P. O. Box 65.
PORT TOWNSEND, Wash., 114 Quincy St., P. O. Box 48.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Or., 51 Union Ave.
EUREKA, Cal., 227 First St., P. O. Box 327.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 91 Steuart St.
Branch:
SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branches:
SEATTLE, Wash., 209-210 Powell Building, P. O. Box 1335.
SAN PEDRO, Cal., P. O. Box 54.

UNITED FISHERMEN OF THE PACIFIC.

Headquarters:
ASTORIA, Ore., P. O. Box 138.
Branches:
LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.
GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

ALASKA FISHERMEN'S UNION.

Headquarters:
SAN FRANCISCO, Cal., 93 Steuart St.
Agencies:
SEATTLE, Wash., 1312 Western Ave. P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

TREASURES OF THE INCAS.

The question is once more revived, Does the wealth of the Incas still exist? Secretary Benson, in an elaborate report to the Home Government, says that this is no myth. He insists that the great wealth still remains. This is interesting. If what he says is true, the famed rush to California in '49 and the dash through the frozen hills and valleys of Alaska may yet be rivaled in the wilderness of Peru, among the Indian tribes and the ruins of a lost and forgotten race.

If the actual treasures of the Incas have not been discovered, Secretary Benson says, the source of such treasures has been found. The mines which furnished the golden fortune to the Incas still remain just as they were deserted after the Spanish conquest. Many of these mines were concealed, and have for centuries been lost. Others were operated to a limited extent by the Spanish after the conquest of Peru and then abandoned.

An interesting history has been published by the Bureau of Manufactures in the Department of Commerce and Labor, in which the report of Secretary Benson is made public.

In the heavily wooded hills of the Eastern Cordilleras, in the virgin forests which surround their base, remain the mines of untold wealth. A golden harvest is waiting for the intrepid prospector. Here the vanished mines of the Incas await to reward the adventurer in search of fortune.

According to Secretary Benson, Bolivia may yet become the center of the world's gold supply. For 400 years the fields from which the Incas drew their wonderful wealth have been allowed to lie fallow. Here and there a shrewd Peruvian has ventured, and has been blessed with a rich reward. The mines can never be really reached and worked until modern machinery is used. The primitive methods of the Incas and the Spaniards who succeeded them are the only ones that have been applied.

It has been known for years that the interior of Bolivia was one of the richest unexplored gold fields in the world. Experts of wide experience have made explorations and have verified the historic predictions that the wealth of the Incas would enrich another race of men. There are immense difficulties in the way. There is a barrier of fever and pestilence. There are insurmountable hardships. There are dangers of the wilderness and there is the enmity of the savage to be faced before the wealth can be found.

Rough trails have existed between the ancient Inca centers of Titicaca, Cuzca and the deep forest clad ravines of the Cordilleras which culminate in the important river of Kaka, close to the small village of Guanay. Along these trails are moldering ruins, which are reminders of the vanished people. They date back beyond the records of history. Here and there is the archaelogical mark which tells of a mysterious day of which we know but little. Yet it marks the way to the sources of the wealth of the Incas. These ancient trails were built for extracting gold. Relics can still be found to shows the abandoned work of the ancients.

Are men of this progressive and practical age going to allow these auriferous regions to remain unexplored? Are they to be left just as they were the day they were abandoned by a vanished race, with untold wealth waiting to reward the new generation?—Memphis Commercial Appeal.

SWISS WAGES AND LIFE.

In Switzerland, in many districts, house industry still holds the most important place. Notable examples are the straw hat industry of the Aargau, the wood carving industry of the Bernese highlands, and the silk ribbon weaving industry of Basel. An astonishing amount of material has been brought together for this exposition, and its arrangement presents a vivid picture of the Swiss house industry. Most interesting are a series of exact reproductions of typical house workrooms, showing working and living rooms, with the old machines and tools, often a single small room, poorly lighted and illy ventilated, where whole families work, cook, eat and sleep. The silk weaver with his old-fashioned hand loom and the women of the Tessin and Aargau, braiding straw for hats, are shown side by side with the tobacco workers from Oberwynental and the wood carvers of the Bernese highlands.

Even more interesting than these pictures are the statistics as to the workers and their earnings offered. In round figures 130,000 persons are engaged in such occupations in Switzerland and it is notable that three-fourths of this number are women and children under 16 years of age. The earnings of these workers are given with great exactness and often present most distressing pictures. Cases are cited of old women earning less than one-half cent per hour braiding straw and four-fifths of a cent weaving taffeta. Such are more or less isolated cases, but there are a number of branches of home industry in which the average wages per hour are not much higher. For example, the following rates per hour are given: Embroiderers of church vestments, 1.4 cents; silk ribbon weaving, 1.68 cents; crochet workers, 2.04 cents; linen weavers (male), 2.22 cents; glove makers, 2.42 cents; shoe workers for factories, 2.96 cents.

The highest average hourly earnings in the Swiss house industries are: Wood carvers, 6.28 cents; fancy hand bag weavers, 6.88 cents; watchmakers, 7.38 cents; shoemakers (hand work), 9.64 cents. Even these maximum earnings fall far below the average factory wages, but much more serious is the total absence of all hygienic or sanitary precautions under which house industry is carried on. To inject into it some features of modernity is the main purpose of the exposition now in progress.

As articles of diet, onions, Irish potatoes, and cabbages have never been regarded with favor by the Japanese, and it is only in recent times that the Japanese farmers have been induced to raise them. Now, however, the demand for these vegetables from Australia, the Philippine Islands, and Russian Siberia has resulted in a very considerable and growing item of export. Shipments to the Philippine Islands are mainly to fill contracts made with the American Army Quartermaster's Department, and during the year 1908, from Kobe, amounted in value to $103,512.

The irrigable area of the arid lands of the United States is estimated by Government experts at 45,000,000 acres, or more than four times the amount now irrigated.

SHORT ROUTE TO EUROPE.

The "fog-free zone line," as it is called, and to which reference has been made in both the American and English newspapers, has progressed somewhat during the past year. The originator and chief promoter of the project was here last fall and again this spring, with experienced engineers, and work was satisfactorily carried on in the fall. A great deal more is expected to be accomplished this season.

The object is to provide the shortest possible route between Europe, the British Isles, and the continent of America, and this line will involve a much shorter sea passage than any existing route. It is proposed to run a line of fast steamers from some port in England to a port on Green Bay, Newfoundland. From there an 85-mile railway will be built to some port in Bay of Islands, on the west coast, and from thence fast steamers will cross to some point in Canada. This will make the journey from Great Britain to Canada and the United States 24 or 36 hours shorter than by any other route, and save nearly half the sea voyage.

The project is based on the fact that there is a zone stretching eastward from Green Bay, in a direct line toward Great Britain, almost entirely fog free and wind free. The approach to Green Bay is north of the Grand Banks and south of the dense fog which envelops the Straits of Belle Isle during the summer months. There is also little fog in the Gulf of St. Lawrence, where the proposed line is expected to go.

The Newfoundland government has given its approval and support to the scheme, and on completion of the railway the contractors are to receive a maximum land grant of 125,000 acres and also a mail contract for 25 years with an annual subsidy of $75,000. The contract with the government provides for a weekly service. This line will do much for the development of Newfoundland, and will also offer great attractions to sportsmen, as there are many bear, caribou, and other game in that region.

Eventually it is expected that the Straits of Belle Isle will be tunneled and a railway built through Labrador to connect with the Canadian system of railways. The whole scheme is in its infancy as yet.

MUNICIPAL TRAMWAY A SUCCESS.

The municipal railways of Manchester, England, earned a gross revenue for the year ended March 31, 1909, of $1,345,507, of which $734,066 was net, an increase in profit of $19,186 over the previous year. From the returns $340,655 was paid in for the relief of city rates, against $267,657 the previous twelve months. Of the 155,011,884 passengers carried, 67 per cent. paid 2 cents as their fare. The railways also deliver parcels, which can be handed in at any depot or to car conductors for delivery at any place within a half a mile from a train route. The rates vary from 4 cents upward for each parcel, and local tradesmen find it very convenient. The net profit from the parcel-delivery system was $8,352, against $5,936 for the previous year.

The Buenos Aires city council has recently approved the amalgamation of the Grand, National, Capital, and Metropolitan tramways with that of the Anglo-Argentine.

News from Abroad.

It is authoritatively announced that the Chilean Government will ask for bids in the United States and Europe for the construction of a battleship of 22,000 tons.

Sir Charles Harding, whose appointment as Viceroy of India in succession to the Earl of Minto was officially announced June 10, has been elevated to the peerage.

The Italian Ministry of Justice has issued a writ of extradition for Porter Charlton, who is held in New Jersey for murdering his wife and sinking the body in a trunk in Lake Como.

A monster demonstration organized by Socialists and Republicans against the Vatican in the participation of the church in the state affairs passed off peacefully at Madrid, Spain, on July 3.

Brazil has officially ordered of the Armstrong Company a super-Dreadnought of 32,000 tons. The armament will consist of twelve fourteen-inch guns and twenty-eight six and four-inch guns.

A colossal monument to Waldeck-Rousseau, former Premier of France, erected in the Tuilleries Gardens at Paris by public subscriptions, was unveiled with imposing ceremonies on July 6.

The project of an American and German exposition in Berlin in 1911, which was suggested in March after the move for a strictly American exposition was dropped, has now been given up also.

The Provincial Court at Berlin, which is hearing the case of Rudolph Francke against Commander Peary to recover $10,000, has ordered Francke to produce Dr. Frederick M. Cook as a witness.

A repetition of the Weyler reconcentrado system in Cuba, that caused widespread criticism just before the opening of the war with Spain, has been inaugurated in Nicaragua by the Government authorities.

M. Oleislegers at Rheims, France, on July 7 broke the records for duration and distance aviation. He remained in the air 2 hours 39 minutes 39 seconds and covered a distance of 158 35-100 miles.

The Russian police at St. Petersburg on July 5 searched the lodgings of Guy Beringer, the St. Petersburg correspondent of the Reuter Telegram Company, Limited. After the examination at headquarters Beringer was released.

The select committee of Parliament to consider the civil list for King George V recommends a provision of $3,170,000 yearly for the maintenance of the royal family. This is an increase of $65,000 over the allowance made during the last reign.

During the debate on naval expenditures in the British House of Commons on July 14, Premier Asquith reiterated that it was the desire of the British Government to come to a friendly agreement with Germany looking to the curtailment of armaments.

The French Cabinet has decided to submit a bill for the adoption of Western European time in France. Until the present the French have maintained the solar time of Paris, which is nine minutes slower than standard time.

John L. Griffiths, the American Consul-General at London, on July 7 unveiled a tablet to the memory of Benjamin Franklin in Ecton Church, Northamptonshire. In Ecton was the ancestral home of the Franklin family and the birthplace of Benjamin Franklin's father.

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Seattle, Wash.

INFORMATION WANTED.

Nicholas R. West, supposed to be sailing on the Pacific Coast, is inquired for by his mother. Any one knowing his present whereabouts please notify the Russian Consulate at San Francisco.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Alexis, H.
Albrigtsen, G.
Andersen, Arvid
Andreasen, O. L.
Appelquist, O.
Aggs, P.
Beckler, Jos.
Berge, Johan
Burns, John
Caldwell, W. G.
Carlsen, R. T.
Chamberlain, L. C.
Christensen, Oscar
Christiansen, A.
Darker, Thos.
Edvardsen, John
Eklund, P. H.
Elwood, Alf
Eriksen, Axel
Eriksen, J. K.
Fernandoes, F.
Fellix, Harry
Fjilstad, K. M.
Frivold, John
Faroe, A. Hansen
German, Richard
Gregg, E. J.
Grohn, John
Gunderson, And. -785
Gumas, K.
Gustav, John
Hansen, Chas. S.
Hansen, Andrew
Haakensen, H.
Hallenberg, Gustaf
Hansen, Axel M.
Hansen, Hans F.
Haas, W.
Harjis, H. -1940
Hansen, Hilmer
Hahnberg, Olaf
Holmstrom, C. G.
Ingebretsen, O. -125
Isaksen, And.
Jacobsen, Torgils
Jamison, James
Jacobsen, E. C.
Jensen, Ludvik
Jensen, Hans -2014
Johansen, Herman
Johansen, Ludvig A.
Johnson, K. -1592
Johnsen, C. J.
Johnsen, J. -983
Johnsen, Eric
Johnson, Alf -1700
Jorgensen, J.
Kalming, Jacob
Kesher, Karl
Kinsay, W. A.
Kittelsen, C. T.
Knudsen, M.
Larsen, Louis
Lewis, George
Linsay, W. A.
Lindholm, Chas.
Lund, Chas.
Lundberg, Oscar
Mannonen, Eric
Martin, C.
Martinsen, Abe
Mikkelsen, A. M. -1584
Miller, Harold
Morgan, Ed.
Morris, M. M.
Nelsen, Fred.
Nielsen, N. A. -909
Nielsen, P. L.
Nurmi, V.
Olsen, John -1046
Olsson, Oscar
Olsen, Andrew
Olsen, C. E. -584
Olsen, Eric C.
Paul, P. G.
Preston, James
Quigley, R. E.
Ries, J. H.
Rimmer, Jas.
Saari, K. G.
Sand, Chas.
Sauer, Emil
Schmidt, Alf.
Schwab, M.
Smith, Johan
Smith, Max
Sorensen, Ed.
Staff, Chas.
Strom, Carl
Stenroos, A. W.
Swansen, C. -1536
Swansen, B. -1932
Thompson, James
Torgersen, Ludvig
Udley, H. S.
Van Houten, E. C.
Vogt, Carl
White, Hans
White, Earl
Ylinen, S.
Zazan, J.

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INFORMATION WANTED.

William Beckman, a native of Bochum, Westfalia, Germany, is inquired for by his mother, who is at present in Los Angeles, Cal., at 317 Crocker street.

INFORMATION WANTED.

John Tierney, last heard from by letter, October, 1906, is inquired for by his sister, Mrs. Wm. Degnan, 124 Harrison street, Pawtucket, R. I.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

Erwin Bausback, born at Weilheim Germany, is inquired for by the German Consul, San Francisco. Royal Insurance Building, 201 Sansome street.

Fritz V. Jacobson is inquired for by his brother, Job Jacobson. He was last heard of in Seattle. Address Lake Seamen's Union, 70 Isabella street, Ogdensburg, New York.

Jacob Herman and Frank Lute who were on the five-masted schooner Inca when James Robson met with an accident, are requested to communicate with the latter at 734 Roosevelt street, Portland, Or.

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Home News.

The special Federal Grand Jury organized at Chicago began its investigation of the so-called beef trust on July 8.

President Taft has commuted the life sentence of Esias Willie, an Indian, convicted of murder in the Indian Territory.

The directors of the National Educational Association at Boston on July 7 decided unanimously to hold the next convention in San Francisco in 1911.

More than $10,000,000 reduction in the Postal deficit was made in the first nine months of the fiscal year just ended, according to returns received by Postmaster-General Hitchcock.

The Lower House of the Georgia General Assembly on July 12 adopted the Income Tax resolution by a vote of 125 to 45. A similar resolution was adopted in the Senate on the 11th.

The Mann "White Slave" bill, designed to prevent the shipment of women and girls from one State to another for immoral purposes, was passed by the Senate on June 25. It had previously passed the House.

Amarillo City, Texas, showed a big increase in population in the last ten years. According to figures as enumerated in the Thirteenth Census, it grew from 1442 in 1900 to 9957 this year.

Following the finding of an indictment against him by the Queens County (N. Y.) Grand Jury, Lawrence Gresser, President of Queens Borough, was arrested in Long Island City on July 14.

United States-Labrador postage stamps, with a face value of $400,000, were seized by the representatives of the Federal Government at Montreal on July 13 on the suspicion that they are forgeries.

A fire in the west central portion of Portland, Or., on July 14 resulted in the loss of at least one life, the minor injury of several persons, the burning of 150 horses and a financial damage of about $300,000.

Another period of watching importations of cattle from South American countries to prevent the introduction of the foot and mouth disease has been inaugurated by the Departments of Agriculture and Treasury.

One of the effects of prohibition in Tennessee is a 200 per cent increase in money orders paid at the Hopkinsville (Ky.) postoffice in the last year, during which time the amount has jumped from $30,750 to $90,415.95.

Mayor Atherton of Newark, O., against whom rest charges of neglect of duty during a riot on July 8, when Carl Etherington was lynched, resigned on the 14th. He was under suspension by Governor Harmon for thirty days pending an investigation into his conduct as Mayor of the city.

The Postmaster-General has issued an order calling attention of postmasters to the bill passed at the last session of Congress whereby Mrs. Cleveland's letters, as likewise those of Mrs. Mary Lord Harrison, widow of the late President Harrison, are entitled to transmission free of charge.

New trials were ordered by the United States Circuit Court of Appeals at Cincinnati, O., on July 13, for J. S. Prettyman, banker, and Abraham and Jacob Kapner, merchants, all of Dresden, O., who were sentenced to terms of six years in the Fort Leavenworth Prison for alleged misappropriation of funds of the National Bank of Dresden in 1906.

INFORMATION WANTED.

Louis Hayot, a native of Porto Rico, about 54 years old, is inquired for by Sandalio Bernard, Sailors' Union of the Pacific, San Francisco.

Carl Leopold Anderson, native of Nordtelje, Sweden, last heard from in New Orleans, La., November, 1904, is inquired for by his brother John Anderson. Address: Sailors' Union, San Francisco, Cal.

Henry Fauske, a native of Norway, aged 36, last heard of on the Pacific Coast 18 years ago, is inquired for by Mrs. Emma Fauske. Address St. Helens, Wash.

Robert Fordyce Bowers, last heard of at San Francisco, in March, 1907, is requested to communicate with his mother Mrs. M. E. Watson, of 12 Lampton street, Bishopswearmouth, Sunderland, England.

Arthur Taplett, age 18, last heard from at Wilmington, N. C., in April, 1908, is inquired for by relatives. Please forward any information concerning him to Mrs. Eleanor M. Herman, R. F. D. No. 4, Box 310, Tacoma, Wash.

Paul Boose, who has a damage suit against the "Stanley Dollar," in the Federal Court at Seattle, Wash., desires very much to have the following witnesses come to Seattle, or if impossible, to communicate with him: P. Bush, No. 1106; Aug. Stolzer, No. 2087; A. Lamberg, No. 1359 and J. Clauson. Address, Box 65, Seattle, Wash.

The U. S. District Court in New Orleans has decided the case of John Kauer vs. the SS. Dover in favor of the libelant, and the New Orleans Agent has collected the money. Any one knowing the address of John Kauer, please communicate with the Sailors' Agent in New Orleans, George C. Bodine, 514 Dumaine St.

World's Workers.

It is reported that a petition asking the Australian Minister for Customs to permit the importation of bigger cornsacks is being widely circulated in Victoria. There is no likelihood of any favorable response.

Thomas Stone and Joseph Anderson were recently fined 10s. each, with 6s. costs, for not observing the regulations of the Glebe Island (Australia) Abattoirs, which provides that employes must wear clean and suitable clothing.

The New South Wales Labor Council, at its meeting on May 12, passed a motion expressing deep regret at the death of King Edward, sympathy with the royal family, and unswerving loyalty and devotion to King George V.

The United Furniture Trade Society of New South Wales, at a recent meeting, instructed its secretary, Mr. E. W. Cutler, to oppose applications made by men desirous of working for less than the rates awarded by the Wages Board.

At a recent meeting of the New South Wales Motor and Cycle Workers' Union, it was decided to register and draw up rules, and apply for affiliation with the Labor Council. The membership is already considerably over 100, and is increasing very rapidly.

At a recent meeting of the New South Wales Tailors and Tailoresses' Union, letters were read from several employers who had been summoned for alleged breaches of the Wages Board's award. In most instances offers to settle out of court were made.

Australian miners are warned by advertisement in various papers not to sign contracts or agreements for work at Broken Hill. The warning originates with the local Miners' Union, and points out that men who have made such agreements are now highly dissatisfied.

At a recent meeting of the Sydney (Australia) Milk and Ice Carters' Union it was resolved to call upon a member who had been convicted of selling watered milk to show cause why he should not be expelled from the Union, the rules of that body being especially rigorous in regard to such offenses.

Before the New South Wales Bricklayers' Wages Board recently a witness said he considered "44 hours or less" as quite long enough for a week's work. "How much less would you like?" queried the employers' representative. The answer was candid and natural: "I would not like to work at all if I could help it."

Thirty-five thousand German shipyard workers united on July 14 in a demand for an increase of 10 per cent in wages and a fifty-three hour week. They threaten to strike if the concessions are refused. The workmen are engaged in the shipyards at Hamburg, Bremen, Vegesack, Bremerhaven, Flensburg, Kiel, Lubeck, Rostock and Stettin.

Through a decree of the Austrian Minister of Public Works opening the State trade and technical schools to both sexes alike, Austrian women will enjoy a greatly enlarged choice of occupations. Among the chief new trades and industries which they can now enter upon are artistic leather work and bookbinding, photography, watchmaking, engraving, ornamental woodworking, as well as some branches of the chemical and electrical trades.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abbors, Arne
Abel, Paul
Aguilar, Santos
Akselsen, Aksel
Alexis, Hakan
Allan, Wm.
Allen, G.
Allen, Jas.
Amunsen, Daniel
Andersen, -1620
Andersen, Emil
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Andersen, Kristen
Andersen, -1471
Anderson, -910
Balm, O.
Bastion, W.
Bausback, -1511
Beck, John
Belin, Erick
Beling, Oscar
Bensen, Ed.
Berge, Johan S.
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Bergstrom, Frank
Berndt, Hugo
Bernert, Fred
Berntsen, Eilert
Bevilacqua, O.
Beverle Rupert
Blaca, Frank
Bletila, -1338
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Callas, Aug.
Carlsen, Martin
Carlson, Rudolf
Carlsson, Otto
Carlstrom, A.
Casson, J.
Chaler, B.
Chauche, J. A.
Christensen, M. H.
Buchman, Aug.
Dahlman, J. A.
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Daugul, A.
Danielsen, Sigurd
Danielsen, John
Daumgold, Ernest
De Baere, H.
De Young, A. R.
Eckert, W. F.
Edman, Oscar
Edolf, Chas.
Ek Thure
Eliassen, C.
Elonen, M. H.
Elvestrom, Axel
Fagerholm, Carl
Faulkner, John E.
Fischer, Torsten
Fisher, Frank
German, R. B.
Gottberg, Henrik
Gjosund, S.
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Gronvold, Peter
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Hansen, N. S.
Hansen, Soren
Hansen, C. O.
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Ingwardsen, R.
Irwin, Robert
Jakobsen, Edward
Jakobsen, Martin
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Kive, Karl
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Bray, John K.
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Brelin, Adolf
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Froberg, Erik G.
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Petersen, Aage
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Rader, Alf.
Randle, David
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Rasmussen, Peter F.
Reed, Wm.
Reilley, L. W.
Sabel, F.
Salvesen, Fred
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Sandberg, N. A.
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Saul, Th. A.
Schildt, Karl J.
Schlosser, Ludv.
Schluter, Paul
Schmah, Magnus
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Valeur, Marius
Waikkala, John
Wanquist, E.
Webdo, Fred
Westhofer, Henry
Wetteland, Johan
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Wiberg, John
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Olsson, -910
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Oterbeck, Hans H.
Otten, Oksel
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Pommer, Alex
Pratt, Louis
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Stenroth, Alf.
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Sterro, J. E.
Stephen, Marcell
Stewart, J. L.
Stolt, Andrew
Stolzer, Aug.
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Sund, Johan
Sunde Albert
Sund, Wm.
Sund, Alex
Swanson, Emil
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Swansson, Gus.
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Torvik, Olaf
Tramm, Hans
Tuft, Edw.
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Von der Made, L. W.
Wigsten, Hjalmar
Wikstrom, Wm.
Wikstin, Arvid
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Winge, Hilmar
Wittenborn, Hans
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Wychel, J.
Zimmerling, F.
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Andersen, Christ
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Andreasen, Hans
Beahan, Edward
Christensen, Christen
Christansen, N.
Damiano, Alex.
Dyeness, L. E.
Eckert, W. F.
Ericson, E. K.
Halvorsen, Eugene
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Hardmere, C.
Holden, Olaf
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Kirst, Hans
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Torgersen, Kaspar
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Balcke, Salomon
Beausang, Eugene
Blad, Edvard
Borg, Knut
Carlson, Hjalmar
Franson, Oskar
Gravers, Gosta
Karlson, Uno
Kraft, Harry
Norberg, Carl
Pettersson, Johgn
Sporong, Ernst
Wahlstrom, Axel W.
Soderman, K. J.

Portland, Or., Letter List.

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Bjormsgaard, Kristen
Christensen, E. J. P.
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Drennan, Albert Edward
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Leesi, A.
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Nilson, Chas.
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Norman, S. L.
O'Deen, Abr.
Purje, Anton
Rytko, Otto
Rudberg, Ch.
Redern, Klaus V.
Steen, Helmar D.
Scott, Wm.
Tamm, P.
Tyler, William B.
Viebrock, C.
Venn, Otto
Weber, Carl
Winters, Fred

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Anderson, Axle
Barry, Thomas C.
Bianca, F.
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Holstrom, Carl A.
Markmann, H.
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McVicar, George W.
Oling, C.
Schelenz, Karl
Thompson, Thomas

ALASKA FISHERMEN'S LETTER LIST.

San Francisco, Cal.

Letters at the Alaska Fishermen's office will be advertised for six months only and will be returned to the Post Office at the expiration of seven months from date of delivery.

Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

Andersen, Malvin
Andersson, Oskar
Albertsen, Paul H.
Belzani, Pietro
Benson, John
Benoor, Fred
Cutino, G.
Christiansen, Alf.
Di Mauro, G.
Ellis, Wm.
Frazer, James
Flynn, Wm.
Green, John
Huisinga, A.
Hagen, G. L.
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Johnsson, Harry
Johnson, G. P.
Johannesen, E. A.
Lofgren, Hjalmar
Munroe, W.
Monteith, R. V.
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Blunt, H.
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Counaughton, H.
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Gowjette, Joseph
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Petterson, Aaskar
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Sjelman, Jonas
Stabell, Frank
Svensen, Olof
Thoresen, Petter
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Westnas, Ivar
Wishaar, E. B.
Winters, C.
Wedequist, A.

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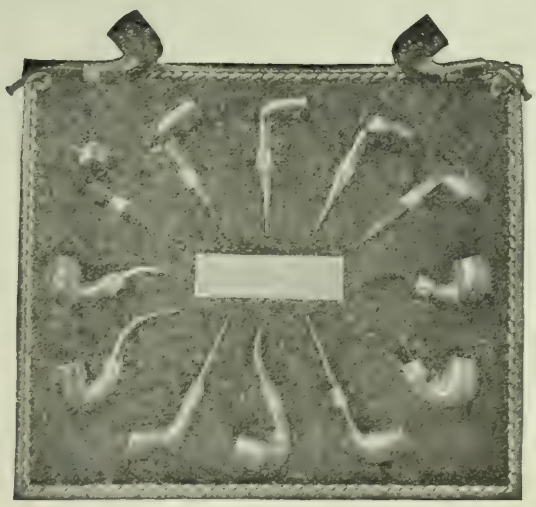
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INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

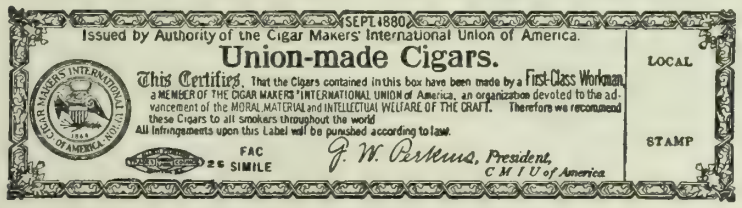
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INFORMATION WANTED.

Anyone knowing the whereabouts of Andrew Anderson from Tioedestrand, Norway, will please communicate with the Coast Seamen's Journal.

Emil Andersen, a native of Klintholm, Denmark, aged 23 years, last heard of on the Pacific Coast two years ago, is inquired for by Herman Larsen. Address, Sailors' Union of the Pacific, San Francisco, Cal.

Any member of the crew of the barkentine Arago when John McLaughlin, donkey man, was injured while loading at Caspar, Cal., last October, please report to Attorney F. R. Wall, Merchants' Exchange Building, San Francisco. By doing so they will very much assist McLaughlin in obtaining his rights.

Domestic and Naval.

The first square-rigged vessel launched since 1904 is the brigantine Viola, at Essex, Mass. Of the year's shipbuilding, 67,268 tons were barges and canal boats.

The naval yacht Hornet, a steel vessel of 425 tons, built for Henry M. Flagler and purchased by the Government for $117,500 at the outset of the Spanish War, has been sold to Nathan S. Stern of New Orleans for $5100.

With its contract requirements calling only for a speed of twenty-eight knots an hour, the torpedo boat destroyer Roe made thirty-one knots in its standardization test off the Delaware Breakwater course on July 14.

The Navy Department announced on July 11 that the enlargement and extension of the drydocks at Puget Sound would increase the total cost to $1,863,096, and at Pearl Harbor the enlargement would advance the cost to $2,304,000.

Personal strife among the officers of the United States Marine Corps reached a climax on July 15 when the Navy Department, as the result of a court of inquiry, sent letters of censure to nearly all the officers concerned.

The United States submarine Salmon, which sailed from Quincy, Mass., on July 3, arrived at Hamilton, Bermuda, on the 10th. The Salmon encountered a rough sea on the 4th and 5th, but suffered no damage. She fully demonstrated the practicability of the submarine for long ocean voyages.

The British tramp steamer Karema, which sailed from New York on July 12 for the Orient, returned on the 15th in distress, having been in collision on the 13th, during a dense fog, twenty-five miles east-southeast of Nantucket, with the British steamer Regulus from Wabana, N. F., for Philadelphia.

The Bureau of Navigation reports that 154 sail and steam vessels, of 25,325 gross tons, were built in the United States during June. The largest steel steam vessel included in these figures was the Charles S. Price, of 6322 gross tons, built at Lorain, Ohio, for the Mahoning Steamship Company.

The dredge Thomas, built at Sparrows Point, Md., in 1900 for the Metropolitan Dredging Company, arrived at Cramps' Shipyard recently to be converted into a tank steamship. The dredge is similar in design to the Government dredge Delaware and is 293 feet long, 52.5 feet beam and 23.5 feet depth of hold.

Steamboat Inspectors Howard and Sargent of Philadelphia have revoked the pilot's license of Edward C. Jones, a negro, of 341 Smedley street, after a hearing, at which Jones admitted that two names on his application for a license had been forged. As a result, Jones is no longer employed as second pilto on the steamer Riverside.

Interest in four tugs, owned by the estate of Captain Hughes, was disposed of at Philadelphia recently in the auction rooms of Barnes & Lofland, by order of James E. Hughes, executor. The tugs were the Atkins Hughes, Asa W. Hughes, John F. Lewis and John A. Hughes. A 3-32 interest in the Atkins Hughes was sold for $600; a 7-32 interest in the Asa W. Hughes brought $1000, while $1200 was the price paid for a 5-64 interest in the John F. Lewis. A 3-32 interest in the John A. Hughes was disposed of for $1000.

With the Wits.

Dan Cupid is a marksman poor,
Despite his dove and kisses,
For while he always hits the mark,
He's always making Mrs.
—Cornell Widow.

A Difference.—"But, Marie, I have told you distinctly that you are not to have men in your kitchen."

"Beg pardon, ma'am, this isn't a man, he is a corporal."—Sourire.

The Usual Residue.—Hampton—Was anything left after the debts of Millionaire Flammer were paid.

Harler—Yes; his relatives were.—Lippincott's.

Unrest.—"Is Mr. Bliggins at home on horseback?"

"I should think so," replied Miss Cayenne. "He seems equally uncomfortable in either place."—Washington Star.

The Difference.—When a railroad can't make expenses it goes into the hands of a receiver. When a man on a salary can't make expenses he wants to get into the chicken-raising business.—Chicago Record-Herald.

The Retort Courteous.—He (enthusiastically)—The scenes in this play are so strong they actually take my breath away.

She (coldly)—If they are stronger than your breath they must be herculean.—Baltimore American.

He Who Laughs Last, Etc.—The old colored man had climbed into the dentist's chair of torture.

"Shall I give you laughing gas uncle?" queried the tooth carpenter.

"Not till after de toof am out, boss," replied the old man. "Reckon mebby Ah'l fee mo' lak laffin' den."

What Respect Got Him.—He—My Brooklyn aunt has put me down in her will for thirty thousand. It pays to honor the old folks.

She—What did you do?

He—I went into half-mourning the time her pet rubber plant died.—Louisville Courier-Journal.

Children's Accounts

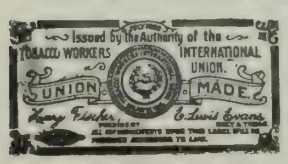
Your children should be taught to save. Open an account for each of them to-day. Show them by example that you believe in a savings account. They cannot start too soon.

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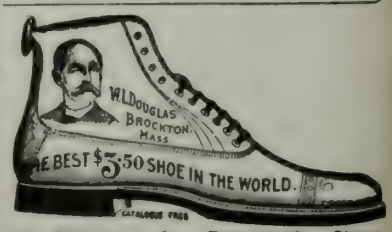
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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXIII, No. 45. SAN FRANCISCO, WEDNESDAY, JULY 27, 1910. Whole No. 2079.

FARMERS AND ORIENTALS.

AT A MASS-MEETING held in San Francisco on July 5 to protest against the report of Labor Commissioner Mackenzie on the subject of Asiatic labor in California the farming interests were represented by Homer A. Craig, of the Farmers' Educational and Co-operative Union. Mr. Craig delivered an interesting and instructive address, which is herewith published in full, as follows:

I desire briefly to tell you something of an organization of which I am proud to be a member; an organization of the "tillers of the soil"—the Farmers' Educational and Co-operative Union of America. It was organized about seven years ago, in the "sunny southland" of our country. The cotton planters had suffered so severely by the manipulation of the speculators who "hammered" the price of this great staple to a point far below the cost of production, until bankruptcy and financial ruin stared them in the face. We are informed that seven years ago twelve cotton planters in a little city in the great State of Texas got together and organized the Farmers' Educational and Co-operative Union of America. Its splendid principles and good business methods appealed most earnestly to the great army of the tillers of the soil throughout our country. It grew slowly at first, but after a year or two, rapidly, until to-day there are local organizations in twenty-nine States with a membership of over 3,000,000.

What It Stands for and What It Teaches.

"That speculators and those engaged in the distribution of farm products have organized and operate to the great detriment of the farming class. To enable farmers to meet these conditions and protect their interests, we have organized the Farmers' Educational and Co-operative Union of America, and declare the following purposes: To establish justice; to secure equity; to apply the Golden Rule; to discourage the credit and mortgage system; to assist our members in buying and selling; to educate the agricultural class in scientific farming; to teach farmers the classification of crops, domestic economy, and the process of marketing; to systematize the methods of production and distribution; to eliminate gambling in farm products by boards of trade and other speculators; to bring farmers up to the standard of other industries, and to secure and maintain profitable and uniform prices for agricultural products; to strive for harmony and good will among all mankind, and brotherly love among ourselves; to garner the tears of the distressed, the laugh of innocent childhood, the sweat of honest labor and the virtue of a happy home are the brightest jewels known."

Our California branch is young, only a little over a year old. We are yet in our swaddling clothes but we are growing, and are conserving the best interests of our members.

I desire to acquaint you with what we expect to accomplish in having Congress pass a few good laws, not only in the interest of the farmers, but in the interest of 99 per cent of the American people.

Our good and courageous national president, Charles S. Barrett of Georgia, and a few of his colleagues, have been "camping" with Congress this last winter. Being conscious of the justice and righteousness of the measures he is demanding the following:

1. Abolishing gambling in farm products.
2. Securing without delay a parcels post.
3. Securing without delay a postal savings bank.
4. Securing without delay more stringent legislation along the line of restriction of foreign immigration.
5. Securing the defeat of the proposed Central Bank.
6. More liberality in national appropriation toward agricultural projects.

The Farmer Feeds America—He is the Hope of America.

President Barrett addressed a letter to each Senator and Representative setting forth the above requests, and asked for a categorical answer to each. The large majority has answered favoring each request; some have side-stepped; a few are against some of the measures; those who failed to answer have been written to a second and third time, or until a reply is had. Tab will be kept on all the side-steppers and those who are against any or all of the measures, and those who do not reply, and when election day comes along those in the two latter classes will probably be voted a good long vacation, and members who come out in the open in an unequivocal manner for the measures demanded will, so far as lies in the power of the Farmers' Union, be returned to their places in Congress.

President Barrett has refrained from celebrating the apparent victory as he knows the silent power of the men who compose the "intrenched interests"—who have grown fat and opulent from the toil of the tillers of the soil and all others who earn their bread by the sweat of their brows. These representatives of "intrenched interests," "who toil not neither do they spin, yet Solomon in all his glory was not arrayed like one of these," will not permit the passage of these good measures without a tremendous struggle. These "intrenched interests" will evidently conclude that the ends justify the means, and every effort, fair or foul, will be put forth to prevent the measures becoming laws, and possibly some of the lawmakers who have been out, apparently, in the open in favor of the above desirable measures, when the crucial test comes may fall down. I think two of the measures have passed one or both houses, namely, the Postal Savings Bank and the Parcels Post. The great struggle will come when the gamblers in farm products are put out of business. But the farmers, conscious of their power, and believing that "thrice armed is he who hath his quarrel just" will never quit fighting until gambling in farm products is stopped.

Now, friends, if you believe the measures are just, and in the interest of 99 per cent of the American people, won't you help the farmer in this great fight? You can do it very effectively by writing to your Congressman and Senator, demanding as a constituent that they vote for these measures because they are good and righteous. Will you do it? And do it as soon as Congress meets next December?

You all evidently have heard of and read of the great convention called under the auspices of the Farmers' Union of America, held at St. Louis from May 2 to 8 last. That was probably the greatest convention of farmers ever held in the annals of America. Able representative farmers from all parts of America were there; many of the leading men of the nation were there—President Taft, Samuel Gompers, many Senators and Representatives, and many splendid addresses were made. Among the splendid addresses none were received with greater enthusiasm than those of Samuel Gompers and William Jennings Bryan. The Farmers' Union does not permit in its locals the consideration and discussion of politics or religion, but we deem it our bounden duty to select and vote for men of all parties who are honest, able, and are in favor of laws that are good and in the interest, not alone of the farmers, but practically all the American people. The Farmers' Union is very strong numerically in the South and West. Recently earnest requests have come from the farmers in the New England States to send organizers to them at an early date, and I can assure you that organizers will be sent to them; and I predict that before three years roll over our heads there will be over six millions within the fold of the Farmers' Union of America. What a grand army of noble, stalwart men and women that will be, all working for a common end, their own good and the good of humanity, and what a power they will be, working in harmony for the passage of good, wholesome laws for all the people of our country.

Now, as to that part of Mr. Mackenzie's report wherein he says the orchardists and vineyardists of California are in favor of coolie labor and want the Asiatics let in, I don't believe that any considerable number of orchardists and vineyardists prefer Asiatic help to white help, or that they want the gates thrown open that more coolies may come in. I am sure that a great majority prefer white help if they can get it. You all realize that when crops are ripe they must be gathered quickly to prevent loss from destruction, and you must not blame the farmers if they take any help that is available. I am convinced that there is sufficient white help in California to do all the work if conditions are made so as to make the help available. Women and children can gather the prunes and grapes, and I am convinced there are quite enough men to work in the grain fields. Twenty-five years ago California produced nearly double the grain it does to-day, and there was then white help enough, and our population has nearly doubled in that time. I have found by experience that families (mostly women and children, the latter from 10 to 18 years of age) are ideal prune pickers. The work is not hard or laborious. But to get that help in sufficient numbers to gather our fruit and grapes, the farmers must make conditions pleasant for them by furnishing a place for them to sleep (tents and woven wire mattresses are inexpensive and will last for years if properly cared for). The families will furnish their own bedding, dishes and cooking utensils. Now, in order that the farmers may secure families (and from talking with very many of the orchardists in the Santa Clara Valley I know they prefer white families to Orientals).

To those families who live in the Bay cities, the change from the summer fogs and cold winds to the bright sunny valleys of California for two or three months will do them much good physically. After their work is over they will return

home feeling better and stronger, with a good many big bright American dollars in their pockets. (It will be like a summer outing to them.)

But I find at present a stumbling block in the way of our securing this kind of help. Under the laws of California, school year closes on the 30th day of June, and I also find that in all the large cities and towns, and also in the high schools throughout the State that the law requires ten months' school. Now, as our prune and grape crop ripens in the months of August and September, the school children, from the ten months' school, would have to quit the work before it is finished, or be kept out of school from one to two weeks; neither of which we wish to occur. But if the Legislature will set the closing period of the school ahead just one month, and make it July 30 instead of June 30, then the school children, with their parents, where the nine months' school prevails, could work during the period of the ripening of apricots in July, peaches in August, prunes and grapes in August and September. The children from the ten months school could work in the prune orchards in August and September and in the vineyards during the same months. The same kind of help would find lots of work during the same period in the fruit season in different parts of the State in the fruit canneries.

Now, you see, to bring about this much desired condition, we must ask the Legislature at its next session to change the closing period of the school year from June 30 to July 30.

I am sorry to say that the prune crop in the Bay counties is almost a total failure this year, and it is a little early to predict what the grape crop will be, and perhaps local white help can be obtained in the prune crop outside the Bay cities. If we have a bumper crop of prunes and grapes next year, and practically all the growers conclude to take white help only (and I am confident the majority of them will do so if they can be convinced that good white help is available) then the growers will ask co-operative assistance from all organizations in the big cities such as the labor unions; all the churches; associated charities and the Salvation Army to bring about this much desired state of affairs. It will require a strong, hard pull, and a pull all together, but I am convinced it can be done. Let us all pull together, and long before this time next year show to the American people that Mr. Mackenzie was wrong in his deductions and conclusions, that the orchadists and vineyardists wanted Uncle Sam to open the flood-gates and let in many thousand more coolie laborers. I am convinced that the California orchardists and vineyardists will, in due time, get along without Oriental help.

It may be that a few of the farmers of California who count their broad acres by the thousands, and who do their farming from a revolving chair in the top story of a skyscraper, or from a plush cushion seat of an automobile, and whose sympathies and bowels of compassion for the poor white man and his family have long since collapsed, do desire the Oriental, do want cheap labor for our State, and do want Uncle Sam to open the floodgates to the hordes of Asia. How much better it would be if the money paid for gathering our crops were paid to our own needy and deserving white people. It will help them, and they in turn could help us. I am sure the best way to help a man or a woman is to help them to help themselves. Our two great universities will, I believe, if so requested, adjust their vacation period so that very many of the students can work in the orchards and vineyards for a couple of months. Then, too, all the private institutions of learning should fall in line as to the vacation period, that their students may have the opportunity to work in the harvest.

Senator Perkins, an old time friend of mine of nearly fifty years' standing, wrote me a short time ago that he was very glad to see that efforts were being made so that the school children of California might have the opportunity of working in the orchards. He said he was, and had been for some twenty years president of the Boys' and Girls' Aid Society of San Francisco, and that some 2500 children, many of them waifs, have passed through the society; that every year the boys, in company with the assistant superintendent, go to Sonoma county and work in the hop fields and orchards, and the boys are permitted to retain what they thus earn. Now, let us see what the berry and fruit growers of the State of Washington did a few weeks ago. The following editorial descriptive of what they did, appeared in recent issues of the Pacific Rural Press, one of the leading farm journals of the West, whose chief editor is Professor E. J. Wickson, dean of the agricultural department of the University of California:

"See what the dollar did a couple of weeks ago in the upper part of the Coast. In White Salmon, Washington, the berry crop is the heaviest on record, and unusually warm weather ripened the berries very fast. Growers had more trouble getting pickers than ever before. In the emergency growers appealed to the merchants for aid, and prompt response was made. They closed their stores and sent their clerks into the strawberry fields to help save the crop. Every available man, woman and child in the district went to work picking berries. Some earned four and five dollars a day. The sentiment manifested by the townspeople was full and round (and so were the dollars). The dollars had both head and tail of it."

(Continued on Page 7.)

EMPLOYMENT INSURANCE.

A question which is exciting a great deal of attention in England at this time is that of insurance against unemployment. Whether or not the effort to make such insurance compulsory by parliamentary enactment as to certain industries will be successful can not now be foretold, but it is evident that an earnest effort will be made to secure the passage of such a law. The proposed legislation, as recently outlined by the president of the British Board of Trade, will embody these three cardinal features—it will be compulsory, contributory, and specialized as to different groups of trades.

It is claimed that the futility of voluntary schemes of insurance against unemployment have been caused by the fact that the majority of those interested in such schemes have been themselves out of employment, and consequently unable to make the necessary payments. Contributions from employer and employe are regarded as essential in order to secure stability and permanence to the undertaking, and it is believed that the wage-earner, with the assurance that he will be provided for in a time of misfortune and distress, will be less inclined to engage in strikes, and that a larger measure of peace will be thereby obtained for the industrial world.

The division into trades, it is urged, will solidify the interests of employers and employes, and if there should be a depression in one trade the scale of contributions or allowances could be changed without affecting other industries.

The trades of building, shipbuilding, engineering, construction work generally, and vehicle making have been subject in the past to the most serious fluctuations, and it is in these trades that the insurance against unemployment will be first made applicable. One-third of all the employes in the United Kingdom in what may be called purely industrial occupations are engaged in the said trades.

It is intended, if the law is enacted and proves effective, to enlarge its scope from time to time so as to include other trades, giving the preference to those trades in which it may be inferred from past experience that frequent, violent, and sustained depressions are most apt to occur. It is expected that the contributions required from the State, the employer, and the worker will be about 5 cents a week each. The amount paid by the wage-earner will be stamped weekly upon his insurance card. This card will also show the weekly contribution by the employer.

The labor exchanges and the insurance against unemployment will be closely associated, and through this cooperation it is anticipated that the disturbances which now agitate the labor market through a superabundance of workers in certain trades or in certain localities and a scarcity in others will be largely avoided.

The wage-earner when out of employment must report to the nearest labor exchange, and through it an effort will be made to find work for him. He will be paid nothing out of the insurance fund during the first week that he is unemployed, upon the assumption that he has probably saved enough to tide him over that short interval. If work is secured for him he must accept the employment unless he can furnish a satisfactory reason for not doing so to a committee composed of employers and employes which will be constituted to decide the contention. If he is willing to work and employment for him can not be found, then he is to receive ordinarily $1.92 per week for fifteen weeks if employment is not secured during that period, or for a longer period (but in no event to exceed twenty weeks) if he receives a smaller weekly benefit.

If he makes an application a second time he must contribute to the insurance fund for a longer period than the first time. The original period during which he must contribute to the fund before he can receive insurance benefits would probably be eight months, and the second or third periods, if he should make three applications in all for employment, would be progressively longer. The insurance scheme, it will be thus seen, is not intended for the benefit of men habitually or chronically out of work, but for the steady and industrious wage-earner who temporarily has no employment.

It is estimated that the contribution to the insurance fund by an employer of 500 men would not exceed $1200 or $1450 a year. Arrangements, it is suggested, should be made to enable individuals or associations of workmen who are not employed in the insured trades to insure against unemployment through the Government voluntarily, but in such cases the terms of the insurance would not be as favorable to the employe as if he were engaged in one of the compulsory trades.

The proposed legislation has met with a varying reception from the large employers of labor and from the trade unions, some approving and others condemning it; but it can not be said as yet that there are any indications of organized and general opposition to the proposal of assurance against unemployment from either of these sources.

DANGER SIGNAL DEVICE.

A Danville (Ill.) man has invented a danger signal device which will go a long way toward preventing accidents on railroads caused by the motorman or engineer running past signals.

The device consists of obstructions called "trips" placed on the outside of the rail in such a position that they are caught by a trigger on the train. When the trigger touches the trip it sounds a whistle in the cab and also brings the train to a standstill. These track projections are either permanent, movable or portable. The movable ones are connected with the block signal system or switches. If a switch is open, a trip is automatically set to stop the locomotive, and this is accomplished long before the train reaches the switch or point of danger.

The same thing is true when a signal is set against a train. Unless the track is cleared and the proper "go-ahead" signal shown, the trip remains in position to engage the trigger on the cars, thus bringing the train to a stop. It is claimed that portable trips may be carried by flagmen. They weigh ten to twelve pounds each, and may be placed in position at any point, the inventor says, to stop a following train.

The device works upon the air-brake system of the train, and the tests so far made are said to have been entirely satisfactory.

In spite of all precautions, accidents will occur in the future just as they have in the past. This new device, however, if it accomplishes all that is claimed for it, will prevent many of them.—Salt Lake Herald.

IMMIGRATION TO CANADA.

More than 15,000 persons went to Canada in 1909 in excess of the highest calculations. Early in the year it was thought by sanguine officials that 75,000 might be expected, but there were 90,148. The Immigration Commissioner estimates that the average wealth of each of these settlers in Canadian territory is $1000, which means that $90,000,000 has been added to the wealth of Western Canada. There has also been realized from the greatest wheat crop known in years another $120,000,000, making a total of $210,000,000 of new wealth during 1909. The American arrivals have taken up in homesteads and preemptions 2,400,000 acres of land, which at the lowest estimate means a half million acres added to the crop of the coming season.

There are several reasons advanced by authorities for the large increase in immigration to Canadian territory, but the one given the most credence is the easy manner in which homestead lands can be obtained and the inducements held out to prospective settlers. Following is a synopsis of Canadian Northwest land regulations:

Any person who is the sole head of a family, or any male person over 18 years old, may homestead a quarter section of available Dominion land in the newer and unsettled country. The applicant must appear in person at the Dominion land agency or subagency for the district. Entry by proxy may be made at any agency on certain conditions by father, mother, brother, sister, son, or daughter of intending homesteader. Six months' residence upon and cultivation of the land in each of three years is required. A homesteader may live within nine miles of his homestead on a farm of at least 80 acres solely owned and occupied by him or by his father, mother, son, daughter, brother, or sister.

In certain districts a homesteader in good standing may preempt a quarter section alongside of his homestead at $3 per acre, in which case the person must reside six months in each of six years from date of homestead entry and cultivate 50 acres extra.

A homesteader who has exhausted his homestead right and can not obtain a preemption may take a purchased homestead in certain districts at a cost of $3 per acre. On this the person must reside six months in each of three years, cultivate 50 acres, and must erect a house worth at least $300.

Alarmed at the prospect of discouraging American emigration to Canada, the railroads of the Dominion have refused to give reduced rates or financial assistance to Montreal's proposed ice palace and winter carnival. The Montreal carnival has been discussed for some time, but the railroads have secured the support of the Dominion immigration officials in the movement to prevent it.

A conference of railroad men and the carnival managers at Montreal developed some frank talk as to the danger of advertising Canada as a land of snow and ice. The big Chicago land show of last fall was cited by an official of the Grand Trunk as a striking example of the efforts being made in the United States to stop the flow of farmers into the Canadian Northwest.

The Montreal carnival is not wanted by the land and colonization interests of the Dominion. Every effort has been made in recent years to divorce Canada in the popular mind from the "Lady of the Snows" idea.

MAGNETS REPLACING DIVERS.

The lifting magnet has now been employed for several years in and about iron works and manufacturing establishments in connection with cranes and hoisting machinery because of the convenient manner in which it enables masses of iron, such as rails, pig iron, etc., to be picked up and released at the will of the operator who controls the crane.

Recently a new application of this method has been made, says Cassier's. A few months ago a barge, which was laden with 1500 tons of wire nails in kegs, besides steel barrel hoops, staples and barbed wire, had been towed from Pittsburg to New Orleans, and while endeavoring to make a landing at the latter city the barge broke loose from the tug which was handling it and sank in fifty-five feet of water.

The work of salving the valuable cargo was immediately begun by expert divers, and a portion of the material was recovered. It was found that the barge had broken in two and that a part of it had been carried out about 150 feet from shore and lay at a depth of 100 feet at a point where the swiftness of the current rendered work with ordinary diving apparatus impracticable.

Although the lifting magnet had not hitherto been used for submarine operations it was determined to make the trial of the apparatus for this novel undertaking. The experiment was crowned with success and a great part of the sunken quantity of iron and steel has been raised to the surface by this novel method.

The magnet is lowered into the water until it reaches the material, when the electric current is turned on; the masses of steel are attracted and held so securely that they can be hoisted to the surface and delivered to the dock without the aid of any human intervention other than the control of the current by the operator.

LOADING GRAVEL STOPPED.

Following the initiative of Colonel C. McD. Townsend, engineer corps, U. S. A., in charge of rivers and harbors work in Detroit district, the Canadian Government has issued an order forbidding further removal of sand and gravel from the bed of the St. Clair River on the Canadian side, near its mouth.

The order came recently in a 100-word telegram to Charles Hefferen, representing the Dominion Government at Sarnia, and was immediately put in force. As a result, boats owned by John M. McKerchey, "Canadian Gravel King," and others were compelled to stop loading, notwithstanding McKerchey has a contract from the Canadian Government for the digging of a channel on the Canadian side, which he says is not yet completed.

One of the Canadian officials in Sarnia hazards the opinion that the Government may not permit completion of the channel McKerchey has been digging, at least not until after having satisfied itself the work will not result in enlarging the outlet of Lake Huron, with a possibility of reducing the Upper Lake levels.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Unions, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 214 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Toldbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques v puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

Labor News.

The Baltimore and Ohio Southwestern Railway on July 18 increased the wages of its engineers, effective August 1.

A threatened strike of the street-car men in New Orleans has been averted. The men on July 16 voted to accept the proposition of the company.

Broughton Brandenburg, the writer, was indicted by the Grand Jury at New York on July 22 for forgery in the second degree because of a check for $50.

The Labor Day committee of the San Francisco Labor Council has vetoed the proposal to offer a prize for a "union wedding" as a feature of the celebration.

Resenting a reduction of 10 per cent in the wage scale, 300 miners employed by the American Lead, Zinc and Smelting Company at Webb City, Mo., quit work on July 16.

Forty or more caddies employed by Newport's exclusive society organization went on a strike on July 22 for a higher wage scale. They demand an increase from $1 a week to $3.

Five hundred employes of the Long Island City (N. Y.) plant of the New York Sugar Refining Company went on strike on July 22 in sympathy with the strikers at the Williamsburg works.

Declination by the American Anti-Boycott Association to abandon on its part the litigation between the American Federation of Labor and the Bucks Stove and Range Company, was announced on July 21.

A novel method to save the wheat crop of Scott county, Ky., was resorted to when a number of farmers appeared before the county Judge and paid the fines of ten prisoners in jail in order to get help to harvest the crop.

The Anti-Picketing ordinance recently passed by the Los Angeles (Cal.) City Council will be introduced at the next meeting of the Seattle (Wash.) Council, according to Secretary A. P. Garrison of the United Metal Trades Association.

The strike begun over a year ago by the Amalgamated Association of Iron, Tin and Steel Workers against the American Sheet and Tin Plate Company, it is said, is to be referred to a vote of the mill workers soon to determine whether it shall be called off.

Seventy men at San Jose, Cal., are affected by a new agreement between the International Brotherhood of Electrical Workers and the Pacific Gas and Electrical Company, which gives the men 25 cents per day increase in pay and 50 cents per day additional to the foremen.

The Chamber of Commerce of Long Beach, Cal., adopted a resolution on July 21 declaring unqualifiedly in favor of the Open Shop and pledging itself to work for that principle. A strike of ironworkers is now on there in an attempt to unionize the Craig Shipbuilding Company plant.

As the result of an agreement made at Cincinnati on July 19 between officers of the American Federation of Labor and members of the Stove Founders' National Defense Association, the warfare between the Federation of Labor and the Buck's Stove and Range Company of St. Louis was ended. The Buck Company has withdrawn from the injunction suit against the Federation, but the case remains to be settled by the United States Supreme Court.

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JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INFORMATION WANTED.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

INFORMATION WANTED.

Soren P. Nielsen, a native of Aarhus, Denmark, born 1887, is inquired for by his sister. Address, Danish Consulate, New Orleans, La.

Edward Monsen, a native of Skudesnes, Norway, about 38 years of age, last seen in New York in 1907, supposed to be on the Pacific Coast, is inquired for by his brother-in-law, K. Moklef, 150 Noe street, San Francisco, Cal.

CAN'T BUST 'EM

OVERALLS & PANTS

UNION MADE

ARGONAUT SHIRTS

San Pedro Letter List.

Andresen, Anton
Andersen, A. 1447
Albertsen, John
Anderson, J. H. -1305
Anderson, J. -1514
Adams, Jacob
Anderson, John
Ambearnsen, Algoy
Andree, Ernest
Apps, P.
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Anderson, J. G. (Photo)
Anderson, Charlie
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Arrhenius, Chas.
Boss, L. A.
Bostrom, W.
Bentsen, Hans
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Behrens, E. A.
Behrsik, Jacob
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Boylan, C. J. (pkg)
Blumquist, C.
Bordjelm, Alex.
Bjorseth, Knut
Backman, Ernest
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Beverly, Rupert
Bell, Frank M.
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Christiansen, Eigil
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Cook, Walter
Cook, Walter
Collins, E. F.
Dirks, George
Dean, J.
Erickson, John
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Eklund, A.
Englebright, H.
Fletcher, Billy
Fagerberg, Abin
Fasig, Don
Frisk, Jens
Fischer, Wilhelm
Gustavsen, Ben D.
Gardell, Joe
Graff, Otto
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Leith, Chas.
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McDonough, W.
Maroth, Richard
Mueller, Hugo
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Raymond, J.
Rodgers, Charles
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Reutern, Axel
Rolf, Harry
Stroch, Dag
Strom, Oscar
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Stovner, Storm
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Sorensen, C. -1607
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Scott, E. G. -2041
Spearing, Gustav
Simpson, L. C.
Soderman, Victor
Smith, John
Svensen, G. -1549
Steinberg, Arthur
Sorensen, James
Sunde, Albert
Saarinen, H.
Schibsted, John
Schaab, Anton
Stephan, M.
Samuelsen, W. L.
Tufte, A. Paulsen
Tuominen, Alfred
Touanne, Walter
Utby, Carl
Vongehr, Ed.
Winter, Arthur
Wiemer, Paul
Wiebell, E. A.
Wiljanen, W. W.
Winters, Charles
Weinberg A. (Reg. Letter)
Wall, Ragnald
Zimmerman, Fritz
Zeisler, Albert

INFORMATION WANTED.

Any one knowing whereabouts of Harry Fields, sometimes called Martin Smith, kindly report to F. Ascher, 1817 Chapin street, Alameda, Cal.

Wilhelm Mahsing, last heard of as sailing on the Pacific Coast, is inquired for by his brother, John Mahsing, now sailing out of New Orleans. Address, Marine Firemen's Union, 514 Dumaine St., New Orleans, La.

Pacific Coast Marine.

Smart time was made by the little schooner Otille Fjord of San Francisco from Alaska to Tacoma. The little vessel left Unga Island June 23 and made the passage to the Sound in seventeen days.

The following changes of masters were recorded at the San Francisco Custom-house on July 16: Barkentine Echo, O. W. Mont Eton vice H. P. Palmgren; schooner Redwood City, J. B. Box vice R. H. Elneff.

The barkentine Amazon, arriving at San Francisco on July 17 from Newcastle, reported that on July 11, in latitude 142 west, longitude 41 north, she spoke a five-masted schooner, believed to be the H. K. Hill, from Newcastle for San Francisco.

The schooner Sailor Boy has been chartered to load lumber at the Montesano mill, Aberdeen, for San Francisco. The schooner has been out of commission for the past four years, but was recently bought by a San Francisco firm and put into good condition.

Portland won second place as a great wheat shipping point for the fiscal year ending June 30, according to a bulletin of statistics issued by the Department of Commerce and Labor. New York took the lead with a shipment of 10,214,900 bushels of the cereal, Portland coming next with 5,710,319 bushels.

The British bark Battle Abbey, 1465 tons, under charter to load at Eureka for England, has been sold to Hind, Rolph & Co. for $10,000. The vessel was partly owned and managed by J. J. Moore & Co. She has been laid up at San Francisco since January 14, 1907.

The following changes of masters were recorded at the San Francisco Custom-house on July 22: Schooner Mary Francis, Robert Ferguson vice Julius Baker; schooner Howard, David Mathison vice Martin Hermanson. The ship J. L. Lukenbach, Nevins Kay, master, was enrolled.

Superintendent J. H. Price of the H. D. Bendixsen Shipbuilding Company, Eureka, states that in all probability there will be a new steam schooner started at the shipyards before the end of the year for the McKay Lumber Company, to take the place of the steamer J. J. Loggie, which has proved unsuccessful on that run.

Captain James H. White, who died at Tacoma recently, aged 61 years, had been master of Columbia River and Yukon steamers for years. He built the steamer Thistle, launched in June, and in the early days he was pilot on the Mississippi and Red River of the North. One son, Captain Frank White, is master of the Yukon river steamer Minneapolis.

Anxiety is felt at Aberdeen over the non-arrival of the schooner David Evans, seventy-seven days from Talara Bay, and reported several days ago off Tillamook out of provisions. It is reported that being unable to secure a crew at the Peruvian port, Captain Seel is bringing the vessel north with only himself, two mates and a cook aboard.

Louis Dolizh, a member of the crew of the schooner Advent, was painfully injured at San Francisco on July 16 by falling down one of the hatches. The man's right hip was fractured and he was badly bruised. The broken member was set by Dr. Millar at the Harbor Emergency Hospital and the seaman was later removed to the Marine Hospital.

The steamer Mexico Maru, fifth of the steamers of the Osaka Shosen Kaisha for the transpacific trade, was launched from the yards of the Mitsu Bishi Dock Yard and Engine Works at Tategami on July 3, and the steamer Canada Maru, last of the fleet, is well under way and is expected to be ready for launching in a few weeks.

The following changes of masters were recorded at the San Francisco Custom-house on July 18: Steamer Yellowstone, Charles Maro vice J. G. Ludlow; steamer National City, A. D. Higgins vice Hans Michelsen; steamer Resolute, Frank J. Murphy vice Peter Hansen. The schooner Adele Hobson, H. Poulsen master, was enrolled.

The well-known barkentine Gleaner has put into Suva in distress, according to advices received at San Francisco on July 21 from London. The Gleaner was bound from Eureka for Sydney with a cargo of lumber, when she encountered heavy weather. The vessel will have to discharge part of her cargo before proceeding, in order to effect repairs.

The following changes of masters were recorded at the San Francisco Custom-house on July 20: Steamer Sentinel, A. M. Clotfelter vice C. A. Lauritzen; steamer Brunswick, Charles Lindner vice A. D. Higgins; steamer Noyo, Charles Green vice Charles Lindner. The steamer Olsen and Mahony, H. T. Payne master, was enrolled.

While passing papers at sea the schooner James Rolph, Captain Olsen, and the British ship Dartford, Captain MacDonald, collided with slight damage to the former vessel. One of the ship's yards split the mizzen upper topsail of the schooner. The James Rolph arrived at San Francisco on July 16 after a passage of thirty-one days from Hana with a cargo of 16,200 bags of sugar.

The following changes of masters were recorded at the San Francisco Custom-house on July 19: Steamer Sea Witch, S. B. Randall vice H. P. Marshall; barkentine Lahaina, Neil P. Carlsen vice W. F. Davis; schooner Annie L., Oliver Ortley vice Robert Swanstean. The following vessels were enrolled: Steamer Sehome, H. Potvin, master; steamer Alvira, A. F. Eckman, master; steamer Caroline, W. G. Deale, master.

Making what shipping men say is the fastest passage between Honolulu and the Atlantic coast, or at least, the best in many years, the well-known American ship John Ena arrived at Delaware Breakwater on July 22, eighty-four days out from the Island port. Captain Nick Lorenz died while the vessel was off Cape Horn. The Ena was brought to port under command of First-Mate C. V. Olsen.

The libel of the Puget Sound Navigation Company against the steamer Montara, owned by the Pacific Coast Steamship Company, for the collision of that boat with the steamer Chippewa, January 1, 1910, has been dismissed at Seattle on application of the attorneys for both companies "without prejudice," the matter having been settled out of court by the payment of the actual damage done.

Three new districts are to be created in the existing Lighthouse Service. The new districts will comprise Hawaii, Alaska and Porto Rico. Beginning August 1 naval officers will act as inspectors of the thirteen seacoast and Lake lighthouse districts. In the Three River lighthouse districts engineer officers now in charge of river and harbor improvement work will be detailed to act as inspectors.

The safe passage of the Mexican tug Colima, which has arrived on the Sound from Manzanillo, has brought to mind the ineffectual attempt of the tug Grayling to make practically the same passage a year ago last May. In contrast to the trip of the Colima, the Grayling was the central figure of a sea tragedy which involved the loss of seven lives, and which is still regarded as one of the mysteries of the Pacific.

Recommendations that the channel from Portland to the sea be improved to a depth of thirty feet, for which surveys have been completed, and that before finishing the south jetty at the mouth of the Columbia preparatory work be authorized so that the north jetty can be begun in 1912, are important features in the annual report of Major J. F. McIndoe, Corps of United States Engineers, just completed, and to be forwarded to Washington.

Captain Frederick Jebsen, formerly a member of the shipping firm of Jebsen & Ostrander, which operated a line of steamships between Puget Sound ports and Central America until a few months ago, when the firm dissolved, announced on July 14 that next fall he will put on a line of steamships between Seattle, Tacoma, San Francisco and Southern California ports and Mexico and Central America. Captain Jebsen still controls the German steamers Erna and Ella, which were used by the old company.

Pilotage into and out of Columbia River has been cut in two by the Port of Portland. The new rate became effective on July 15. The new rate will affect steamers only, as sailing vessels generally require a tow, and under existing arrangements the towage fee includes the services of a pilot, each tug carrying a pilot. It is estimated that every large steamer entering the river will save about $150, the average charge for piloting in and out being about $300, exclusive of the pilotage up and down the river between Portland and Astoria.

A movement is on foot to have the large Government dredger which is located at Columbia River sent to Humboldt Bay for several weeks or a month. The plan is to get the dredger to work out on the entrance to the bay, right on the bar itself. Shippers argue that if the dredger could be put to work there for a short time a straight channel could be cut out at a trifling expense. They say that a channel thus opened would maintain itself all winter despite the storms. As no effective work can be done on the jetties before next season, this would insure the best of shipping facilities all winter.

The old Pacific Mail liner City of Peking, which carried the First California Volunteers to the Philippines, is to be broken up and shipped to the Atlantic Coast as scrap iron. Bates & Chesebrough announced on July 22 that they had purchased the hull of the old steamer from the Rogers Wrecking Company for $23,000. The buyers figure that she will net 22,000 tons of scrap, which they expect to ship to the other Coast in three vessels. The City of Peking was 36 years old, having been sent down the ways at Chester, Pa., in 1874. Her hull was constructed of the finest material and is still in pretty good condition.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

Affiliated with
AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer,
1½A Lewis St., Boston, Mass.

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OGDENSBURG, N. Y., 94 Hamilton St.
BAY CITY, Mich., 919 Water St.
ASHTABULA HARBOR, Ohio, 74 Bridge St.
CLEVELAND, Ohio, 929 Superior Ave.
CHICAGO, Ill., 242 South Water St.
MILWAUKEE, Wis., 317 Virginia St.

Sub-Agency:
CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

Coast Seamen's Journal

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PAUL SCHARRENBERG.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JULY 27, 1910.

WHERE CALIFORNIA STANDS.

The address of Homer A. Craig at the recent meeting in San Francisco to protest against the findings of Labor Commissioner Mackenzie concerning Asiatic labor in California (published on page 1 of this issue) is a sufficient answer to those who argue for the admission of Asiatics as a necessity to the development of the State. Mr. Craig speaks with authority as a farmer of practical experience and as the representative of his class. The judgment he expresses is entirely contrary to that of the official "investigators"; he denies the need of Asiatic labor, and in fact characterizes that form of labor as detrimental to the best interests of the State. In this respect Mr. Craig merely confirms the judgment of all observers, both practical and theoretical. To develop the State by Asiatic labor would be to convert it from an American to an Asiatic territory.

This fact is probably well known to those who favor Asiatic labor. They figure that the development of the State, no matter how accomplished, would "improve business" for the railroads and other interests of a monopolistic nature. Monopoly flourishes upon the needs of the people, and even the Asiatic laborer has his needs. But the lower the standard of labor, the sooner the limit of its needs is reached, so that in the end even the monopolies of the State are bound to suffer by any process of development that substitutes a low standard for a high standard of living. In every instance the use of cheap labor has resulted in ultimate stagnation of business.

However, the question uppermost in the minds of the people of California and other Western localities is not one of "business" or of "development" in any material sense. It is a question of men and women, of flesh and blood. In a word, the question is whether California shall be, now and for all time, the habitation of the American race, an integral part of the United States, bound to all other parts of the Nation by ties of blood and common thought, or whether it shall degenerate into a "possession," peopled by an alien race, recognizing no bond of relationship to the Nation other than that of force, subject at all times to the liability of severance from sheer tension.

The situation thus stated involves a question only in the sense of a presentation of the case. In reality there is no question at all in the minds of the people as to the ultimate fate of the State. Whatever question may at one time have existed was settled when the white man first planted his foot on the soil. California became a white man's country "with the help of God and a few marines," and it is going to remain such by the same means. The efforts of those who would exploit the State by turning it into a plantation peopled by so many "hands" are discounted by the history of all previous efforts of the same kind. From the moment of its first settlement by Americans numerous attempts at development by cheap labor have been made by those whose only interest lay in extracting as much as possible from the soil without the slightest concern for the future of the State or its people.

In truth, it may be said that the American people have maintained themselves in these parts by dint of a constant struggle against the elements that would disinherit them. Every measure of protection has been won in the face of the strongest opposition and after many setbacks that would have proved fatal to any cause lacking the sustaining power of race instinct. The power that has thus far maintained California as the heritage of the American people may safely be depended upon to maintain it in the future on the same high ground. Although development may be comparatively slow in the hands of American labor, it will ultimately redound to the highest advantage of the State and Nation. As things now stand, the greatest hindrance to the development of California by the American people consists in the attempt to convert the State into an Asiatic colony. Once the corporations and their sycophants shall be forced to recognize the inevitable destiny of the State, the work of development by white labor will proceed apace. In a word, the development of the State is being retarded not by the lack of, but by the presence of Asiatic labor.

JAPS IN HAWAII.

The facts concerning the conditions of population in the Territory of Hawaii are set forth in a statement published in Honolulu under date of June 4, as follows:

The number of Japanese in Hawaii is increasing rather than diminishing, according to a statement made yesterday by E. A. Mott-Smith, Secretary of the Territory, and all previous reports of the diminution of their numbers are entirely without foundation. Mott-Smith estimates the total number now resident in Hawaii at from 70,000 to 72,000, though he says that until the census returns come in it is impossible to make better than a rough approximation.

But he declares that the Japanese do not and are not liable to present a political problem, for few of the several hundred entitled by birth to exercise the franchise have availed themselves of the right to vote. At the last election there were only six Japanese votes cast, at the election two years before none voted, and at the election before that only two or three cast their ballots. Only an important commercial question, the Secretary thinks, would be liable to arouse the Japanese to the exercise of the franchise.

Nevertheless, there are several hundred Japanese in Hawaii who are entitled to vote. The Japanese began coming into Hawaii as far back as 1869, though their numbers up to 1884 were limited. Since 1900 they have increased rapidly in number, and since that date many Japanese women have arrived in Hawaii; there have been a number of marriages, and, consequently, many births. And the births run much higher than the deaths. Mott-Smith figures that arrivals and births much more than counterbalance departures and deaths. Of course, every Japanese child born in America is eligible to become an American citizen, and every male Japanese child born in Hawaii has the right to vote when he reaches his majority. And their parents are taking precautions to preserve and insure this right by securing for their Hawaiian-born children certificates of Hawaiian birth.

Within the last four weeks the Secretary's office has issued about 1500 of these certificates, and 90 per cent of them are to male Japanese children, for the Japanese are not at all particular about securing certificates of Hawaiian birth for the girls. It is estimated that within five years the number of Japanese eligible to vote will outnumber the total number of Hawaiian voters. Should the Japanese suddenly develop political tendencies, the result might be rather startling. A Japanese Mayor of Honolulu and a Japanese majority in the Legislature might not be an impossibility.

"Should the Japanese suddenly develop political tendencies—." Excuse us while we tremble! Upon second thought it may be just as well to permit Secretary Mott-Smith to do the trembling. Startling as is the situation at first glance, it suggests nothing new to those familiar with recent developments in the "Paradise of the Pacific." It has long been known that the Islands are hopelessly Asiatic. The proceeding has been natural, and its result inevitable. With annexation the importation of Chinese labor ceased. Japanese labor was then in demand, followed by supply ample and superabundant. The story ends here—that is, there is no need to continue it. Japs and Chinese combined constitute a majority of the population and dominate the life of the Islands. Whether or not they shall "suddenly develop political tendencies," they have already developed a controlling influence in the social and industrial spheres. The Asiatics in Hawaii can very well afford to say: Let us control the industries of the country and we care not who controls its politics. In one sense, however, Hawaii is extremely valuable to the United States, namely, as a horrible example of the results of "development" by Asiatic labor.

THE "AGITATOR" AGAIN!

Washington, July 20.—An agent of the Russian Government, who has investigated the charges of bad treatment of Russian peasants on the sugar plantations of Hawaii, does not sustain the allegations of poor pay and persecution made to this Government. M. Kerberge, Councilor of State, in a lengthy report, the gist of which has been transmitted to the State Department, declares the charges of insufficient wages, difficult work and cruel treatment are unreasonable.

He reported that professional agitators were responsible for the disturbances, and that they even prevented the Russians from returning to work. The agent reported the peasants had no desire to return to Russia, but expected the American Government to pay the money anticipated from the sugar planters, after which they planned to move to California or Canada.

The report of M. Kerberge will doubtless prove very satisfactory to the authorities at Washington and St. Petersburg. However, the people of the United States and Russia may be permitted a little skepticism. Official reports, as is well known, have a way with them. This observation loses none of its force in the case of Russian official reports. The charge that "professional agitators were responsible for the disturbances" sounds familiar and invites the suggestion that possibly the report was inspired by malice against the agitators in general rather than by any real interest in the welfare of the Russian laborers in Hawaii.

No one need be told that the agitator is anathema in the view of the Russian official, and of government officials generally. Agitation is the unpardonable sin against government. Whatever other evils may be tolerated, the evil of agitation must be put down with a firm hand! What a lovely time the Russian

official world would have if only the agitator could be put an end to!

Of course, all this has nothing to do with the merits of the Kerberge report. The trouble is that the report itself contains no merits; that is to say, it contains no details, so far as press accounts go. A report, the findings of which are limited to a fling at the "professional agitator," is reasonably subject to suspicion on the score of bias. Common knowledge concerning the labor problem in Hawaii, combined with the findings (?) of the Kerberge report, justify the suspicion that the present is but another instance of the policy of the Hawaiian planters in their treatment of labor, namely, to secure the cheapest labor obtainable by whatever means may be necessary to that end, and to depend upon official aid in making the said labor "content with its lot." Such a policy may work well enough for a time under certain circumstances. Possibly it worked well enough under the Hawaiian Monarchy. But times have changed, and with them men and manners. The methods which suffice in the treatment of the labor problem under a semi-barbaric monarchy won't work at all under a free republic. Hence the trouble of the Hawaiian planters. When we reflect upon the blunder of annexation we find just a little satisfaction—unholy it may be but none the less natural—in the reflection that the planters themselves are now forced to rue their part in that transaction.

THE BUCK SETTLEMENT.

The reported settlement of the dispute between the Metal Polishers and kindred trades, and the Buck Stove and Range Company is the best news in many a day. The "present management" of the Company avows itself friendly to organized labor, and the works will be organized in all departments. The outcome is a victory for all concerned, for the patience and persistence of the labor movement, and for the intelligence and fairmindedness of the men now in control of the Buck Company.

A feature of the settlement is the withdrawal of the Company from the prosecution of the injunction against the American Federation of Labor. That case, however, remains in the hands of the United States Supreme Court, pending a decision in the appeal of Gompers, Mitchell and Morrison from the sentences of imprisonment imposed by Justice Wright. While it is a matter of regret that the dispute should continue in the courts after its settlement between the parties directly involved, the great importance of the legal questions raised overshadows every other consideration.

On the whole, it is well that the settlement does not carry with it any surrender of the legal principles at issue, since the latter must be settled sooner or later. The present status of the Buck Injunction case presents the best possible ground for fair and final determination of the whole question of "Government by Injunction." The decision of the United States Supreme Court will either affirm or deny the validity of the injunction in industrial disputes. So regarded, the legal phase of the Buck dispute far transcends the questions involved in the purely industrial aspect of the case. To stop the legal proceedings, even if that were possible, would be to surrender a certain very definite advantage, with the certainty of being forced to face the issue at some future time, and probably with a less fortunate alignment of principles. While congratulating the labor movement upon the outcome in the Buck case, we can not but express the hope that a far greater victory lies in store, in a decision from the highest judicial tribunal which will forever establish the right of the labor movement to exercise the constitutional functions of citizenship to their fullest extent.

FARMERS AND ORIENTALS.

(Continued from Page 2.)

"Last week Yakima Valley Labor Bureau, an organization of ranchers, who will deal with the shortage of labor, was formed at Toppenish as a result of a call from the Toppenish Commercial Club, for representatives from every city in the Yakima Valley to make some plans for importing labor to handle the fruit crop. It was decided to make a canvass of the number needed, the estimate being placed at 5000, and to apply to Eastern colleges and universities for student help. This involves another very interesting reactionary movement. It is only a few years since very grave doubt possessed the country as to any value in a college student—least of all in his working. Now we have the growers of a large valley calling for all the student labor the country can supply. This wonderful change becomes more intelligible when the general reader is informed that the growers in the most advanced fruit regions of the northwest include a considerable percentage of college men who know their own kind and have faith in them. Their movement involves also a very great influence toward the upbuilding of this country, for they will secure men ready to take hold of enterprise, willing to follow, and at the same time capable of leading. „This Coast cannot have too many such men."

Some fifty years ago America was called the asylum for the oppressed of the earth, but happily for this and succeeding generations that sentiment has long ago passed into oblivion. About a half century ago it seemed wise and good to invite and welcome to our country the good yeoman from "Old Mother England" and from the "Ever Green Isle," from "Old Bonny Scotland," from the vine-clad hills of France, from conservative old Teutonia, from Austria, from fair Scandinavia, and from beneath the blue sky of the sun-kissed land of Italy. They came by hundreds of thousands, made permanent homes with us, became good law-abiding, naturalized American citizens; they learned to love "Old Glory" and their adopted country; their children and grandchildren were educated in our public schools; they readily assimilated with our people, learned to love our institutions, and we know today that the great majority of them and their children and grandchildren are as good, loyal American citizens as those of us whose forefathers landed on Plymouth Rock. These adopted citizens have proven their love and loyalty to the flag of their adopted country on many bloody battlefields in defense of their adopted country. We know that the men and women of the Caucasian race readily assimilate with our people, no matter where they come from, and readily become a part of our body politic.

The recent Census shows we have now a population of a little over ninety millions. It behooves us all who have our country's best interest at heart to pause and think. Our nation is only 134 years old. At the rate we have been growing, what think you will be the population in 2010. Two hundred and thirty-four years is but a short time in the history of a nation. This great country of ours should be carefully guarded and kept as a rich inheritance to our posterity. We should not permit Europe or any other country to dump her paupers and criminals upon us. With the natural increase in our population, and a reasonable number of desirable immigrants of Caucasian race from other countries, in a century from now our population would probably be 250,000,000. The Asiatics do not care to assimilate with us, and we surely do not want them to do so. Let us for a moment consider what their attitude would be, were it possible for those born in Asia to become naturalized citizens, and war should come between America and their mother country. Do you think for one moment they would fight for their adopted country and against their mother country? Never!

Now, as to our best interests as a nation, present and to come. We can not afford to permit an unassimilable alien race to come in great numbers to our country, more especially laborers, who by their cheap manner of living deprive our own white people of making a decent living, by doing the work that should be done by our own people. The nations of Asia are welcome to our Christian civilization and to our Christian religion; if they acept them they will do them good—make them better men and better citizens of their own country. I am sure I have no hatred or prejudice against any man on earth, no matter where he was born or the color of his skin. I admire the sentiment of the young Chinese party and the progressive Japanese, whose slogan is "China for the Chinese" and "Japan for the Japanese." Our slogan should and must be, "America for the Americans."

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, July 25, 1910.
Regular weekly meeting was called to order at 7:30 p. m., Paul Scharrenberg presiding. Secretary reported shipping medium. It was decided to participate in the Labor Day parade at San Francisco and a committee was appointed to make the necessary arrangements. The referendum vote on the second donation of $500 to the Los Angeles strikers was declared carried. The proposition of levying another assessment of $3 upon the membership for the benefit of the Lakes District was voted upon.
E. ELLISON, Secretary pro tem.
44-46 East St. Pacific Phone Kearny 2228. Home Phone J 2228.

Vancouver, B. C., July 18, 1910.
Situation fair.
JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, July 18, 1910.
No meeting; no quorum. Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, July 18, 1910.
Shipping medium; prospects poor.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, July 18, 1910.
Shipping and prospects poor.
WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, July 18, 1910.
Shipping medium; prospects uncertain.
HARRY COOK, Agent.
P. O. Box 6. Tel. 225.

Portland, Ore., Agency, July 18, 1910.
Shipping dull.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, July 18, 1910.
No meeting; no quorum. Shipping fair; prospects uncertain.
JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, July 18, 1910.
Shipping and prospects fair.
HARRY OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, July 11, 1910.
Shipping and prospects poor.
CHAS. SORENSEN, Agent.
P. O. Box 314.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal, July 21, 1910.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping fair.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, July 14, 1910.
No meeting. Shipping medium.
LEONARD NORKGAUER, Agent.
P. O. Box 54.

San Pedro Agency, July 18, 1910.
No meeting. Shipping fair.
ED. BARRY, Agent.
P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, July 18, 1910.
Strike situation good.
ALEX. McKECHNIE, Sec'y pro tem.
674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., July 19, 1910.
Shipping good.
PERCY J. PRYOR, Sec'y pro tem.
1½A Lewis Street.

DIED.

Fred. Christian Bielenberg, No. 785, a native of Germany, aged 59, died at San Francisco, Cal., on July 23, 1910.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

CONFLICTING TESTIMONY.

A loss of $250 was sustained and one man was injured in a fire that started in the after end of the freighter M. A. Hanna as she lay inside the west breakwater yesterday morning and it was only after three hours of hard fighting on the part of the crew of the fire tug Clevelander and the lifesavers that more serious damage to the boat was averted.

The fire resulted from a lighted torch connecting with a paint can while the crew was painting in the stern. Three men were in the paint room at the time and an effort was made by them to extinguish the blaze, but because of the highly inflammable nature of the stuff in the paint room, the room was soon a mass of flame which gave forth a dense smoke that drove the men to the deck.

Lawrence Davis, seventeen, an oiler, was overcome by the smoke before he could get out of the room. Members of the crew went down into the hold for him, but before they could get to him he was so badly burned about the hands, arms and shoulders that he was sent at once to the Marine Hospital in the lifesavers' boat, which, in command of Captain Hanson, had answered the Hanna's first call.

The fire tug Clevelander hurried to the side of the burning boat and soon had four streams down in the hold, but so dense was the smoke below the deck that the firemen were unable to stay below more than a few minutes at a time and had to work in shifts. There were twenty-one members of the crew on the boat when the fire broke out, but they refused to be taken to land, staying until the fire was extinguished.

The foregoing article appears in the Cleveland Leader of July 8th, page 2, Marine News. This article is not copied as a news item. Do you see why it is copied? President Livingstone of the Lake Carriers' Association testified before the Committee on Merchant Marine and Fisheries, House of Representatives, last winter, that the Lake Carriers' Association employed no boys under age and no non-English speaking persons. Now, please read: "Lawrence Davis, age 17, an oiler," etc. Now, Mr. Livingstone, we will take your testimony again. W. H. JENKINS.

Conneaut, O.

NEW STEAMERS LAUNCHED.

The steamer W. J. Olcott, building for the Pittsburg Steamship Company, was launched at Ecorse yards on July 9. She will be ready for duty in about a month from that date. Captain A. R. Robinson will sail her.

The William J. Olcott measures 600 feet over all, 580 feet keel, 58 feet beam and 32 feet deep. She will be equipped with two Scotch boilers and triple expansion engines made by the Great Lakes Company.

At the same hour, same day, the new steamer Allepheny, building for the Anchor line, was launched at the Wyandotte yards.

The Allegheny is a sister-ship of the Conemaugh. Her dimensions are 372 feet over all, 350 feet between perpendiculars, 46 feet beam and 30 feet deep. Her gross tonnage will be 3,898, and she will have a carrying capacity for about 5,000 tons of package freight. She will be ready to go into commission by August 15.

SHIPYARDS TO CLOSE DOWN.

Following the launching of the Anchor line steamer Alleghany, at the Wyandotte plant of the Detroit Shipbuilding Company, active operations at the yards will be temporarily suspended. It is probable that beyond a few repair jobs there will be no work at the shipyards for three months, at least.

WILL ENLARGE OUTER HARBOR.

The scheme for breakwater improvement and extensions at Ashtabula Harbor, for which upward of $1,000,000 has been appropriated by the Government, has been made known by Colonel John Millis, engineer in charge of the Ashtabula district, and bids for the work are to be forthcoming very soon, with expectation that some of the work will be accomplished this season.

The plan contemplates a general enlargement of the outer harbor which will admit of spacious anchorage for shipping outside of the main river and channels, a condition that has never existed here and which will prove of great advantage as well as safety.

The west arm of the breakwater, to which some 2,000 feet was added on the shore end during the past year, is to have another shoreward extension, practically closing the gap next the beach and thus shutting off effectually the cross currents that have been a menace to shipping interests and prevented the use of the new Pennsylvania slip.

The completion of the first section of this extension this summer has admitted of putting into commission the new coal machine which was erected and stood idle for two seasons. The outer end of this arm is to have an extension into the Lake of 1,700 feet, ending with a pierhead, to which the present outer light is to be transferred. The outer entrance will be made 600 feet wide and the east arm of the barrier is to exceed 1,800 feet due east and thence 2,700 feet shoreward.

About 600 feet of the present east arm nearest the main entrance is to be removed and the material used in the new structure further out in the Lake. The rubble mound type of construction, which comprises the greater part of the present breakwater, is to be continued.

WHO'S GOT THE EAR?

A strike-breaker whose name is supposed to be Edward Frazer, who lost an ear while in a fight in Buffalo some time ago, lays claim to the ear which was subsequently reported to have been sent to Mr. Coulby, accompanied by threats. The ear alleged to have been sent to Mr. Coulby, however, is reported to be lost. Rather pretty, that! The fact that they, Mr. Coulby and his attorneys, can not produce the ear leaves them open to the suspicion that they never had it. W. H. JENKINS.

Conneaut, O.

PLANS FOR PASSENGER STEAMER.

Under the direction of Ashley & Dunstin, tentative plans for a $300,000 passenger steamer are being prepared by Frank E. Kirby, the marine architect. The vessel is to have a steel hull and carrying capacity for about 3,000 passengers.

She will be put on the run between Detroit, Put-in Bay and other Ohio ports on which Ashley & Dustin are now operating the steamer Frank E. Kirby. The Kirby's passenger limit is 1,100. Her owners say a larger boat is needed to accommodate the increasing passenger and freight traffic.

NEW CONTRACTS MADE.

Captain John Mitchell, manager of the Buffalo & Susquehanna Steamship Company, has closed a contract with the American Shipbuilding Company for a big freighter. The new boat will take the place of the steamer Frank H. Goodyear, which was lost in Lake Huron early in the season.

The steamer will be 552 feet over all, 532 feet keel, 58 feet beam and 31 feet deep. She will have triple expansion engines, cylinders 23½, 38 and 63 inches, with 42-inch stroke. Steam will be furnished by two Scotch boilers 12½ feet long.

The new boat, which will be built at Lorain, will be completed and ready for business April 1, 1911. The Toledo Shipbuilding Company and the Great Lakes Engineering Works of Detroit bid for the work. The bid of the Toledo firm was the highest.

This is the second freighter that has been ordered for 1911 delivery. The 600-foot steamer which the Great Lakes Engineering Works will build for Jones & Laughlin will not come out until next season. The outlook for new work, however, is not good and the general opinion is that few freight vessels will be ordered for next season.

Material for the carferry steamer which the Toledo Shipbuilding Company will build for the Ann Arbor Railroad is arriving at the shipyard and the keel will be laid in a short time. The contract for this boat was closed a few weeks ago and the bids of the three shipbuilders were less than $1,000 apart. The carferry is to be completed next December.

DAM FOR DETROIT RIVER.

To prevent a possible reduction of levels in the Upper Lakes and rivers, resulting from enlarging the outlet of the Detroit River by the construction of the new Livingstone channel, the Government will build a dam nearly a mile long from Bois Blanc Island to a point near the edge of the new rock cut channel.

Work on the dam has not started yet. It is to be built of rock taken from the excavation work, and will be completed about the time the new channel is finished.

"There is a steep slope on the bed of the stream where the channel work is in progress," said Colonel C. McD. Townsend, United States engineer, in charge of the work. Removal of great quantities of rock and earth in building the channel, tends to enlarge the outlet. To prevent an increased flow of water from above we will build a dam that will restrict the flow to about the amount now passing into the Lake. Permission has been asked from the Canadian Government for the erection of the dam.

The plan of construction does not include the use of cement. The rock taken from the end of the stream will be piled together to make the restraining wall. Colonel Townsend is confident the dam thus built will suffer little or no damage from ice, and that the expense of maintaining it will not exceed $500 a year.

Demand the union label on all products.

DRY WORK NEARLY DONE.

Operations in the dry work at the new Livingstone Channel in the lower Detroit River will be finished by the close of navigation this year, according to a statement made by Colonel C. McD. Townsend, United States engineer, in charge of the work. "This is a year ahead of the contract time for the completion of the job," said Townsend, "but it will have little effect in hastening the opening of the channel, owing to inability to carry on the work in the sections covered by water with any greater degree of speed than at the present time. September, 1911, is the earliest date I could set for the completion of the entire project."

Colonel Townsend paid an inspection visit to the channel on board the Government boat Hancock recently and found work progressing favorably. Dredge No. 9 of the C. H. Starke Dredge & Dock Company, has finished her contract at Bar Point on the channel work, and will tie up at Amherstburg. Breyman Brothers' dredge No. 2 and the tug Breyman, at work near the same place, will finish their work shortly and will leave for Lorain for a few months' work in that vicinity.

The dry work just completed stretches through more than a mile of solid rock in which the Government engineers have chiseled the channel with perpendicular walls running down to a depth of twenty-two feet below the water level.

MONEY FOR HARBOR WORK.

Second in amount only to the appropriation for work on the Panama Canal, is the sum set apart by Congress for rivers and harbors work in the Detroit district, in charge of Colonel C. McD. Townsend, engineer corps, U. S. A. The aggregate appropriated in the rivers and harbors bill is $1,400,000, while the sundry civil bill carries nearly $2,000,000 additional.

The greater part of the money will be expended in the improvements in the Lower Detroit River and the St. Mary's River. For widening to 450 feet the Livingstone channel, Detroit River, now under construction at a width of 300 feet, $630,000 is allowed.

For dredging an eighteen-foot channel through Saginaw Bay and a sixteen-foot channel in the Saginaw River to the junction of the Shiawasse and Titabasse Rivers, $50,000 is allowed and work to the extent of $636,000 additional is authorized.

Other items calling for heavy expenditure are surveys for the proposed fourth lock at the Soo, for straightening the channel in the Detroit River between Fighting Island and Wyandotte and the removal of shoals and reefs in St. Marys River near Detour.

MEETING IN TORONTO.

The International Waterways Commission met at Toronto on June 24. Six members were present, three representing the United States Government and the other three Canada. The question of the Great Lakes boundary line and that of a new and definite dividing line to be drawn through the St. Lawrence system, were considered.

STRIKE
ON THE GREAT LAKES

COMRADES:

The strike of Sailors, Firemen and Cooks on the Great Lakes is still on. We appeal to all seafaring men to assist us in persuading seamen to stay away from the Lakes during this strike.

Any reports that the strike has been settled are false.

The Seamen of the Great Lakes are sticking together solidly, and will keep up the battle for freedom and decent conditions until the fight is won. "God Almighty hates a quitter." (So do we.)

Lend a hand, comrades, by inducing seamen to stay away from the Lakes while the strike is on.

Yours fraternally,

LAKE DISTRICT,

International Seamen's Union of America.

STRIKE ON THE GREAT LAKES
KEEP AWAY!

CHANGES IN LIGHTS.

The United States Lighthouse Board, Washington, announces these changes in navigation aids on the Great Lakes:

Rocky River gas buoy, No. 1, will be established about July 3 in 30 feet of water, to mark the entrance to Rocky River, Lake Erie. The buoy will show a white light during periods of 10 seconds separated by eclipses of 10 seconds' duration. Cleveland waterworks crib light, 53 degrees 15 minutes true (N. E. by E. 1-16 E. mag.); Cleveland crib light, 82 degrees true (E. 3-8 N. mag.); Rocky River pier, north end, 142 degrees, 30 minutes true (S. E. by S. mag.).

Rocky River buoy, No. 1, fourth-class spar, will be discontinued upon the establishment of Rocky River gas buoy, No. 1.

Structure supporting Osceola Point light, Portage River, Lake Superior, has been moved 45 feet, 163 degrees true, from its former location without other change.

Structure supporting Atlantic Point light, Portage River, Lake Superior, has been moved 108 feet, 34 degrees true, from its former location without other change.

Intensity of the lights at Grand Traverse station and South Manitou station, Lake Michigan, has been increased by changing the illuminant from oil to incandescent oil vapor. Intensity of the lights at Au Sable and Cana Island station, Lake Michigan, also is to be increased.

Dumping ground buoy, third-class white spar, off Chicago, will be discontinued about July 1, the abandoned waterworks cribs which it marked having been removed.

WILL BREAK RECORD.

Present indications are that the month of June will break all records in the amount of freight passing through the Soo. Officials who have been carefully observing the amount of freight estimate that it will exceed 10,000,000 tons this month, and the season's business will undoubtedly reach the 70,000,000 mark. The draft of water over the meter sill of the Poe lock is 18 feet 7 inches, which is the highest during the year.

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Findlay J. McDonald, No. 5499, Lake Seamen's Union, is inquired for by John D. McDonald, Highland Park, Mich.

Joseph Ward, No. 21241, Lake Seamen's Union, is inquired for by his mother, Mrs. Julia Ward, 223 Devoe street, Brooklyn, N. Y.

Comrade Henry Blaschke. Any one knowing the above-named comrade please communicate with Jno. Rook, Jr., 2564 E. 55th St., Cleveland.

Roy Person, No. 12522, L. S. U., is inquired for by his sister, Miss Hazel Person, 225 Chisholm street, Alpena, Mich.

Royden Keith, member Lake Seamen's Union, is inquired for by Jas. M. Gordon, Santiago de Cuba. Anyone knowing his address please notify W. H. Jenkins, Conneaut.

William Young, a marine fireman, aged 50 years, last heard of twelve years ago, is inquired for by his sister. Address, Mrs. Anna M. Mills, 644 W. 61st street, Chicago, Ill.

HER FIRST TRIP.

The new steamer E. L. Fisher, which was built by the Toledo Shipbuilding Company, arrived at Cleevland recently on her first trip. She loaded coal for Portage. The Fisher is owned by the Argo Steamship Company of Cleveland. Her capacity is 2,000 tons of coal and 1,500,000 feet of lumber.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)
674 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....21 High Street
Telephone Bell 175 R
CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.
TOLEDO, O.....54 Main Street
Phone Bell 1890.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.
SUPERIOR, Wis.....213 Banks Avenue
Telephone, New Phone, Broad 155 L.
BAY CITY, Mich.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
KINGSTON, Ont., Canada.....(Box 96) King Street
ERIE, Pa.....328 German Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.
SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.
SANDUSKY, O.....510 Meigs Street

HOSPITAL AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.
RELIEF STATIONS.

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Manistee, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

MEXICAN COCONUT GROWING.

Consul Arminius T. Haeberle, of Manzanillo, calls attention to possibilities for extending coconut growing and their conversion into articles of commerce in that part of Mexico:

Like the coconut, the coquito (little coconut) is used for extracting oil. The coquito grows wild in great abundance and is a small nut about two inches in diameter and about four inches in circumference. Nut oils are imported into the United States from China, but those produced in this part of Mexico are used only for making soap, for lubricating machinery, and for illuminating purposes. Raising coconuts for exportation would be a profitable enterprise in this district, where the supply is limited to local consumption. A still greater market could be created locally if a factory were established for extracting the oil from the copra. It is thought by many that even now money could be made by extracting oil from the copra and the coquito on a larger scale and with modern machinery. There are not many large coconut groves in this district, but as coquitos and coconuts are found everywhere a good supply could be had by collecting them. It is true that there are many small factories for manufacturing soap and extracting oil in Colima, San Blas, and Mazatlan, but not with modern machinery. The following method is used: After the nut is ready for the market, the meat of the nut is toasted and then ground between millstones turned by horsepower. Then it is pressed or thrown into kettles filled with hot water and the oil skimmed off the top. To show the demand for copra, attention is called to the fact that last year 400 tons of copra were imported into Mazatlan from San Francisco by two soap factories, which paid $70 per ton at point of shipment, in addition to which freight and duty into Mexico had to be paid. Machinery is also needed for removing the outer hull of the nut, which is now done by hand.

STRIKES IN GERMANY.

In the Kingdom of Saxony, with a population of 4,600,000, and the busiest hive of industry in Germany, there were 152 strikes in 1908, against 239 in 1907. These strikes involved 602 concerns and 18,862 workmen, against 35,087 workmen in 1907. In 23 cases the strikers won victories, in 50 cases partial successes, and in 76 cases lost. The largest group was in the building trades, with a total of 58 strikes. There were in Saxony, during the year, 13 lockouts, involving 84 concerns and 3,469 employes. The industrial depression which prevailed in 1908 had the effect of lessening labor disputes in both Saxony and Bavaria.

In the Kingdom of Bavaria, with a population of 6,500,000 and containing the great manufacturing cities of Nuremberg and Fuerth, as well as large porcelain, glass, and brewing industries, there were 164 strikes and 28 lockouts in 1908, against 266 strikes and 20 lockouts in 1907. These 164 strikes resulted in victories for the strikers in 30 cases, partial victories in 56 cases, and defeat in 78 cases. In the lockouts the employers were successful in 18 cases; partially so in 5 cases, and lost out in 5 cases. The strikes and lockouts involved 8,228 and 2,855 workmen, respectively, against 22,582 and 2,854 in 1907. The largest group of strikers was in the building trades—2,204 men and 58 strikes. The next largest was in the clothing industry, with 11 strikes. The causes of the strikes were: Questions of wages, 69; hours of labor, 8; both wages and hours, 38; various other causes, 49. The loss in wages due to the strikes and lockouts was only $94,343, against $293,246 in 1907.

The twelve-week strike of carpenters and joiners in Nuremberg, which has just been settled by agreement, is particularly interesting for the glimpse it affords into the wage and working conditions in these trades in Germany.

Both wages and hours of labor remain unchanged until April 1, 1910. The present wages are $5.52 per week of 54 hours. Subsequent increases in wages will take place as follows: April 1, 1910, $5.93 per week of 53 hours; April 1, 1911, $6.05 per week of 53 hours. To carpenters engaged upon building construction an additional wage, for the wear and tear of clothing, is allowed, making the weekly pay of these $6.16 until April 1, 1910, $6.56 from that date until April 1, 1911, and $6.69 from that date until April 1, 1912, when the agreement ends.

The agreement provides for a noon pause of 1½ hours, the cessation of the May Day celebration, and the right to discharge or quit work without advance notice. The latter introduces a new principle into the German labor world, it being heretofore practically a universal rule in every trade, business, profession, and employment to give due notice before an employe may quit or be discharged from his or her job.

ENORMOUS RAILROAD MAP.

The great map before which the late E. H. Harriman spent so many hours planning new campaigns has made way for a still greater map, upon which are shown about 1500 miles of railroads that Harriman did not live to see constructed. The new map is nineteen feet high and covers more than 360 square feet of canvas. Fifteen men were required to deliver the geared roller on which it will be manipulated. When half unrolled it covers all of one end of the directors' room in the Union Pacific offices at 120 Broadway.

The new map shows every little branch of the Union Pacific and Southern Pacific systems, including the lines which the latter road is building in Mexico. The old map did not show the Mexican lines, as it was drawn before Harriman decided to extend his lines about 1500 miles south of the Rio Grande.

The new map shows every little office of the Union Pacific and more than a year was spent in its preparation. The cost of its preparation exceeded $6000.

More than passing interest attaches to the old map. Harriman was accustomed to sit for long periods before the chart, planning an extension here, a cutoff there, a branch line between such and such points. He came to know every spot on the map.

At the directors' meetings he frequently directed some junior officer to point out a certain branch line or some small division point, and was surprised and annoyed that the officer was unable to place his finger on the spot without a moment's hesitation. He knew the map by heart and could not understand why others did not know it equally well.—New York Sun.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 44-46 East St.
Branches:
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Branches:
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GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

ALASKA FISHERMEN'S UNION.

Headquarters:
SAN FRANCISCO, Cal., 93 Steuart St.
Agencies:
SEATTLE, Wash., 1312 Western Ave. P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

COMPENSATION TO SEAMEN.

On the ground of the Merchant Shipping Act (England) of the year 1906 the shipowner is compelled to pay the expenses for medicine, medical attendance and nursing in case the captain or a member of the crew is prevented by an injury from doing his work, or in case he is affected by an inner disease until final recovery or death of the man in question, or until his return to the port of departure; the shipowner is also compelled to stand the expenses caused by the maintenance of the man without being entitled to make any reductions whatever from the wages of the injured or sick man. The same obligation of the shipowner, and that for the time of absence from the ship, applies if a commander or seaman is temporarily discharged from the ship either to prevent any danger of infection on the ship or for any other consideration for the ship, if he is later on reinstated. However, the law expressly states that the shipowner cannot be called upon in case of venereal diseases or all such diseases which are caused by carelessness, frivolous actions or bad conduct of a seaman. If a disease to be paid for by the shipowner causes the death of the man in question, the shipowner must also stand the funeral expenses, if there are any.

The law passed under date of December 21, 1906, under the name of "Workmen's Compensation Act, 1906," also draws the British seamen into the circle of persons insured against accidents. If the death of a seaman is caused by a labor accident and he leaves relations behind, who were entirely dependent from his income, there is, besides the funeral expenses provided for in the Merchant Shipping Act, either an amount of money to be granted equal to his income during his employ with the same shipowner for the last three years preceding the year when the accident happened, or an amount of £150; that is to say, the highest of the two scales, but the amount in no case to exceed £300. If the time of the employ of the killed seaman with his last shipowner was less than three years, the amount of the income for three years is substituted by 156 times his average weekly wage during the time of his actual employment with his last shipowner. If the killed seaman leaves relations behind, who were only partially dependent from his income, the allowance to be paid to them only amounts to such an amount as will be fixed by agreement, or, in case no understanding can be obtained, the amount to be fixed by an arbitrator which is considered reasonable and an equivalent for the loss thus caused to the relations, but under no circumstances must those scales be exceeded which are fixed for relations who were entirely dependent from the income of the killed man. In all such cases must any claims be made known within six months after receipt of the news of the death by the persons entitled to benefits. If no relations exist to whom the above conditions would apply, the obligation of the shipowner is limited to the payment of the funeral expenses in accordance with the Merchant Shipping Act. The relations of foreign seamen employed on British ships are also entitled to the above named benefits. The Workmen's Compensation Act, 1906, has canceled the regulation in the Merchant Shipping Act with reference to the seamen or their relations, which limited the obligation of the shipowner in case of the death of a person to £15 per tonnage, whereas this restriction in the responsibility of the shipowner continues to remain in operation with reference to third parties.

No subscriptions of any kind are levied from the seamen towards the accident insurance. Also foreign members of the crew of a British ship enjoy the benefits of the "Workmen's Compensation Act," but, apart from the case that the disability caused by an accident is, as can be proved, a permanent one, they can claim the payment of a weekly benefit only as long as they live in the United Kingdom. For the purpose of the fulfilment of the obligations of the shipowner with reference to the accident insurance, every ship can upon the request of an interested person be retained through juridical sentence until the benefit due has been paid or until a proper guarantee for its payment has been given.—Weekly Herald, Wellington, N. Z.

A SKYSCRAPER PROBLEM

Recently it has been found in New York that along with the waterproofing of the lower stories of skyscraper buildings was a problem of foundation work of an unusual nature. A considerable proportion of these structures rest on pile foundations. Under ordinary conditions these supports would be entirely satisfactory, but the conditions where many office buildings are erected are rapidly becoming extraordinary. The large population in the buildings requires sewers much larger than those in districts of the same area where buildings do not rise so high, and subways will eventually be constructed near many of them for rapid-transit purposes. As one building after another is erected and its foundations are carried far down below the surface, the supporting strata are disturbed, and this, coupled with the subways and deep-lying sewers, materially lowers the ground water level. As a result the pile foundations which were formerly preserved by the constant presence of water about them have begun to decay with the lowering of the water table. In some places there is considerable uncertainty as to just how far the lowering will proceed. It is therefore necessary not only to waterproof the lower parts of the building to prevent leakage into the sub-surface stories in the case of a high ground water-level, but to secure the pile foundations against dryness in case of a great lowering of the same level. Consequently, where foundations on rock or hardpan are impracticable, some form of permanent piling seems desirable, and a field is developing for concrete piling that may be expected to furnish some decidedly interesting examples of such work before long, for both new foundations and underpinning.—New York Engineering Record.

The fifty-ninth annual report of the Bergen Steamship Company showed net earnings for 1909 of only $55,935, from which a dividend of 5 per cent was declared. The large shrinkage was due to the decreased tourist traffic, increase in cost of equipment to meet modern demands, increase of $15,000 in seamen's wages, and the stringent Norwegian navigation requirements as to ships' outfits. The company owns and operates thirty-two steamers, including lines to England, Germany, and Iceland.

RIVER TRADE IN EUROPE.

An American Congressional committee is now in Germany studying the development of rivers and canals that information may be secured for use in the United States. In connection with this matter the following report on the utilization of the upper reaches of the Elbe River, which is already so wonderfully made use of as it crosses the German Empire, will be interesting:

Improvements on the River Moldau from Prague to Melnik, and on the Elbe from Melnik to Aussig, are being vigorously pushed. These improvements comprise a system of dams, locks, and lateral canals, to make the rivers navigable from Prague to Hamburg during all seasons of the year.

The work which was commenced in 1897 will, when completed, comprise twelve dams, with locks, sluiceways, and retaining walls. At present five dams have been completed on the Moldau, two on the Elbe, where two are still building, and three are yet to be constructed, together with their locks. Aside from the twelve mentioned dams, two will be constructed within the city limits of Prague, one of which will furnish power sufficient to generate electricity for the Prague electric light and street car service, which belongs to the city. At present the two plants are expensive regarding fuel, consuming in 1908 upward of 52,085 tons of coal and coke.

All the river improvements are to be completed by the year 1914. Alongside each dam there is constructed a sluiceway for the passage of lumber rafts, which come down the Moldau from the Bohemian forests in the mountains. There are also special passageways constructed to enable fish to pass up the river.

The cost of the improvements on the Moldau and Elbe from Prague to Aussig, a distance of 66 miles, is estimated at $9,053,800, and for the two dams, locks, and canalization in the city of Prague, $3,654,000. Two-thirds of the former improvement will be defrayed by the Austrian Government, and one-third by the Kingdom of Bohemia, the respective portions to be deposited in installments, semi-annually, in the Landesbank of Bohemia, which pays 3½ per cent interest on the deposits. For the latter improvements, within the city of Prague, the Government of Austria will issue bonds, the Government of Bohemia guaranteeing one-eighth of the interest on said bonds.

A harbor for the accommodation of boats has been constructed at Holleschowitz, a suburb of Prague, costing $507,500. The freight traffic on the river will be moved mostly in barges hauled by tugs. The ordinary Moldau boat has a capacity of 450 to 500 tons, but boats of 1,000 tons from the Elbe have entered the canals. The traffic on the Elbe in 1907 was 4,113,692 tons, and in 1908, 3,664,109 tons. On the Moldau in 1907 it was 1,064,827 tons, and in 1908, 932,524 tons. The decrease in tonnage during 1908 was owing principally to the low stage of water and to ice on the rivers.

The Chinese board of law has instructed the Canton authorities that by the beginning of next year adequate law courts and up-to-date prisons must be established in each province.

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News from Abroad.

John Gottfried Gallee, a German astronomer, who was the first observer of the planet Neptune, died at Potsdam on July 10.

A dispatch from Shanghai says there are depredations in Lachow in the province of Shantung, on account of the scarcity of rice.

The elaborate funeral given King Edward VII cost the British nation $202,500, as shown in the supplementary financial estimates issued on July 13.

Notices of the termination of commercial treaties one year hence have been dispatched by Japan to European countries, including Great Britain.

Charged with delivering German military and naval secrets to the French Government, Anna Zurlamga was sentenced to six years in jail at Leipsic on July 9.

An electric locomotive of 1000 horse-power, which, it is said, can be used on any railway without live rails or wires, was successfully tested at Glasgow, Scotland, on July 14.

Senor Maura, former Premier of Spain, was shot at Barcelona on July 22 by an assassin named Manuel Posa. Posa fired three shots as Senor Maura was leaving a train, wounding him in the leg.

A grave mutiny broke out at the prison at Madrid on July 22. The fighting lasted three hours and was only ended by the calling in of troops. The soldiers intimidated the mutineers by firing in the air.

To race with the British expedition under Captain Scott to the South Pole, a Japanese sailing vessel of 200 tons, carrying Lieutenant Shirase and the Japanese expedition to the Antarctic, will leave Tokio on August 1.

While the dirigible balloon Erbsloeh was flying over the village of Pattcheed, Germany, on July 13, it collapsed and fell to the ground, killing the five occupants, Oscar Erbsloeh, aeronaut and inventor, and four others.

Professor Henning Matzon, professor of the University of Copenhagen, Counselor Extraordinary of the Supreme Court and a member of the permanent arbitration court at The Hague, died at Copenhagen on July 18.

A report from Johannesburg, South Africa, on July 21 announces the finding of another great diamond at the Premier mine. The gem is said to weigh 191 carats, and is described as a pure white stone, absolutely flawless, and worth $150,000 uncut.

Herr Dalwitz, Prussian Minister of the Interior, on recommendation of the political police, has signed orders for the expulsion of twenty-one Mormon missionaries, most of whom are Americans or Englishmen, and they were conducted to the frontier on July 22.

A sharp earthquake was felt at Munich, Bavaria, on July 13. The walls of several buildings were cracked. The shock was also felt in surrounding villages, including Gannish. Areport from Oberammergau says the shock was noticeable there, but little damage was done.

Captain Robert F. Scott, commander of the British Antarctic Expedition, left London on July 16 for New Zealand, where he will join the other members of his party on board the exploring steamer Terra Nova. Captain Scott plans to arrive at the South Pole in December, 1911.

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INFORMATION WANTED.

Nicholas R. West, supposed to be sailing on the Pacific Coast, is inquired for by his mother. Any one knowing his present whereabouts please notify the Russian Consulate at San Francisco.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Alexis, H.
Albrigtsen, G.
Andersen, Arvid
Andreasen, O. L.
Appelquist, O.
Aggs, P.
Beckler, Jos.
Berge, Johan
Burns, John
Caldwell, W. G.
Carlsen, R. T.
Chamberlain, L. C.
Christensen, Oscar
Christiansen, A.
Darker, Thos.
Edvardsen, John
Eklund, P. H.
Elwood, Alf
Eriksen, Axel
Eriksen, J. K.
Fernandoes, F.
Fellix, Harry
Fjilstad, K. M.
Frivold, John
Faroe, A. Hansen
German, Richard
Gregg, E. J.
Grohn, John
Gunderson, And. -785
Gumas, K.
Gustav, John
Hansen, Chas. S.
Hansen, Andrew
Haakensen, H.
Hallenberg, Gustaf
Hansen, Axel M.
Hansen, Hans F.
Haas, W.
Harjis, H. -1940
Hansen, Hilmer
Hahnberg, Olaf
Holmstrom, C. G.
Ingebretsen, O. -125
Isaksen, And.
Jacobsen, Torgils
Jamison, James
Jacobsen, E. C.
Jensen, Ludvik
Jensen, Hans -2014
Johansen, Herman
Johansen, Ludvig A.
Johnson, K. -1592
Johnsen, C. J.
Johnsen, J. -983
Johnsen, Eric
Johnson, Alf -1700
Jorgensen, J.
Kalming, Jacob
Kesher, Karl
Kinsay, W. A.
Kittelsen, C. T.
Knudsen, M.
Larsen, Louis
Lewis, George
Linsay, W. A.
Lindholm, Chas.
Lund, Chas.
Lundberg, Oscar
Mannonen, Eric
Martin, C.
Martinsen, Abe
Mikkelsen, A. M. -1584
Miller, Harold
Morgan, Ed.
Morris, M. M.
Nelsen, Fred.
Nielsen, N. A. -909
Nielsen, P. L.
Nurmi, V.
Olsen, John -1046
Olsson, Oscar
Olsen, Andrew
Olsen, C. E. -584
Olsen, Eric C.
Paul, P. G.
Preston, James
Quigley, R. E.
Ries, J. H.
Rimmer, Jas.
Saari, K. G.
Sand, Chas.
Sauer, Emil
Schmidt, Alf.
Schwab, M.
Smith, Johan
Smith, Max
Sorensen, Ed.
Staff, Chas.
Strom, Carl
Stenroos, A. W.
Swansen, C. -1536
Swansen, B. -1932
Thompson, James
Torgersen, Ludvig
Udley, H. S.
Van Houten, E. C.
Vogt, Carl
White, Hans
White, Earl
Ylinen, S.
Zazan, J.

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INFORMATION WANTED.

William Beckman, a native of Bochum, Westfalia, Germany, is inquired for by his mother, who is at present in Los Angeles, Cal., at 317 Crocker street.

INFORMATION WANTED.

John Tierney, last heard from by letter, October, 1906, is inquired for by his sister, Mrs. Wm. Degnan, 124 Harrison street, Pawtucket, R. I.

Harry Hayes, last heard from in Tacoma, Wash., in 1895, or anyone having information concerning him is requested to furnish same to H. W. Hutton, 527-529 Pacific Bldg., San Francisco.

Erwin Bausback, born at Weilheim, Germany, is inquired for by the German Consul, San Francisco. Royal Insurance Building, 201 Sansome street.

Fritz V. Jacobson is inquired for by his brother, Job Jacobson. He was last heard of in Seattle. Address Lake Seamen's Union, 70 Isabella street, Ogdensburg, New York.

Jacob Herman and Frank Luter who were on the five-masted schooner Inca when James Robson met with an accident, are requested to communicate with the latter at 734 Roosevelt street, Portland, Or.

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INFORMATION WANTED.

Louis Hayot, a native of Porto Rico, about 54 years old, is inquired for by Sandalio Bernard, Sailors' Union of the Pacific, San Francisco.

Carl Leopold Anderson, native of Nordtelje, Sweden, last heard from in New Orleans, La., November, 1904, is inquired for by his brother John Anderson. Address: Sailors' Union, San Francisco, Cal.

Henry Fauske, a native of Norway, aged 36, last heard of on the Pacific Coast 18 years ago, is inquired for by Mrs. Emma Fauske. Address St. Helens, Wash.

Robert Fordyce Bowers, last heard of at San Francisco, in March, 1907, is requested to communicate with his mother Mrs. M. E. Watson, of 12 Lampton street, Bishopswearmouth, Sunderland, England.

Arthur Taplett, age 18, last heard from at Wilmington, N. C., in April, 1908, is inquired for by relatives. Please forward any information concerning him to Mrs. Eleanor M. Herman, R. F. D. No. 4, Box 310, Tacoma, Wash.

Paul Boose, who has a damage suit against the "Stanley Dollar," in the Federal Court at Seattle, Wash., desires very much to have the following witnesses come to Seattle, or if impossible, to communicate with him: P. Bush, No. 1106; Aug. Stolzer, No. 2087; A. Lamberg, No. 1359 and J. Clauson. Address, Box 65, Seattle, Wash.

The U. S. District Court in New Orleans has decided the case of John Kauer vs. the SS. Dover in favor of the libelant, and the New Orleans Agent has collected the money. Any one knowing the address of John Kauer, please communicate with the Sailors' Agent in New Orleans, George C. Bodine, 514 Dumaine St.

Domestic and Naval.

Captain Lensen, of the steamer Admiral Farragut, of Philadelphia, reports having passed a dangerous piece of wreckage, 80 to 100 feet long and 20 feet wide, on the 9th instant, in latitude 35.10, longitude 71.15.

The British schooner Garfield White, from Perth Amboy for North Head, sank recently off Averne, Long Island. The vessel and cargo are totally lost. The crew were picked up and are safe in New York.

The schooner Winifred Schuster arrived at Key West recently and reported finding the schooner Fannie Palmer stranded on Salt Clay Bank, east end of Muretos Key, Bahamas, on July 7. The Fannie Palmer left Baltimore on June 22 for Galveston.

The German tank steamer Standard, from Philadelphia for Copenhagen, which was in collision on June 30 with the White Star liner Baltic, from Liverpool for New York, was spoken July 8, in latitude 55 north, longitude 24 west, and declined assistance.

A collision between the German tank steamer Hesperus and the Gloucester schooner Hattie Evelyn, was recently reported by the Nantucket Shoals lightship to the naval wireless station at Newport, R. I. The dispatch stated that the Hesperus had passed the lightship on July 9 with her foremast broken.

A deputation headed by Lord Mayor Doyle of Dublin had a brief interview at London on July 20 with Frank Hitchcock, the American Postmaster-General, in reference to the abandonment of Queenstown as a port of call for east-bound steamers of the Cunard line carrying mail and passengers from the United States.

The keel of the Argentine battleship Morena, to be built by the New York Shipbuilding Company, was laid at Camden, N. J., on July 9 in the presenve of seevral officials of the South American country. The battleship will be of immense size and is one of two sister-ships being built for the South American republic.

The United Wireless Company is advised by its London office that the steamer Highland Corrie of the Nelson line is being equipped with wireless, making the fourth vessel of this fleet to be so equipped. The Atlantic steamers of the Southern Pacific Company, the Proteus and the Excelsior, which ply between New Orleans and New York, have also had the necessary instruments ordered for them.

Within the last few days twenty-four steamers on the Atlantic Coast have contracted for the installation of wireless apparatus. The United Wireless Company has just closed a contract with the Merchants and Miners' Transportation Company for the installation of the system on their steamers Juniata and Merrimac, and twenty other vessels of this fleet are to be similarly equipped without delay.

The United States magnetic survey yacht Carnegie has sailed from Shelter Island, Long Island Sound, on a three years' cruise. The vessel will make magnetic surveys in all parts of the world and her itinerary will be as follows: Porto Rico, Rio de Janeiro, Buenos Ayres, Cape Town, Ceylon, Manila, Samoa, Acapulco and around the Horn again to New York. The work of the Carnegie is expected to produce beneficial results for the mariners of all nations.

World's Workers.

According to returns made to the Central Federation of Danish Trade-Unions, out of 51,400 members of affiliated unions, 5,400, or 10.5 per cent., were unemployed at the end of April.

Fifteen thousand miners in the coal districts of Spain struck on July 16 to force concessions from the mining companies. The strike sentiment is spreading.

The net result of all the changes in British wages taking effect in May was an increase of £3,743 per week, as compared with one of £850 per week in April, and a decrease of £1,018 per week in May, 1909.

According to returns made to the Belgian Labor Department 1.6 per cent. of the 47,511 members of the trade-unions reporting were unemployed at the end of April, compared with 2.1 per cent. in March, and 3.0 per cent. in April, 1909.

The engineers and firemen affiliated with the National Railroaders' Union, of France, will meet on July 28 and pass on the action of the central committee of the union, which has decided on a general strike. Pending this meeting it is believed the men will continue at work.

Returns received from certain selected British ports (at which about 83 per cent. of the total tonnage in the foreign trade is entered and cleared), show that during May 42,727 seamen, of whom 3,439 (or 8.0 per cent.) were foreigners, were shipped on foreign-going vessels.

The New South Wales Trolley and Draymen's Union, at a recent meeting, decided to ask the Industrial Court for power to make claims before the Wages Board for the betterment of the wages and conditions of grooms and stablemen, who at present are badly paid, and, in many instances, work under vile conditions.

A general strike has been decided upon by the central committee of the French National Railroaders' Union. It was announced that the railroad companies have refused to consider further negotiations. The members of the union, who demand an increase in wages and other concessions, had already voted to strike if negotiations failed.

The changes in hours of British labor taking effect in May affected 655 workpeople. Of these, 300 had their hours increased by 576 hours per week and 355 had reductions amounting to 718 hours per week. The total number reported as affected during the five months ended May 31 was 4,625, the net decrease in their working hours being 5,325 per week.

The total number of cases of poisoning and of anthrax reported to the British Home Office during May, 1910, was 44, consisting of 40 cases of lead poisoning, 1 of mercurial poisoning, and 3 of anthrax. Two deaths due to lead poisoning were also reported. In addition, 19 cases of lead poisoning (5 of which were fatal) were reported among house-painters and plumbers.

In consequence of a refusal by employers to pay shipwrights at Port Adelaide, Australia, 1/6 per hour for 48 hours in the week, instead of 1/4, and 2/3 an hour overtime instead of 2/-, between 60 and 70 men ceased work on June 2. In conference, the employers agreed to offer 1/5 per hour; but in view of the wages paid in other States, the men would accept no abatement of their demands.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abbors, Arne
Aguilar, Santos
Albregtsen, Gabriel
Albrecht, Emil
Alexis, Hakan
Allan, Wm.
Allen, G.
Allen, Jas.
Andersen, -1620
Andersen, Emil
Andersen, -1526
Andersen, Kristen
Andersen, -1471
Andersen, Kristine
Andersen, -1233
Andersen, -1661
Andersen, John H.
Balm, O.
Barney, Chas.
Bastion, W.
Beck, John
Behrens, Otto
Belin, Erick
Beling, Oscar
Bensen, Ed.
Benson, -1454
Bendixon, -1802
Bergman, Johan
Berndt, Hugo
Bernert, Fred
Berntsen, Eilert
Bevilacqua, O.
Beverle Rupert
Biaca, Frank
Callas, Aug.
Carlsen, Martin
Carlson, Rudolf
Carlsson, -1341
Carlstrom, A.
Chaler, B.
Chauche, J. A.
Christiansen, Peder
Christensen, M. H.
Christensen, A. -1332
Christensen, C. D.
Christensen, E. H.
Dahler, Hendrik
Dahlstrom, -749
Danielsen, Sigurd
Daumgold, Ernest
De Baere, H.
De Santis, E.
Dixon, Jno.
Eckert, W. F.
Edman, Oscar
Edolf, Chas.
Egeland Olaf O.
Ekstedt, Harold
Elonen, M. H.
Fagerholm, Carl
Fasig, Dan
Faulkner, John E.
Fillix, Hans
Fischer, Torsten
Fisher, Frank
Foyn, Sam
Gerner, Hans
Gjosund, S.
Gragg, E. J.
Graiff, Edw.
Gronvold, Peter
Gronman, H. R.
Haakansen, H.
Hahlweg, Fritz
Hammargren, O.
Hamann, Fr.
Handt, Wm.
Hansen, -1826
Hansen, H. O.
Hansen, -1658
Hansen, -2060
Hansen, Chas. G.
Hansen, Hans
Hansen, N. S.
Hansen, Soren
Hansen, C. O.
Hansen, Hans M.
Hansen, Niels
Hansen, O. R.
Hansen, -2085
Hansen, Emanuel
Ingalls, Joe
Ingwardsen, R.
Isaksen, Gunnar
Jakobsen, Martin
Jakobsen, J. E.
Jakobsen, Anders
Jamieson, J. E.
Jamieson, J.
Jansen, Eilert
Janson, -1234
Jensen, -769
Jensen, R.
Jensen, -1987
Jensen, -1461
Jensen, Louis
Jensen, M. C.
Jensen, Geo. L.
Jespersen, M.
Johnsen, Norman
Johnson, -1800
Johnson, Chas.
Johnson, Edw.
Johnson, J. B.
Johnson, C. R.
Kaho, H. C.
Kaold, John
Karlgren, Gus
Karlsen, Johan A.
Karlsson, Alf
Kaus, L.
Kavanagh, Jas.
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Kive, Karl
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Lahr, Otto
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Larson, Lars M.
Larson, Bernhard
Laws, J. B.
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Andersson, L. H.
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Annus, Alex.
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Boers, M.
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Boylan, C. F.
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Brinkmeyer, G.
Browne, H. H.
Bruce, Robt. W.
Brunwald, H.
Buaas, F.
Burdick, Chas.
Classen, Henry
Clausen, C.
Collberg, Chas.
Conrad, Fritz
Cooley, Howard
Cornelius, Leonard
Corty, C.
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Crasson, Joe
Croschet, D.
Cutler, Wm.
Doense, J.
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Dracar, E.
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Dully, A.
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Engberg, Oscar
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Fredricks, Carl
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Froberg, Erik G.
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Johanson, Axel B.
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O'Keefe, Wm.
Olansen, Chr. E.
Olman, P.
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Olsen, Otto
Olsen, Peder
Olsen, -991
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Pedersen, N. B.
Pedersen, S. R.
Pedersen, Peter
Pedersen, Alf.
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Pemberton, Dave
Persson, H. W.
Petersen, H. C.
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Randle, David
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Salvesen, Fred
Sanne, Rudolf
Saul, Th. A.
Schlosser, Ludv.
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Schmah, Magnus
Schmidt, H.
Schorer, L. F.
Scholtens, Ben
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Schulz, Ernst
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Seberg, C.
Seiger, Joe
Seiron, Tom
Seland, Harry
Shane, J.
Silvia, John
Sjoberg, Johan
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Soderlund, Anton
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Tuft, Edw.
Turner, Teddy
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Von der Made, L. W.
Wigsten, Hjalmar
Wikstrom, Wm.
Wikstin, Arvid
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Wittenborn, Hans
Wolens, J.
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Apply to Secretary of Sailors' Union of the Pacific.

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Beahan, Edward
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LETTERS AT THE SWEDISH CONSULATE, SAN FRANCISCO.

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Balcke, Salomon
Beausang, Eugene
Blad, Edvard
Borg, Knut
Carlson, Hjalmar
Franson, Oskar
Gravers, Gosta
Karlson, Uno
Kraft, Harry
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Pettersson, Johgn
Sporong, Ernst
Wahlstrom, Axel W.
Soderman, K. J.

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Rytko, Otto
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McVicar, George W.
Oling, C.
Schelenz, Karl
Thompson, Thomas

ALASKA FISHERMEN'S LETTER LIST.

San Francisco, Cal.

Letters at the Alaska Fishermen's office will be advertised for six months only and will be returned to the Post Office at the expiration of seven months from date of delivery.

Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

Andersson, Oskar
Albertsen, Paul H.
Belzani, Pietro
Benson, John
Benoor, Fred
Cutino, G.
Christiansen, Alf.
Di Mauro, G.
Ellis, Wm.
Frazer, James
Flynn, Wm.
Green, John
Huisinga, A.
Hagen, G. L.
Hanez, L.
Hansen, A. E.
Johnsson, Harry
Johnson, G. P.
Johannesen, E. A.
Lofgren, Hjalmar
Munroe, W.
Monteith, R. V.
Olsen, Fred
Olsen, Antone
Petersen, Gust.
Rensen, A.
Roehl, Fred. G.
Romero, R.
Swanson, Chas.
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Tonnessen, Gorgen
Thompson, A.
Ylanes, L.
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Eureka, Cal., Letter List.

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Anderson, Olof
Anderson, S.
Armmi, Walter
Blunt, H.
Bostrom, C.
Brown, C. L.
Bryan, G. F.
Christensen, Harvy
Conaughton, H.
Ekwall, G. A.
Fors, Alfred
Fraberg, Enock
Goevyette, Joseph
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Nylund, Sven
Olsen, Peder A.
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Pedersen, Martin
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Penney, Math.
Salminen, K. W.
Selander, Gustaf
Shuils, Christ.
Sjellman, Jonas
Stienen, J. C.
Svendsen, Olof
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Bensen, John
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Boy, George
Bose, Ch.
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Cosley, Howard
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Johansen, C.
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Lindholm, Ch.
Lingberg, O.
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Lehfonen, John
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Lind, Gust.
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Petersen, O. F.
Petersen, Kristian
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Sorensen, Karl
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Squires, John
Ehenerson, Charles
Scheleng, Karl
Cparre, Jon.
Thompson, Ch.
Thomas, Jos. W.
Visak, Gust.
Vogel, Martin
Vuorio, John
Weber, K. J.
Westnas, Ivar
Wishar, C. B.
Winters, C.
Wedequist, A.
Zorning, Arthur

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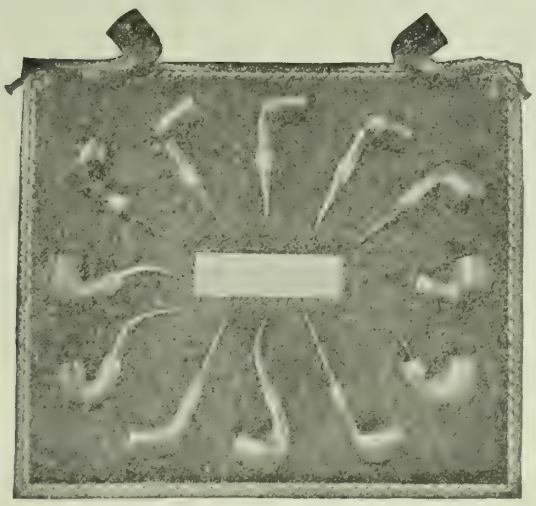
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INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

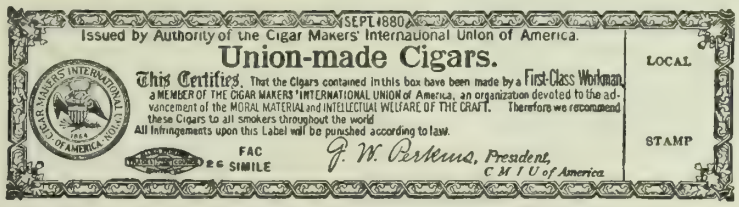
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INFORMATION WANTED.

Anyone knowing the whereabouts of Andrew Anderson from Tioedestrand, Norway, will please communicate with the Coast Seamen's Journal.

Emil Andersen, a native of Klintholm, Denmark, aged 23 years, last heard of on the Pacific Coast two years ago, is inquired for by Herman Larsen. Address, Sailors' Union of the Pacific, San Francisco, Cal.

Any member of the crew of the barkentine Arago when John McLaughlin, donkey man, was injured while loading at Caspar, Cal., last October, please report to Attorney F. R. Wall, Merchants' Exchange Building, San Francisco. By doing so they will very much assist McLaughlin in obtaining his rights.

Home News.

A count of the votes cast in the local option election at Fulton, Ky., on July 22 shows that that city went dry by seventeen votes.

Eleven men were killed and several injured by the explosion of a 12-inch gun during practice at Fortress Monroe, Va., on July 21.

The new tax rate for New York City for the year 1910, as officially fixed by the Board of Alderman, shows an increase for all five boroughs over 1909. The budget is $163,128,270.

Sixteen Hindus who applied for admission to this country at Seattle, Wash., were on July 19 ordered deported by Acting Secretary Cable of the Department of Commerce and Labor.

Postal receipts at fifty of the largest offices of the United States during June showed an increase of 9.67 per cent over the same month last year. The receipts of June, 1909, were 12.58 per cent greater than in June, 1908.

Prosecution against manufacturers of ice cream cones containing borax is to be instituted by the Government under the Pure-Food law. Large seizures of cones have been made recently in different parts of the country.

John Arbuthnot, of Victoria, B. C., left for Montreal on July 19 to conclude an agreement for the sale of the Pacific Coast coal mines property on Vancouver Island to the Canadian Pacific Railway. The purchase price is said to be $4,000,000.

Census returns issued on July 22 show the population of Pueblo, Col., to be 44,395, as compared with 28,157 in 1900, an increase of 57.7 per cent. Pueblo county, Col., has a population of 55,223, as compared with 34,448 in 1900.

Representative Joseph F. O'Connell of the Tenth Massachusetts Congressional district was convicted on July 22 of violation of the Election laws of the State. Judge Churchill imposed a fine of $20, but the Congressman appealed the case.

Dense as was the population of Porto Rico under Spanish rule, Supervisor D. A. Skinner, who has returned to Washington after completing the recent census in that island, says there has been a material increase since the United States took control.

Sixteen concerns manufacturing sanitary enameled ware and their officers, located in nine States, were proceeded against on July 22 by the Department of Justice in a bill of equity, filed against them at Baltimore, Md., under the Sherman Anti-Trust law.

The State of Utah was granted 24,283 acres of public lands by Acting Secretary Pierce of the Interior Department on July 15. The lands are located in the Salt Lake City land district and represent indemnity to the State for the loss of school lands.

Preliminary steps have been taken at the Department of Justice to put into effect the law enacted at the last session of Congress for paroling United States prisoners, thus establishing a practice that had been adopted by probably one-half of the States.

George Bohn, administrator of the estate of Carl Etherington, the anti-saloon detective lynched at Newark, O., on July 8, has made formal demand upon the county authorities for the $5000 damages authorized by the State to be paid to the estate of persons lynched.

With the Wits.

His Taste vs. Hers.—Madam—I am so fond of Browning!

Adam—Then why not put a little more of it on these biscuits?—Judge.

Shop Talk.—Barber (about to cut customer's hair)—Do you want much off, sir?

Mr. Einstein (absently)—Vot discoundt vill you make for cash?—Puck.

A Wonder Worker.—Sapleigh—Ah, speaking of electricity, that makes me think—

Miss Keen—Really, Mr. Sapleigh? Isn't it remarkable what electricity can do?—Boston Evening Transcript.

A Happy Ending.—"Did your novel have a happy ending?" inquired the friend.

"I should say so," replied the author. "I got a big check from the publisher as soon as I delivered the manuscript."—Washington Star.

One On Pa.—"Tommy, your master's report of your work is very bad. Do you know that when George Washington was your age he was head of the school?"

"Yes, pa; and when he was your age he was President of the United States."—Exchange.

That Accounted For It.—Bad Debt Collector—I want to see your husband.

Housewife—He's out of town.

Bad Debt Collector—That accounts for it. I just saw him through the window and I noticed he had a far-away look.—Brooklyn Life.

Lost Opportunity.—A water-front missionary in New Bedford, when that old town was the whaling capital of the world, was trying to make a Biblical start with a Kanaka boat steerer by telling him the story of Jonah and the whale.

"That man Jones," interrupted the listener, "why didn't they throw him overboard again?"

"For what?" asked the missionary.

"For letting the whale get away."—Everybody's.

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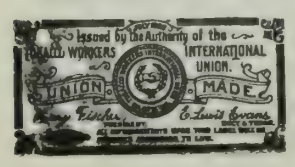
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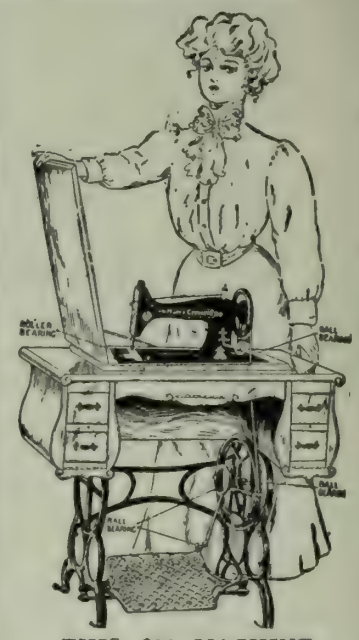
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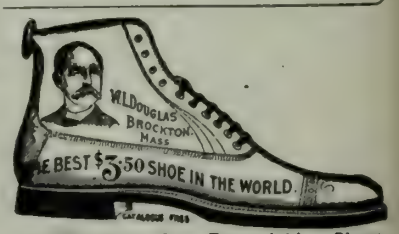
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VOL. XXIII, No. 46. SAN FRANCISCO, WEDNESDAY, AUGUST 3, 1910. Whole No. 2080.

LAW OF THE UNION LABEL.

THE PATHWAY of the pioneer who blazes the path of progress through the wilderness of prejudice and ignorance is not an easy one. Law is established by statute, by reason and by precedents. It is applied to certain new conditions because by like reasoning it has applied to other similar conditions. Injunctions against labor unions were extended to them because in olden times it was unlawful to conspire to do injury to others, concluded that if a gathering to do a wrong was enjoinable all union gatherings were actionable, for did they not injure the capitalists? But when it came to protecting the union labels because trade marks were protected, many courts balked and said they did not in all essential details comply with the requirements of trade marks.

A trade mark in the old and accepted sense was a sign, mark, word or other insignia or device used by a manufacturer, producer or vendor of a commercial article and declaring, primarily either by its own meaning or by association the origin, ownership or place of manufacture, production or sale of the article to which it is attached. The rule in equity is that the law shall be extended and amplified so that it will meet the changing conditions of the times and that there shall be no right without a remedy, but this rule has rather been contracted than extended when the workman has asked redress, and greatly extended when the capitalist has petitioned for favors. Many courts have, therefore, refused to enjoin the use of counterfeit union labels because they do not denote the manufacturer of the article nor the place of manufacture and are not the mark of the owner, but only of his workmen.

Trade marks originated in the philosophy of the rule that every person should be protected in the use of his own property and rights and that he should not injure the property or rights of others. If this is true philosophy it would seem that trades unionists should be protected in their labor and right to maintain their reputation as skilled workmen and that none should reap any benefit from this established reputation through counterfeit labels. It has, however, taken much new legislation and many expensive court trials to establish the application of this rule to union labels. The cigar makers have fought many of these cases. The white label was adopted in 1874 by the cigar makers of San Francisco and the red in 1875 by the cigar makers of St. Louis, while the international union, in 1880, adopted the blue, the "other color in the flag."

Among the early cases decided was Cigar Makers' Protective Union vs. Conhain (1889), and reported in 40 Minn., report 243.

The court held that the device was wanting in the essential characteristics of a trade mark: (1) it was not adapted to show by what person the articles were made; (2) was not transferable nor employed as an incident to the business; (3) not the exclusive property of any one manufacturer, but to be used by any member of the union, and relief was denied.

In the case of McVey vs. Brendel (1891), 144 Pacific Reporter, 235, the court held that the International Cigar Makers' Union was not a manufacturer or dealer and had no trade in which a trade mark could be used, that its objects were personal, social and not commercial.

In Weener vs. Brayton (1890), 152 Mass., 101, the court held that it was not a trade mark in that it did not indicate by what person articles were made, but merely membership and not exclusive use connected with any business, and not transferable, but held that if the same averments had been made as appear in the Federal case hereafter mentioned, it might have been protected.

In the case of State vs. Berlinsheimer (1895), 62 Mo. App., 168, the court held that, "It is one of the indispensable prerequisites of a valid trade mark that it point out the true origin or ownership of a vendible commodity to which it is attached. The defendant who was indicted for counterfeiting the union label was therefore discharged." The case of Liggitt & Myers Tobacco Co. vs. Sam Reid Tobacco Co., 104 Mo., 53, and State vs. Bishop, 128 Mo., 373, were cited.

This Missouri court, after discharging the counterfeiter said: "We by no means hold that the members of said union who are engaged in manufacturing cigars may not have a proprietary interest in said label, as identifying and giving value to their goods, which would enable them to enjoin an appropriation of it by the defendants under circumstances showing unlawful competition."

In the case of Strasser vs. Moonelis (1888), 23 Jones & S. Report (N. Y.), pages 197-218, the court well said: "The right to the exclusive use of this label may be sustained, although it fail to be a trade mark in the precise definition of the term as heretofore used; for whether we call the property right, which I believe the plaintiffs have in the label, a trade mark, or by another name, is a matter of slight import. It is a right entitled to the protection of a court of equity on the same principle as that upon which courts have based their right to protect trade marks and goodwill. It needs no deep study to perceive that the laborer has the same valuable interest in the goodwill of his labor as a manufacturer has in the goodwill of his trade."

In Cohen vs. People (1894), 149 Ill., 486, a perpetual injunction was granted. The constitutionality of the law was attacked and it was sought to prove that the Cigar Makers' Union was immoral and against public policy; but the court held otherwise. To the same effect is Perkins (Cigar Makers' Union) vs. Hert (1894), 5 Appellate Div. N. Y., 335.

In Carson vs. Ury, U. S. Court, (1889), 39 Federal Rep., 777, the court refused an injunction on the ground that the union label did not indicate with certainty the particular firm manufacturing the goods and that the firm had no vendible interest in the label, but could use it only so long as it was a member. The court, however, said: "Even where no trade mark is infringed or involved courts of equity have granted injunctions on more than one occasion against the use upon goods of certain marks, labels, wrappers, etc., when the evident design of such use was to deceive the public by concealing the origin of the goods and making it appear that they were the product of some other manufacturer of established reputation, thereby depriving the latter of a portion of the patronage that would otherwise come to him, or injuring the reputation of him."

In the Hollermar Bros. vs. Powers (1897), 102 Ky., 133, the Supreme Court of Kentucky said: "It is not a brand on the goods of the owner to separate or distinguish them from the goods of others, but we cannot agree on that account, that it does not represent a valuable right which may be the subject of legal protection. Why may not those engaged in skillful employment so designate the result of their labor to entitle them to the fruits of their skill where it is admittedly a source of pecuniary property to them, and this, though they may not own the property itself? They are not, it is true 'in business' as is an employer, in the larger sense but they have property rights nevertheless. The man who is employed for wages is as much a business man as his employer, in the larger sense, in which the word 'business' has come to be used by statesmen and legislators."

Most of the States now have special laws providing that union labels may be registered with the Secretary of State, and when so registered the president of the organization may, on behalf of the union, bring an action to enjoin the wrongful use of the label. Most of these laws provide penalties for counterfeiting and the misuse of labels. Indiana, New Jersey, Connecticut and, indeed, practically all States have these provisions. In New Jersey the president of the United Hatters brought an action under the State law and was sustained, the case being Schmolz vs. Wooly, 41 Atlantic Reporter, 939.

On page 941, the court said: "The public object sought in the protecting of trade marks is to bring upon the market a better class of commodities, and the means of attaining that object is by securing to those who are instrumental in supplying the market whatever reputation they gain by their efforts. The workman, by whose handicraft the commodity is made, is one of the instruments, just as his employer who furnishes the raw material and owns and sells the finished product. If the former is permitted by the owner to place upon the commodity a mark to indicate whose workmanship it is and thereby commend his workmanship to other employers, this license from the owner should be deemed a right against everybody else. We think a workman, or a number of workmen engaged in the same branch of industry and banded together for mutual profit, in the pursuit of their common vocation, may acquire a right of property in a trade mark designed to distinguish their workmanship from that of other persons and the trade mark so owned is entitled to the same protection as other trade marks."

The union label is the symbol of justice—of honest goods to the purchaser, fair wages paid by employers and honest work by craftsmen—a guaranty that the products of tubercular convicts will not poison nor sweatshops contaminate—that workmen are fairly paid, that shops are sanitary, hours reasonable—that the goods will be bought by other unionists and their friends, thus insuring stability in business and a home market for home made goods—that the injunction, lockout and strike is not crushing out the hope or starving little children—that reasonable employers and intelligent employes have adjusted wages and conditions as man and man and the era of human liberty and justice is dawning—that no weary children toil long hours away from school and that American citizenship is not stunted in the play days of childhood. Finally,

(Continued on Page 7.)

NOTABLE SHIPWRECKS.

["Royal George," foundered August 29, 1782; lives lost, about 800. "Queen Charlotte," burned, March 17, 1800; lives lost, over 700.]

"For them no more the blazing hearth shall burn,
Or busy housewife ply her evening care;
No children run to lisp their sire's return,
Or climb his knees, the envied kiss to share."

Things happen so rapidly, and startling events crowd so thickly upon one another, that matters which were in my young days the common talk of the country are now forgotten. I daresay, for example, there are few of you who are so well acquainted with the facts connected with the wreck of the Royal George as to accuse me of wasting your time by briefly recounting them. Some of you only know that there was such a wreck by the verses you learnt at school, verses written by Cowper as soon as the news arrived, early in September, 1782. You remember the poem. It begins—

"Toll for the brave!
The brave that are no more,
All sunk beneath the wave,
Fast by their native shore."

Do you ask me why I use as a heading to this chapter the expression, "An ill-fated couple?" I will tell you. The Royal George was named after the reigning King, George III, and there was another splendid ship of war, named the Queen Charlotte, in honor of his Majesty's consort. When the Royal George went down people shook their heads, and recalled to each other's remembrance how, twenty-five years before, another ship named after King George was destroyed in the straits. Ah! you smile at what you are very properly taught to regard as superstition; but depend upon it there will never, so long as this world endures, be wanting men and women strongly susceptible to superstitious feelings. And sailors of all others are given to superstition. Hence the wrecks of these two Georges were talked of as very mysterious, and it was publicly asked that no more vessels might bear the unlucky name. When, however, the Queen Charlotte's fate began to be rumored, you may be sure the coincidence was made the most of by the croakers.

I was once greatly amused at the awe with which a veteran Portsmouth wherryman imparted to me all he knew about the Royal George and the Queen Charlotte. He had witnessed the Queen Charlotte launched; his father, he said, had seen the Royal George go down, and had put off in his boat to save as many as he could of the poor creatures struggling in the water. The old man would have it that there was something very dreadful, very uncanny, in the loss of three ships, all, so to speak, of one family. So perhaps you will allow me to have my own way, and link the Royal George and Queen Charlotte together as an ill-fated couple in their misfortune.

The Royal George, as no doubt you are aware, was sunk in broad daylight, in fine weather, within sight of shore, and while lying peacefully at anchor at Spithead. The calamity was considered to be doubly calamitous from its peculiarly melancholy character. Had the vessel been in action, her guns belching forth destruction to the enemy, her hull wreathed in curling smoke, her spars crashing, and the shot rattling like hail against her wooden walls, and had she in the midst of the fight gone down with her colors proudly flying, the loss would, of course, have been regretted far and wide, but the regret would have been mingled with exultation. No such noble end was the Royal George's, for, to borrow another verse from that dirge of Cowper's—

"It was not in the battle;
No tempest gave the shock;
She sprang no fatal leak;
She ran upon no rock."

The tars of the British navy at that time were mighty proud of the Royal George, and when their friends ran down to Spithead to say "good-by" before they sailed for foreign service, officers, able-bodied seamen, and boys would one and all point, their faces beaming with admiration, at the great man-of-war in the roadstead. But at the period of which I am now speaking she was the oldest first-rater in the service, and remarkable in a variety of ways. Great admirals like Anson, Boscawen, Hawke, Rodney and Howe had in turn hoisted their flags on board her; she had done much active duty; she was shorter and higher out of the water than other vessels in the fleet; she carried the tallest masts and squarest canvas of them all; and although even in those days she was not considered as handsome as some of her companions in the service, she had the character of being a splendid sailer. To look upon the Royal George was like looking upon a very old man who had seen strange sights and performed strange actions, and whose wrinkled face and gray hairs appealed to you for reverence and respect.

If so old, one may ask, why was she not laid up? It is easy enough to be wise after an accident has occurred. There had been some talk of putting the old Royal George out of commission, but the admiralty of the day thought, as the admiralty of every age thinks, it was its duty to get as much out of the country's ships as possible. Still, as if from consciousness that it would not do to push matters too far, it had been resolved to put the Royal George safe in dock for the winter. It was now the August of 1782, and there she lay to be patched up to do a little more work before the summer was gone. Indeed, the order had a few days before been given for her to come into dock there and then, and into dock she would have been had not the carpenter and other officers who surveyed her reported that such a step was unnecessary.

The resolution—a fatal resolution as it was destined to prove—was accordingly made to heave her down. The expression almost explains itself; it was better known then than now, for there was not much more heaving down after the frightful consequences which followed. The ship's guns, 110 in number, were brought to one side, and the Royal George gradually heeled over until the necessary caulking and repairing could be done to that portion of the planking which would be under water when the ship lay in her ordinary position.

It was Thursday morning the 29th, a fine August day, with a moderate breeze. Since 6 o'clock the Royal George had remained in her one-sided situation, and an unusual number of persons were spying the proceedings from the land. As the morning advanced, and the sheets of copper were stripped off, it was thought fit to heel the ship over a streak further. It was the few inches that streak represented which stood between death and over 700 persons; and those few inches were removed by the additional heeling.

The rations had just been served to the crew. The ship's complement was 970 souls, and not more than sixty were on leave. But there were at least 1200 persons on board the Royal George. Hawkers and dealers from Portsmouth were driving bargains with the sailors; if all the accounts I have heard and read are true, there were the crimps, the sharks, and swindlers who, in those days, were sailors' greatest enemies; there were Jews and marine store dealers hunting up outstanding debts; there were visitors in the officers' cabins; the sailors were entertaining their friends between decks; wives, mothers, brothers, sisters, and sweethearts to the number of 216 had been permitted to come on board and spend a portion of the day in seeing the wonders of the great ship.

Imagine the happiness and merriment, the noise, the laughter of the children, the jokes of the crew, the delight of the grown-up visitors at that moment when the men returned with the rations, and preparations made for dinner. The dinner was begun—but never finished. There was a sudden movement, consternation, and a rapid rush of water through the portholes which by some wicked negligence had been allowed to remain open. A gust of wind had caught the exposed broadside of the Royal George, and she went slowly over and sank.

"Drowned like rats in a hole, sir, they was," said the Portsmouth wherryman to me; "and many's the time I've heard father say that the shrieks could be heard for miles." And then he would always return to that one idea, "Drowned like rats in a hole, sir, they was."

Th captain of the Royal George, Captain Waghorne, was in his cabin, and to him ran an officer in haste. "The ship's capsizing, sir," he announced breathlessly. No need then to explain, for the deadly rush of water below could be heard. Yet even then the captain ordered all hands to be piped; but there was no time for the boatswain to pipe, and if he had been able to obey the order his shrill whistle would never have reached the poor fellows who had been piped to quarters for the last time.

Brave Kempenfalt, the admiral, was writing in his cabin; his coxswain was on the upper deck when the accident happened. His first thought when the appalling truth flashed into his own mind, was for his master. Regardless of the peril surrounding him he ran for the admiral's cabin. There was a messenger, however, who far outstripped him, and that was the messenger of death borne by the waters. The coxswain, unable to save his master, leaped out of the stern galley, and swam for shore; the admiral attempted to follow, but the water closed around him, and he was seen no more.

The whole nation mourned his loss. He was beloved by the men, and honored by the State. He had distinguished himself in so many expeditions that the ministry had adopted unusual means to reward him. And now the brave sea-hero, whom the enemy had dreaded, who had seen death in numerous shapes, and been exposed to all kinds of dangers, sank, with his crew—the flower of the English navy—like lead in the waters. A hundred pounds was offered for the recovery of his body, but the money was

never claimed. No doubt the admiral, like hundreds of others, found his coffin in the cabin where he had spent many happy hours. I can show you an ancient yellow newspaper, published ten days after the occurrence, which says of Kempenfelt, "Thus perished one of the most brave and amiable characters that ever filled either a private or public situation."

In about eight minutes after the Royal George went over, nothing remained above water but her topmasts. The majority of the 1200 persons, and especially of the women and children, were below; and to them destruction came with awful swiftness. It is estimated that there were 230 persons on deck, and with the exception of a few these were saved. Boats from shore were rowed with all rapidity to the spot; but they were delayed for some time by the extraordinary commotion made in the water by the engulfing of so large a body. A perfect whirlpool was caused; and you may judge of its power when I tell you that a victualing sloop alongside the man-of-war, the Lark, was swallowed up by it, adding by the drowning of her crew, to the sad destruction of human life. Anchored around the Royal George were twenty-five line of battle ships, whose crews joined the shore boats in their efforts to save the drowning.

Many a harrowing description have I heard on the Hard at Portsmouth, and from boatmen on Southsea beach, of the melancholy sight the waters presented immediately after the Royal George sank. Human heads emerged from the surface in all directions, some immediately to disappear. Many men swam until they were exhausted, threw up their hands in agony, and were drowned. The air resounded with shouts for help, with cries for mercy. Seventy persons are supposed to have risen to the surface after the ship had gone down, and to have been rescued. Four lieutenants and eleven women, who had eben below decks, in a manner they could never explain were miracuously saved from the grave. The captain of the Royal George was picked up by the boat of the Victory. For days after a few dead bodies were observed floating by the other ships, and secured for decent burial. And let me here remark, that if you would like to know what the Royal George was like, and how foolish a thing it was to heel her over with port-holes open, should you ever visit Portsmouth, go and see the old Victory.

The news did not reach London till next day. There were no telegraphs or expresses to transmit intelligence as now. Should another such catastrophe happen at Spithead, active newsboys would be shouting the announcement up and down the streets within a few hours. On the day after the Royal George was lost Captain Waghorne arrived at the Admiralty to announce the fact. The tidings created great dismay, and the heart of the country was stirred to its depths. Subscriptions were set on foot for the survivors. Here is a capy of one of the many advertisements through which appeals were made for help:

"'ROYAL GEORGE.'

"Whereas, By the truly deplorable and helpless loss of his Majesty's ship, the Royal George, wherein above 700 officers and sailors of Heroic Soul, Britain's Pride, have shared an equal fate, it cannot but be that many widows and children are reduced to the most poignant distress. In order, therefore, to relieve in part their pangs of misery and despair, and actuated by that humanity which has ever characterized this nation, the gentlemen that frequent the Barley Mow, in Salisbury Court, Fleet street, have entered into a voluntary subscription, in hopes that so laudable an example will soon be extended into every part of his Majesty's dominions.

"A Subscription Book will be kept open for Two Months at the Bar of the Barley Mow, in Salisbury Court, Fleet street, and at Mr. Mazzingby's, No. 17 Chancery Lane; at the expiration thereof the money so subscribed shall be paid to the Committee now appointed at New Lloyd's Coffee-house, and by them appropriated to so charitable a plan."

By-and-by murmurs of indignation were heard at the management of the ship. Captain Waghorne was summoned to a court-martial on the 9th of the following September, on board the Warspite. A carpenter, who said he had just time to shout to his brother to save himself, and then leap through a port-hole, distinctly swore the ship was so rotten that not a peg would hold together. An admiral declared in his evidence that when he saw the Royal George some time previously at Plymouth, he told the dockyard carpenters it was impossible to make her fit for service. The crazy condition of the ship, however, was not the direct cause of the disaster, and the captain was acquitted.

For a long while it was confidently hoped that the vessel might be made to float again. Numerous propositions to weigh her were made, one person undertaking to bring her up for £20,000. The loss of a ship of 110 guns at that time was a serious matter for the country; and one morning a gentleman waited upon Lord Keppel and offered to make the nation a present of a 74-gun ship, fully manned and equipped.

Nothing of importance was done with the wreck for several years. As the presence of such an impediment to navigation, however, could not be overlooked, it was at length determined to make an attempt to remove it. In 1817 the divers succeeded in making a lengthy examination. The whole of the decks had fallen in, and the Royal George was now a ruinous and shapeless mass of timbers. Thirty-five years of tide and storm had filled the hollows which once were cabins with black mud. To everybody's surprise, there was no trace of guns or anchors, and the timbers which appeared to be so rotten were found to be quite sound at heart. What else would you expect from British oak? The divers passed quite round the wreck, and their report put an end to any hopes of seeing the Royal George floating once more upon the waters.

In 1839 Colonel Pasley, of the Royal Artillery, blew the wreck to pieces, with a cunningly-devised machine containing 2330 pounds of powder, fired at the bottom of the water by a voltaic battery. A crowd of spectators assembled to witness what was then looked upon as a very novel experiment. The explosion of Colonel Pasley's cylinder certainly produced a wonderful effect. At first the smooth surface of the sea tremble violent, as if internally troubled, as you may be sure it was. Small, irregular wavelets next broke for three or four seconds, and then a superb beehive-shaped dome of water rose majestically thirty feet into the air, in its fall lashing the Solent into foam and wave.

Quickly following the explosion, pieces of slimy black wreck shot up from the depths where for fifty-seven years they had been imprisoned. The spectators were eager to secure whatever they could as relics, and to this day fancy articles will be offered you which are said to be made out of the wreck

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Union, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 214 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Holdbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques v puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

Labor News.

A general strike in the building trades took place at Chicago on July 28.

Hodcarriers of San Francisco are on strike for the eight-hour day, and building operations are partially suspended.

The Labor Council of San Francisco has opened negotiations for the purchase of a site for a new Labor Temple.

In the fiscal year 1908 the railroads of the United States killed, in addition to passengers, 3470 of their own employes.

About thirty manufacturing jewelry concerns in Providence, Attleboro and North Attleboro, R. I., shut down on July 30 until August 8.

A peace conference between committees from the Cloak, Suit and Skirt Manufacturers' Association and the striking cloak-makers met at New York on July 28.

The delegates from San Francisco and vicinity to the coming convention of the International Typographical Union will unite in a strong effort to secure the 1911 convention for that city.

An ordinance forbidding the carrying or displaying of banners on the street was passed by the City Council of Portland, Or., on July 27. This is a blow aimed directly at the union boycott banners.

The members of the Fire Department of Dallas, Tex., have formed a union and have affiliated with the American Federation of Labor. They have demanded an increase in wages and a reduction in their hours of duty.

Formal announcement was made at St. Louis on July 23 by J. T. Templeton, secretary of the Buck's Stove and Range Company, of the end of the fight with organized labor. The employes of the plant are to be organized.

Thirty cotton mills at Fall River, Mass., employing 8,000 operatives, were shut down on July 30 until August 8 for the purpose of curtailing production. The shut-down is quite general throughout Massachusetts, Rhode Island and Maine.

Sheet metal workers and coppersmiths employed on the Missouri, Kansas and Texas Railway system, who have been on strike several weeks, returned to work on July 18. They have been granted an increase in wages and improved shop conditions.

General Manager W. H. Meyers of the Pennsylvania Railroad and the committee representing 15,000 trainmen and conductors employed agreed on a basis for the settlement of the wage controversy on July 18. Each side claims to have gained all that it had been contending for.

An increase of 6 per cent or an average of $5 per month was announced at Little Rock, Ark., on July 28, by the board of arbitration which under the Erdman Act has been considering the wage controversy between the Missouri Pacific Railroad and its 1200 telegraph operators.

Owing to the great scarcity of railway laborers, the Canadian Government has decided to admit from all countries, except Asia, railway construction laborers who are mentally, morally and physically fit, willing to work, and who are guaranteed employment by railway contractors or railway companies.

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All goods sold at lowest San Francisco prices. We buy direct from Kentucky Distilleries and our California Wineries. Seafaring men invited to inspect our stock.

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Now Located at San Pedro,
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UNION LABEL OF THE

United Hatters of N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

CHAS. A. LUCAS

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John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

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UNION MADE

ARGONAUT SHIRTS

INFORMATION WANTED.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

INFORMATION WANTED.

Soren P. Nielsen, a native of Aarhus, Denmark, born 1887, is inquired for by his sister. Address, Danish Consulate, New Orleans, La.

Edward Monsen, a native of Skudesnes, Norway, about 38 years of age, last seen in New York in 1907, supposed to be on the Pacific Coast, is inquired for by his brother-in-law, K. Moklef, 150 Noe street, San Francisco, Cal.

San Pedro Letter List.

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Anderson, J. G. (Photo)
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Bostrom, W.
Bentsen, Hans
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Bjorseth, Knut
Backman, Ernest
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Beyerly, Rupert
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Cook, Walter
Cook, Walter
Collins, E. F.
Dirks, George
Dean, J.
Erickson, John
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Eklund, A.
Englebright, H.
Fletcher, Billy
Fagerberg, Abin
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Simpson, L. C.
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Tuominen, Alfred
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Winter, Arthur
Wiemer, Paul
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Wiljanen, W. W.
Winters, Charles
Weinberg A. (Reg. Letter)
Wall, Ragnald
Zimmerman, Fritz
Zeisler, Albert

INFORMATION WANTED.

Any one knowing whereabouts of Harry Fields, sometimes called Martin Smith, kindly report to F. Ascher, 1817 Chapin street, Alameda, Cal.

Wilhelm Mahsing, last heard of as sailing on the Pacific Coast, is inquired for by his brother, John Mahsing, now sailing out of New Orleans. Address, Marine Firemen's Union, 514 Dumaine St., New Orleans, La.

Pacific Coast Marine.

The quantity and lateness of the ice in Behring Sea has broken all previous records according to steamship captains just returning.

In the suit of the P. L. Transportation Company, United States District Judge Van Fleet, at San Francisco on July 25, ordered that the marshal sell the schooner Charles R. Wilson after sixty days' notice.

H. J. Benson filed a libel in the United States District Court at San Francisco on July 29 against the schooner Winfield Scott to recover $62 for groceries and $60 for an assigned claim of W. Davis for sail making.

The following vessels were enrolled at the San Francisco Custom-house on July 27: Steamer Tallac, L. Hansen, master; schooner Louise, Adolph Anderson, master. John Nelson was recorded as master of the tug Richmond, vice A. A. Simpson.

The Hammond Lumber Company expects to put its new steam-schooner Nehalem into service between San Francisco and Eureka about the end of next month. Captain L. A. Nelson, who had the steam-schooner Ravalli, will be master of the new lumber carrier.

S. A. Easton of the Treadwell Mining Company confirms the report that the Treadwell interests are taking steps to establish a steamship line between Seattle and Southeastern Alaska. It is reported that the company will take over the steamship Humboldt, now operating to Skagway.

The following change of master was recorded at the San Francisco Custom-house on July 25: Schooner Pedro Costa, Peter M. Anderson vice Edward Johnson. The schooner Encore has been enrolled in the coasting trade with A. M. Simpson as owner and H. P. Palmgren master.

The following changes of masters were recorded at the San Francisco Custom-house on July 23: Steamer Governor Markham, J. F. Pitzinger vice A. C. Johnson; schooner Caroline Dixon, John Bates vice J. M. Rogers. The steamer Henrietta, C. I. Nevin, master, was enrolled.

Admeasurers of Vessels Eagar and Artigues of the San Francisco Custom-house have found the net tonnages of the British steamer River Forth to be 3650 tons instead of 2883 tons, as stated in her register, and that of the German steamer Germanicus to be 3176 tons instead of 2575 tons, as expressed in her register.

The steamer Arcata arrived at San Francisco on July 24 from Kushkokwim, Alaska, and reported that the gasoline schooner Bertie, Captain Allen, bound for Kushokwim, was crushed by the ice. The cargo, of which there was fifty tons, was lost, but the crew made their way to land and reached Carter's Spit in safety.

Advices received from Alaska indicate that the salmon pack this year will fall far below the normal. C. H. Buschmann, general superintendent of the Northwestern Fisheries Company, says that the Kodiak Island and Prince William Sound canneries are experiencing lighter runs than usual; but at Chignik the pack will be about normal.

Whether the Toyo Kisen Kaisha, better known as the Oriental Steamship Company, will continue its present arrangements with the Harriman system or form a new alliance with the Gould interests will probably be known definitely in a few days. A series of conferences will be held in which M. Shiraihshia, director of the Toyo Kisen Kaisha, will take a leading part.

After being laid up for several months, the little steamer Curacao, Captain Paulson, will resume her service on the Mexican run, being scheduled to leave San Francisco for lower Coast ports on August 9. The Curacao will enter commission again in first-class condition, having received an extensive overhauling at the Union Iron Works.

The following changes of masters were recorded at the San Francisco Customs-house on July 29: Schooner St. Thomas, Captain Robert Swanstern, vice Morris Stoerkoen; steamer Crowley No. 2, Captain William McGillivray vice Otto Bortfield; steamer Coquille River, Captain Charles Green, vice George Hammer. Captain George Rosendal was enrolled yesterday as master of the schooner King Cyrus.

Tacoma will be the name of the new steamship for the Tacoma-Seattle route, to be built by the Puget Sound Navigation Company, provided the city will have its proposed municipal dock in readiness by May 1 next. Judge George Reid, Western counsel for the Northern Pacific Railway, is en route home from St. Paul, with the railway's proposition regarding the sale to the city of land wanted for the city docks.

News was brought by the steamer Makura at Victoria, B. C., on July 26 that the Merchants' and Shippers' Steamship line has been established in Australia and is arranging to have Australia's share in the enterprise to establish a line of steamers to New York and Boston, thence to Montreal and Liverpool, via the Straits of Magellan, pending completion of the Panama Canal. Five steamers of 10,000 tons are to be used.

The following changes of masters were recorded at the San Francisco Custom-house on July 21: Schooner Agnes, Martin Schmidt, vice John Ambrose Daly; steamer Thor, John Landy vice Ambrose Daly; steamer Thor, John aLndy vice A. W. Stetson; steamer Empress, F. C. Lauritzen vice B. W. Woodward. The following vessels were enrolled: Steamer Sea Prince, H. P. Marshal, master; schooner Lizzie Prien, C. Anderson, master; schooner J. J. Hoffen, J. Nilsen, master.

It is reported that a new line of steamers may shortly ply between Vancouver and South American ports. Elias Derren of the East Asiatic Shipping Company of Copenhagen, Denmark, is credited with this announcement. There is a big demand in South America for British Columbia timber, and Derren considers that a profitable carrying trade could be developed by shipping timber to South America and returning with hardwoods which are adaptable for railway ties.

The British ship Dartford arrived at San Francisco on July 19 from Newcastle, Australia. She carries twenty-five apprentices to learn seamanship and navigation for the Union Steamship Company of New Zealand. On June 21, it is reported by the master, the vessel was in a collision with the schooner James Rolph, but no damage was done. On June 28, in latitude 37-32 north, longitude 152 west, she passed the schooner H. K. Hall, bound from Newcastle to San Francisco.

To ascertain the difference in the cost of operation of steamers under the Norwegian and British flags, the steamer Cuzco, of the Grace fleet, which was launched under the British ensign, has been registered under the Norwegian flag. The Cuzco is owned by W. R. Grace & Co., but in order to place her under Norwegian registry it was necessary to form a new company, incorporated under the laws of Norway. The new company is known as the Aktieselskabet Cuzco, or the Cuzco Shares Company.

Captain A. P. Lorentzen, managing owner of the American ship John Ena, which arrived a few days ago at Philadelphia after a record passage of eighty-four days from Honolulu, has received telegraphic advices that Captain Nick Lorenz, who died on the passage off Cape Horn, was buried on July 27 at Philadelphia. Captain C. V. Olson, the first-mate, who assumed charge of the Ena following Captain Lorenz' demise, has been authorized to take the command of the vessel and bring her back to the Coast.

Waterlogged and lying on her port side in the mud of Oakland Creek, the old bark Agate, which was sent down the ways at Newburyport in 1868, probably has made her last voyage. The Agate has been laid up since April, 1907, when she arrived from Astoria. For many years the old windjammer was in the Cape Horn and off shore trade, but more recently was a member of the coastwise lumber fleet. In the winter of 1906 the bark was towed into Astoria with ten feet of water in her hold and minus her deckload.

According to Captain Carl Knoblauch of the German steamer Nicaria, a steamship line between Hamburg and Callao, recently established by the Kosmos Company, is doing a tremendous business. Two 9000-ton steamships, the Rotropic and Nicrotis, have been put on the line, the Nicrotis being on her second and the Rotropic on her first voyage. Both vessels are moving cargo from Salina Cruz to Callao and already have more than they can handle. The Kosmos liners which come to Tacoma have been relieved of a portion of their traffic by the new line.

Bringing 664 sealskins, the last shipment from the American seal islands, to the North American Commercial Company, the steamer Homer, Captain Donaldson, arrived at San Francisco on July 23. With the Homer's shipment of skins, the contract held for the past twenty years by the Commercial Company with the United States Government for privileges on St. Paul and St. George Islands expires. The only skins allowed to be taken there in the future will be those from the seals killed by natives, under the direction of the Bureau of Fisheries of the Department of Commerce and Labor for local food consumption only.

That Pierce County, Wash., can not tax steamship companies for vessels that ply between two ports when the vessels are not in port at the time of the assessment is the extent of a decision by Judge Shackleford of the Superior Court filed at Tacoma on July 22. The decision is in the suit of the Alaska Pacific Steamship Company to prevent the county from collecting a tax of $5535 levied against the steamers Buckman, Watson and Admiral Sampson. The steamers were valued by Assessor Railsback at $50,000. Judge Shackleford holds that the action of a county in trying to collect taxes on the vessels is wholly "unauthorized, illegal and void," and that the county is only entitled to $12 taxes levied on furniture and fixtures of the steamship company.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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WM. H. FRAZIER, Secretary-Treasurer,
1½ Lewis St., Boston, Mass.

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MOBILE, Ala., 4 Conti St.
NEW ORLEANS, La., 514 Dumaine St.

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BALTIMORE, Md., 502 East Pratt St.
NORFOLK, Va., 228 Water St.
MOBILE, Ala., 4 Conti St.
NEW ORLEANS, La., 514 Dumaine St.

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INLAND SEAMEN'S UNION.

Headquarters:

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MILWAUKEE, Wis., 317 Virginia St.

Sub-Agency:

CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

WALTER MACARTHUR.....Editor
PAUL SCHARRENBERG.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

UNION LABELS FAIRMEN TRADES COUNCIL SAN FRANCISCO

WEDNESDAY, AUGUST 3, 1910.

A CHARACTERISTIC SLUR.

The certain method of judging the caliber of a man's mind is to note his manner of treating an opponent. The man who attempts to belittle his opponent by contemptuous references to his personal characteristics may safely be put down as a small man. And, as if by a law of compensation, the attempt to discredit an opponent by these means usually redounds to the latter's advantage in two ways, i. e., by creating sympathy for him and by suggesting a lack of argument. Every man has his peculiar traits, the more pronounced as the man himself is distinguished among his fellows. Consequently it happens that big men are especially subject to attack at the point of their personal traits—that is, at the hands of small men. Such attacks do not injure the objects of them, but merely serve to prove the smallness of those who indulge in them.

One of the big men in the public life of the United States is Andrew Furuseth. The littleness of his critics and opponents is manifested to a particular degree by their disposition to attack him upon the score of his personal traits. Of course, Comrade Furuseth has traits that distinguish him from the ordinary run of men, traits both of mind and manner. In this respect he is a shining mark for every smallbore scribbler on the plutocratic press of the country. Failing argument with which to meet him on the ground upon which he has chosen to do battle for the seamen and other working classes, and failing material with which to attack his motives, these hirelings of the press turn their mud batteries upon him in a desperate effort to make him appear ridiculous in the eyes of the people. An example in point is presented by the Morning Oregonian, of Portland, Or., a sheet conspicuous even among its own kind for the abandonment of its methods in treating all questions affecting the welfare of the people. In a recent issue that paper attacks Comrade Furuseth on the score of his participation in the movement of the British seamen for better conditions and predicts for him a dire fate at the hands of the British authorities. The point, if point there be, in the Oregonian's "story" consists in a reference to Furuseth's manner of speech. The scurrility and stupidity of the Oregonian's methods is ably dealt with by the Portland Labor Press, which, in the course of a lengthy review of Furuseth's connection with the work of the seamen in Europe, says:

> Then the Oregonian editorial writer had better read history and learn that these United States of ours, on all fundamental questions of real human liberty, is from ten to twenty-five years lagging behind Great Britain. Let him note how chattel slavery was dealt with. Let him also follow the results of the Taff-Vale decision. That latter contest gave to the British workers the legal right to strike, to picket and to boycott, which they still hold. In the United States we do not have such legal right. Our courts are denying this right, though American freemen are continuing to strike and boycott, even against the court decisions.
>
> So if Furuseth goes to Liverpool he will have the full legal right to aid the British workers.
>
> The Oregonian knows that the bill to permit seamen to quit coasting on foreign vessels, also the right for men to ask them so to quit, simply means that seamen shall not any longer be regarded as chattels, as property that can be "stolen." The Oregonian, always a stanch ally of the crimps who have made the name of Portland infamous among the seamen of the world, fought against this bill because it was and is a friend of the crimps.
>
> Then the Oregonian asserts Furuseth says "yobs" and "inyunctions." What about it? A great many of the best and broadest-minded citizens of these United States have come here after they have formed their habits of speech and they retain the European pronunciation on certain words. Throughout Europe, and for that matter also in the United States, not only people of special breeding and education, but the great mass of the so-called common people do not care anything for a man's accent. They only ask that he be a man and do his work honorably and well. It remained for the Oregonian not only to insult Furuseth, the great labor leader, but to insult every man who has come to this country and can not pronounce every word of the English language to suit the snobs of that paper. Can puerile pusillanimity be carried to a further extent?

The Oregonian's slurs upon Comrade Furuseth are referred to in these columns merely for the purpose of illustrating the smallmindedness of those who assume to pass judgment upon the men who lead the world's thought and who guide humanity's steps in the path of progress. The power of such men is not lessened by the attacks made upon them. Rather is that power increased by reflection upon the methods adopted to frustrate it. The world loves its leaders for the enemies they have made, and trusts them in proportion as the methods of their opponents are mean, personal and petty.

The agitation for the union label has been given a new impetus in San Francisco by the formation of a Woman's Union Label League. The League includes in its membership the most active women in the labor movement and also many wives and other relatives of union men. The interest shown by these women is gratifying and promises great results. The union label is especially adapted to the women's sphere of activity in the work of the labor movement. As the purchaser of household goods, the woman is in a position to extend the field of the union label almost without limit. It is to be hoped that the League will grow in numbers and usefulness, so that the women shall thus be enabled to exercise their rightful influence as the arbiters of the relations between employer and employe. When the women make up their minds to consider the price at which a given article is manufactured, as well as the price at which it is offered for sale, the sweat-shop and the tenement-house will become a thing of the past. Success to the Woman's Union Label League!

GET THE BLOODHOUNDS!

Astoria, July 21.—The bark Pactolus did not leave out to-day for Cape Town, South Africa, with her cargo of lumber, because one of her men jumped overboard near the mouth of the Willamette and swam ashore, disappearing in the brush. She will go to sea as soon as another man can be supplied.

The foregoing "unconsidered trifle" of news is reprinted here for the purpose of drawing attention to the condition existing among seamen, to wit, the condition of slavery. The seaman who jumped overboard and swam ashore, "disappearing in the brush," did so as the only means of securing his liberty. When he shipped on the vessel he signed a contract which bound him as closely and inseparably as did the contract between the buyer and seller of a slave in ante-bellum days. The only essential difference between the conditions of past and present is that nowadays the slave, i. e., the seaman, is himself a party to the contract. Even this difference, however, is a matter of form rather than substance. Practically speaking, the bargain is made between the shipmaster and the shipping-master, or crimp. The seaman, while nominally a free agent, is in reality as much at the mercy of the crimp as was the "nigger" in the hands of his owner.

Here is another item of similar portent:

Eureka, July 22.—Upon complaint of Captain Ramsey of the British bark Glenesk, warrants were issued yesterday afternoon by United States Commissioner Ford for the arrest of August Johansen, Hans O'Brien and J. Frolich on charges of deserting their ship. The men were soon picked up by Acting Deputy United States Marshal Montgomery and are now locked in the city prison in default of $300 bail each, to appear for examination before the Commissioner to-morrow morning. A fourth member of the crew under the alias of John Doe joined the trio this morning, having been found drunk on the streets by Policeman Hamann.

"Desertion," the crime with which these men are charged, is simply nautical for "quitting work." But that which is every freeman's privilege, or right, on land assumes a very different aspect when exercised by the seaman. In the case of the latter, to "quit work" is to "desert," to "run away," to steal oneself from one's owner. In other words, the seaman who "signs articles" on a foreign-going ship, whether under the British or American flag, becomes the property of the ship. Hence when he breaks his contract by "desertion," he is in exactly the same position as a thief who should steal a coil of rope or other part of the ship's apparel. One difference, however, must be noted between the deserting seaman and the common thief. The latter must be tried by a jury of his peers, and if convicted may be imprisoned. The former need only be hunted down, and when captured may be held in confinement until the ship is ready to sail, when he may be put back on board in irons and compelled to work. This is what happened to the deserters from the British bark Glenesk, as witness the following:

Eureka, July 23.—The examination of the three sailors of the British bark Glenesk, arrested a few days ago for deserting the ship, was held this afternoon before United States Commissioner Ford. Captain Ramsey of the vessel was represented by Attorney J. A. Prentice, while W. Ernest Dickson appeared for the men. Johansen and O'Brien were committed to jail to await the sailing of the vessel, but Frolich was allowed to return to the ship, where he promised to remain.

Yet it is said that the "romance of the sea" is a thing of the past! That particular element of romance which consists in hunting down runaway slaves still persists in the maritime world. Even the bloodhound remains with us, albeit that animal now runs on two legs and follows the trail

by his own scent rather than by that of his victim!

Of course, much has been done to abolish slavery among seamen, especially in the coastwise trade of the United States. In the latter trade the "peculiar institution" may be said to be extinct. But the thing still exists in the offshore trade under all flags, including our own starry banner. This condition is out of date, needless, inexcusable and profitless from any point of view, other than that of the fellows who make their living in part by pursuing and arresting "deserters." When the public conscience shall be awakened, the crime (?) of "desertion" among seamen will be relegated to the limbo of other erstwhile offenses against the law, just as the act of quitting work ashore has been removed from the category of crimes.

GOMPERS ON EXCLUSION.

The recent report of Labor Commissioner Mackenzie, of California, has attracted much attention, favorable and otherwise, throughout the country. Among those who dissent emphatically from the views expressed by Mr. Mackenzie is President Samuel Gompers, of the American Federation of Labor. In the August issue of the American Federationist Mr. Gompers deals with the subject in the following manner:

The advocates of Oriental cheap labor for California are finding in a special report just issued by the Labor Commissioner of that State sufficient material to dash again into the fight to throw open the doors for Japanese, if not Chinese, immigrants. Snakes may be killed so that they finally die by sundown, and cats may be sent to the hereafter by ending all their nine lives, but the argument for Far-East hands, stomachs and minds as a substitute for American will never entirely die all over so long as there is a dollar in it for the Pacific Coast employing landowner or his hired quill-driver, East or West. The New York Journal of Commerce, speaking of the Commissioner's report, spins off this ingenious stuff in favor of the Jap:

"The substance of the conclusion is that the chief trouble with this labor is that there is not enough of it. For meeting the requirements it is said to be second only to that of the Chinese. Owing to the character of the farm industries of California, a large amount of labor is required for two or three months in the year to which employment can not be given on the land for the rest of the time. It has to be capable of independent subsistence and ready mobilization, that it may be utilized when wanted and then dispensed with.

"It is said to be 'practically an impossibility' to constitute a class of intelligent white labor to be employed in this way, while it seems to be an easy matter with the Chinese and Japanese. The character of their industry in other respects and their frugal and ingenious ways enable them to live in comfort and take this kind of farm work when it is to be had, and the fruit growers are finding that the supply is short of the demand when the period of harvest comes. It is curious to observe that one of the complaints against the Japanese laborers is their effort to get higher wages, which no doubt means as high wages as the relation of the supply of their labor to the demand for it justifies. These Orientals are no more besotted with the 'cheap labor' idea than others who work, but are desirous of getting all that their labor is worth as determined by competition.

"The report of the Commissioner says that the ambition of the Japanese 'to progress beyond mere servility to the plane of the better class of American workmen, to own a home, to operate industries, to be a master and not a slave,' is of the same kind as that of European immigrants who compete with him, and 'in line with the ambition of that type of American who will not compete with him.' But it is said that 'the moment this ambition is exercised, the Japanese ceases to be an ideal laborer.' That would seem to indicate that he tends to assimilate to the American character readily. Evidently what California needs is a more versatile labor force, one that can do the work of the orchards and vineyards without being dependent upon it or idle when not required for it, and these Orientals seem to be especially adapted to that need and require only to be treated with intelligent humanity to be of great value to the State."

This sort of talk seems to be written for a generation that does not know that California thirty years ago voted about one hundred to one against Chinese labor, which has most of the economic characteristics of that of the Japanese. Trouble enough was had with the Chinese at the early stage of their fortunes, when they worked for wages a half or a quarter of those of white men. But the real trouble began when they became home-seekers and landholders, and converted district after district in the State into Mongolian colonies.

Every argument put forth for cheap Asiatic farm labor carries with it the idea, repugnant to American principle, of a permanent degraded class of labor, employed by a permanent well-to-do class, profiting by that labor. When the landholding Californians set out to ask change in the restrictions of Chinese or Japanese immigration, they tell Americans in general that they have no concern as to how their laborers may get a living when their short harvest and fruit-gathering season is over. Nor do they care one jot what effect on American labor the presence of the Orientals is to have on the general labor market the greater part of the year. As for the assertion that the Japanese tend to demand wages approximating, or even equaling those paid white men, it is but saying that an inexhaustible source of cheap labor must be drawn upon in order to keep up the level of the employers' profits, since as each body of the Japanese laborers moves upward in the social scale—on their twenty-five to fifty cents a day—it must be abandoned by the employers for a cheaper new set. It is plain that this circle of alleged facts kills the pro-Japanese argument so far as it is founded on the facts as assumed.

All Americans wish well to the Japanese—in their own country. It is to be regretted that grasping employers in California should seek to stir up a question that may result in apparently antagonizing American and Japanese laborers.

The vote taken by the Sailors' Union of the Pacific on the individual assessment to recoup the treasury for the sum appropriated in aid of the seamen's unions on the Great Lakes was practically unanimous in favor of the proposition. The spirit displayed by the vote is the best possible assurance that the seamen of the Pacific Coast are still one with their comrades on the Great Lakes in the determination to keep up the fight until it be won.

Overalls, shirts, suits, etc., bearing the label of the Garment Workers' Union are made by American women and girls under fair conditions. Demand the Garment Workers' label!

LAW OF THE UNION LABEL.

(Continued from Page 1.)

the union label means that the employer, although in his palace, even as the laborer's wife and child in their cottage, are secure in contentment and happy in the assurance of right doing—that the foreman in shop and workman at the bench practice toleration and put forth their best efforts for business success—that grinding oppression is unknown and justice reigns—that efforts are made for safety and means of betterment are not unknown—that each looks for the good of all and selfish greed and personal gain is no longer the sole creed of man—that the love of mercy, the practice of fraternity and the universal reign of equity has come and the "parliament of man, the federation of the world," is openly established by a happy, just and contented people.—Henry H. Bullock, in Indianapolis Union.

WILL ENFORCE RULE.

The following new rule prescribed by the United States Board of Supervising Inspectors will be rigidly enforced by the inspectors: Any master or pilot of any steam vessel who shall authorize or permit the carrying of any light, electric or otherwise, not required by law, on the outside structure of the cabin or hull of the vessel that in any way will interfere with distinguishing the signal lights shall, upon conviction thereof before any Board of Inspectors having jurisdiction, be deemed guilty of misconduct, and shall be liable to have his license suspended or revoked.

But one lot of ore, the value of which was chiefly confined to its antimony content, was mined and marketed in the United States last year. It came from Mill City, Nev.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, August 1, 1910.

Regular weekly meeting was called to order at 7:30 p. m., Robert Rollo presiding. Secretary reported shipping medium. Delegates were nominated for the convention of the California State Federation of Labor. The election will be held in the meetings held on August 15.

E. ELLISON, Secretary pro tem.

44-46 East St. Pacific Phone Kearny 2228. Home Phone J 2228.

Vancouver, B. C., July 25, 1910.
General situation fair.
JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, July 25, 1910.
Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, July 25, 1910.
Shipping and prospects poor.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, July 25, 1910.
No meeting; no quorum. Shipping medium; prospects uncertain.
WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, July 25, 1910.
Shipping and prospects good.
HARRY COOK, Agent.
P. O. Box 6. Tel. 225.

Portland, Ore., Agency, July 25, 1910.
Shipping slack.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, July 26, 1910.
No meeting; no quorum. Shipping fair; prospects uncertain.
JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, July 25, 1910.
Shipping good; prospects uncertain.
HARRY OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, July 18, 1910.
Shipping and prospects poor.
CHAS. SORENSEN, Agent.
P. O. Box 314.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., July 28, 1910.

Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping medium.

EUGENE STEIDLE, Secretary.

Phone Kearny 5955.

Seattle Agency, July 21, 1910.
No meeting. Shipping medium.
LEONARD NORKGAUER, Agent.
P. O. Box 1335.

San Pedro Agency, July 25, 1910.
Shipping and prospects good.
ED. BARRY, Agent.
P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, July 25, 1910.
Situation improving.
ALEX. McKECHNIE, Sec'y pro tem.
674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., July 26, 1910.
Shipping good.
PERCY J. PRYOR, Sec'y pro tem.
1½A Lewis Street.

DIED.

John Power, No. 74, a native of Ireland, aged 62, died at San Francisco, Cal., on July 25, 1910.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

CONFLICTING TESTIMONY.

When the reports from all the Upper Lake ore docks for the month of June had been figured up yesterday (July 6), the discovery was made that all records for one month had been broken by the Lake fleet. The total showed that 7,235,807 tons had been moved, as against 7,193,199 tons in August, 1909, the biggest previous month. This is a gain of 42,608 tons for June, 1910.

The record for June was broken by 802,438 tons, the best previous movement in June having been made in 1907, when the ships brought down 6,433,369 tons during that month. During the same month last year the movement was 5,393,250. The boats have brought down up to July 1 this season 14,837,472 tons, an immense quantity, compared to 12,685,624 tons moved up to July 1, 1907, which was the previous record to July 1. This season's figures show a gain of 2,151,848 tons over all previous seasons to June 1.

In discussing the figures given above, a local shipper said: "It is just as I told you a few weeks ago; the movement of ore this season is good, but it doesn't look so, owing to the immensity of the Lake fleet at this time. There have been a good many more boats on the market than we had in 1907, the biggest previous season. There have been several big additions to the fleet, and there are a number of these new modern unloading machines on the various docks, giving the big boats rapid dispatch. These are the reasons why the vesselmen have been complaining of scarcity of cargoes, and the general cry of dull business in Lake freights.

"The talk of poor business is all buncombe. Just think of it, the boats have already brought down nearly 15,000,000 tons of ore up to July 1. Why that is simply enormous. If this thing keeps up the figures at the close of the season will be sensational."—Cleveland Leader.

The fleet carried 7,316,679 tons of ore in June, which was the largest movement for a month in the history of the ore trade. That is an increase of 123,480 tons over the record, made in August, 1909, when the shipments were 7,193,199 tons.

The mines in the Lake Superior district up to July 1 sent forward 14,522,058 tons, which is a gain of 5,819,735 tons for the same time last year, when the movement was 8,702,323 tons. Duluth shipped 2,567,077 tons in June and is far ahead of all the other ports in shipments for the month and for the season.—Cleveland Plaindealer.

Ahead of Last Year.

More coal was received at Milwaukee in June than the same month last year, although there was small decrease in the receipts of hard coal. The receipts of soft coal remained firm throughout the month, but there was a slight falling off in hard coal receipts, which, however, is offset in the aggregate shipment of coal to this port. In all, 619,629 tons of coal were unloaded at the docks here during June, which was an increase of 56,320 tons as compared with June a year ago.

Hard coal receipts last month aggregated 122,109 tons as against 136,612 tons for the same period in 1909, while soft coal receipts reached 497,520 tons, as compared with 426,697 tons for June, 1909.

The receipts of coal at this port since July 1 have been exceedingly heavy and if they remain so for the next three weeks this month will be a record breaker.

Plenty of Tonnage.

Although there is about 20 per cent. of the wild capacity out of commission, offerings of ore and coal tonnage are liberal. The indications are that there will not be much change in the situation at the end of thirty days.

The ore movement is heavy but there is no increase in the demand for tonnage. Receipts will be light at this end of the route to-morrow and the docks will be in good shape by the end of the week. A number of vessels came in light yesterday to load coal.

Read all the foregoing then take your choice. The Pittsburg Steamship Company's barge Corliss is loading coal at Conneaut (July 9); 20 per cent. of the independent (?) vessels are laid up because they can't get cargoes, or is it because they can't get crews? What a farce.

W. H. JENKINS.

Conneaut, O.

DRIFTING MESSAGES RETURNED.

Captain Fred J. Meno, of the United States Steamboat Inspection office at Detroit, has just received back the sixth of seven message cases which were set adrift late last season at various points in the Great Lakes. This case, designated as No. 2, was dropped into Lake Huron, off the steamer Andrew E. Upson, at 9 a. m. November 13, when the boat was about four and one-half miles east of Harbor Beach.

It was returned to Captain Meno by Captain R. W. Golden, Stoke Bay, Bruce County, Ontario, who says one of his boys found the case near Little Pike Bay, twenty-five miles north of Southampton, and ten or twelve miles south of Lyal Island, June 10, just after it came ashore.

The case and directions enclosed are intact. The point where it was found is about ninety miles northeast from where it was set adrift. Apparently the case was in the ice all winter. Its return makes the recovery percentage 85.714, which is regarded as remarkably high.

The case not yet reported was dropped off a vessel in Lake Superior between Whitefish and Keweenaw points.

ABANDONED TO UNDERWRITERS.

Notice has been received that the owners of the steamer J. V. Ketcham, the boat that blocked navigation for several days while she was sunk in West Neebish Channel, has been abandoned to the underwriters. The Ketchum was repaired at Reid's Port Huron yards, and had her cargo of pulpwood reloaded.

RESCINDED THE CONTRACT.

Protracted delay in beginning the removal of the wreck of the steamer Oscar T. Flint has cost Captain W. B. Sphears of Sault Ste. Marie the contract.

Colonel C. McD. Townsend, engineer corps, U. S. A., rescinded the award made to Captain Sphears, May 17, by which the wrecker was to receive $1,600, the boat and its cargo of Kelley Island limestone and cement for removing the Flint, which lies in about twenty-four feet of water two miles off Alpena in Thunder Bay. The Flint was burned to the water's edge when she was lost about a year ago.

Protests against delay in clearing out the wreck have been coming to the engineer's office for several weeks, among the number being that of the owners of the steamer Sydney C. McLouth, which crippled her wheel on the wreck. Captain Sphears some time ago arranged to have private lights maintained on the wreck at night.

Captain Sphears recently completed another Government contract, the removal of the steamer Rome, destroyed by fire off Lime Island last year.

TRESTLE GIVES AWAY.

By the giving way of the trestle work at the end of the outside pier made by excavations from Marsch Robbins contract on lock pit of third lock, at Sault Ste. Marie on June 24, an engine and nine dump cars were precipitated into the river at the foot of the rapids. The engine was backing cars on to the trestle to be dumped, when the structure began to sway. The engineer and fireman barely had time to get out of the cab and on to the rock previously dumped, when the entire trainload and trestlework disappeared. The accident was witnessed by a large crowd, who were in the canal parks to enjoy the cool evening.

HARVEST FOR THE CAPTAIN.

Captain Charles Anderson, of the steamer J. S. Crouse of Sheboygan reaped a harvest of $2,000 while assisting the stranded package freight steamer Binghamton on South Manitou Island.

The Binghamton had thrown overboard a large part of her cargo of canned goods and bulk syrup. The Crouse unloaded the remainder of the cargo, receiving $35 an hour. Captain Anderson then went to Charlevoix and secured a diver, who assisted in raising most of the goods thrown overboard and which were uninjured by the water.

BACK FROM EUROPE.

Harvey D. Goulder, counsel for the Lake Carriers' Association, who had been on a tour of Europe, returned yesterday, looking the picture of health.—Cleveland Leader.

Wonder if he has any new schemes for the "Hellfare" plan imported from England.

The big steel tug that is being built for the Kelley Island Lime & Transport Company at the Globe yards of the American Shipbuilding Company, will be named the Ernest P. Dempsey.

BIDS FOR REMOVING WRECKS.

Bids for the removing of the wrecks of the steamers Manhattan, Alexander Nimick and Chauncey Hurlbut, were received at the office of Graham D. Fitch, Government engineer at Duluth.

The Manhattan lies off Munsing, Mich., near Grand Island, Lake Superior, and the other two boats are near Vermilion Point, Lake Superior.

There were two bidders for the work of removing the steamers. Thomas L. Duroucher of the Soo, was the successful bidder, his bid for the Manhattan being $1,900, for the Nimick $800 and for the Hurlbut $1,200.

The other bidder was the Whitney Brothers Company of Superior, which bid $3,000 for the work of removing the Manhattan, $500 for the Nimick and $2,000 for the Hurlbut.

It is stated that the work of removing the Manhattan will begin immediately. The steamers have been in the way of traffic and have proved sources of danger.

BIG WRECKING BILLS.

The wrecked steamer John B. Ketchum, which blocked the west Neebish Channel for two weeks and which was abandoned by the owners as a constructive total loss, is still in the hands of the underwriters.

The boat is valued at $48,000. The Reed Wrecking Company has two bills against the steamer. One is for $18,000 and the other for $12,000. It is figured that it will cost about $12,000 to repair her.

If all the bills were allowed the boat would be the property of the underwriters. The insurance people, however, claim that they had nothing to do with Reid's bill for $18,000, which was for removing the steamer from the channel so boats could pass. They say that work was ordered by the Government officials. It will take some time to settle the matter. The Ketchum is tied up at Port Huron.

REVERSED THE DECISION.

The Circuit Court of Appeals at Cincinnati has reversed the decision of District Judge Tayler in the collision case of the steamers Sylvania and Bessemer, which occurred on Lake Superior in 1905.

The case was heard in Cleveland and Judge Tayler held the steamer Sylvania wholly at fault. An appeal was taken and the Circuit Court of Appeals held that the Bessemer was also in fault, and ordered a division of damages which amounted to $60,000 or $70,000.

The Bessemer is owned by the Pittsburg Steamship Company and the Sylvania is operated by G. A. Tomlinson of Duluth.

WORKING ON NEW DOCK.

The work on the construction of the new B. & O. docks at Lorain is progressing rapidly. The excavations have been completed for the big power house and one of the retaining walls for the ore storage bins.

Concrete is being poured for the power house and retaining wall. The Great Lakes Dredge & Dock Company's dredge 1 is excavating for the concrete dock to be built for the B. & O. by Stewart & Co. of New York.

STRIKE
ON THE GREAT LAKES

COMRADES:

The strike of Sailors, Firemen and Cooks on the Great Lakes is still on. We appeal to all seafaring men to assist us in persuading seamen to stay away from the Lakes during this strike.

Any reports that the strike has been settled are false.

The Seamen of the Great Lakes are sticking together solidly, and will keep up the battle for freedom and decent conditions until the fight is won. "God Almighty hates a quitter." (So do we.)

Lend a hand, comrades, by inducing seamen to stay away from the Lakes while the strike is on.

Yours fraternally,

LAKE DISTRICT,

International Seamen's Union of America.

STRIKE ON THE GREAT LAKES

KEEP AWAY!

DAMAGED BY EXPLOSION.

The steamer Parks Foster had a large hole blown in her bottom by a mysterious explosion of dynamite on July 7 in the Chicago River. The Government investigation has failed to reveal the cause. The Foster was loaded with corn for Collingwood and was on her way down the river. J. S. Keith, owner of the boat, thinks the explosion was caused by an undischarged bomb left over from river blasting. She is now in drydock for repairs.

LOCAL BOAT DELAYED.

The steamer William A. Paine, Charles A. Benham, captain, was held up at Sandusky on July 14 just as she was about to clear for South Chicago with coal, owing to the arrest of her first-mate, Reuben Utley of Fairport, on a charge of assaulting a deckhand, Emil E. Recine of Duluth. Utley put up $10 to insure his appearance in police court when he gets back to Sandusky. The Paine then got away.

LIGHTHOUSE ENGINEER RELIEVED

Instructions received at Detroit from the department at Washington practically relieve Colonel C. S. Riche, U. S. A., of the duty as engineer of the eleventh lighthouse district. Hereafter the work of the engineer's office will be taken over by the lighthouse inspector of the district, Commodore C. B. Morgan, U. S. N. Colonel Riche will have no further duties in connection with the lighthouse bureau, except in an advisory capacity.

The contract for the building of a quarantine steamer for the immigration department, has been awarded by the Department of Agriculture, at Ottawa, to the Kingston Shipbuilding Company. The Government will pay something more than $60,000 for the vessel.

It is to be completed and ready for delivery next spring and will be stationed in the vicinity of Grosse Isle. The shipbuilding company is preparing to begin work on the boat at once.

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Findlay J. McDonald, No. 5499, Lake Seamen's Union, is inquired for by John D. McDonald, Highland Park, Mich.

Joseph Ward, No. 21241, Lake Seamen's Union, is inquired for by his mother, Mrs. Julia Ward, 223 Devoe street, Brooklyn, N. Y.

Comrade Henry Blaschke. Any one knowing the above-named comrade please communicate with Jno. Rook, Jr., 2564 E. 55th St., Cleveland.

Roy Person, No. 12522, L. S. U., is inquired for by his sister, Miss Hazel Person, 225 Chisholm street, Alpena, Mich.

Royden Keith, member Lake Seamen's Union, is inquired for by Jas. M. Gordon, Santiago de Cuba. Anyone knowing his address please notify W. H. Jenkins, Conneaut.

William Young, a marine fireman, aged 50 years, last heard of twelve years ago, is inquired for by his sister. Address, Mrs. Anna M. Mills, 644 W. 61st street, Chicago, Ill.

OLD ENGINEER DEAD.

Frederick Rehbaum, a well-known marine engineer and one of the veteran employes of the Anchor line, died recently at Buffalo. Mr. Rehbaum had sailed the Lakes for many years and was well known in almost every port. He was in most of the new freighters of the Anchor line, and when the steamer Wissahickon went into commission he was appointed chief engineer. Mr. Rehbaum was in charge of the engine room when the Wissahickon went ashore last December in a blinding snowstorm at Outer Duck Island, Lake Huron.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

674 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES:

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Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....21 High Street
Telephone Bell 175 R.

CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.

TOLEDO, O.....54 Main Street
Telephone Bell 1890.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

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Telephone 3742.

SUPERIOR, Wis.....213 Banks Avenue
Telephone, New Phone, Broad 155 L.

BAY CITY, Mich.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
KINGSTON, Ont., Canada.....(Box 96) King Street
ERIE, Pa.....328 German Street
Telephone Bell 599 F.

CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.

SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.

SANDUSKY, O.....510 Meigs Street

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Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Mich.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

NOTABLE SHIPWRECKS.

(Continued from Page 3.)

of the Royal George. The pretty snuff-box, formed like a shoe, which stands upon my mantelpiece, I have every reason to believe was part of one of the Royal George's ribs. At the time, certainly, there was no scarcity of this wreck timber. The mainmast was hauled ashore the day after the blowing-up, covered with barnacles of gigantic size. Two large guns were raised, one of them as firm in the carriage as if nothing had happened. The divers from time to time brought up numerous small articles of use, touching mementoes of the fate of the Royal George, and as such eagerly sought after. In 1850 the last survivor of the disaster died, landlord of a village inn in Gloucestershire.

It was a busy time for our fleet in the Mediterranean in the spring of 1800, although some historians do not think our navy just then did much worth recording. The ships, nevertheless, were kept in constant activity, for the great Bonaparte was making himself felt throughout Europe, and men's minds were filled with uneasiness. Lord Keith was commander-in-chief of our ships, and his flag was hoisted on board the Queen Charlotte, a ship, like the Royal George, of 110 guns. She was launched two years after the event I have just described, and was intended to be worthy of her unfortunate predecessor. Great things were expected, for it also was said of her that she was the fleetest sailer that ever hoisted English colors.

There were many fine frigates cruising off the coast of Italy in the March of 1800, but none more comely to the eye, or likely to make a good account of the enemy, than the Queen Charlotte; not even the Foudroyant, carrying an admiral who was destined soon to make the world ring with his fame; it was no other than Nelson. On the memorable 1st of June, 1794, it was the Queen Charlotte which bore Lord Howe's triumphant flag to victory.

The 17th of March, in the year I have given, found the Queen Charlotte under easy sail between the little island of Gorgona and Leghorn. Day was breaking, when a cry never to be heard on land or sea without terror, the cry of "Fire!" resounded through the ship. The alarm was taken up by a hundred throats, and the sleepers, rudely awakened, tumbled pell-mell out of their berths, eager to know the extent of their peril. In the space of a few minutes the sailors were making their way from the lower decks, and swarming up the companion-ways.

It was too true! Some loose hay, used for the live stock on board, had caught fire through the dropping into it of a slow match kept on the half-deck for the purpose of firing signals. Literally the flame spread like wildfire. It began in a great blaze, and found ready at hand plenty of inflammable matter to feed upon. The carpenter, who was a very important officer on board a man-of-war when men-of-war were innocent either of iron casing or engines, was one of the earliest to hasten on deck. Before he was clear of the fore-ladder, however, the conflagration was spreading with lightning-like speed.

The whole of the half-deck was soon wrapped in flame. The fire was encroaching upon the bulkhead of the admiral's cabin; it was running up the mainmast, and it had taken fierce hold of the broad mainsail. In vain the seamen tried to bring the canvas down; the flames, as if determined to finish what they had begun, beat them back whenever they attempted to approach the ropes, and defied them still further by greedily licking and devouring the shrouds. Volumes of fire burst through the port-holes, and rolled up the hatchways.

Danger like this is the great test of courage; the men of the Queen Charlotte, weighed in the fearful balance, were not found wanting. The aft was soon separated from the fore part of the ship by agulf of fire which could not be bridged over. Lieutenant Dundas and the carpenter rallied the men, who were chiefly crowded in the fore part. There was even a worse evil than the fire; in the lower parts of the ship there were immense quantities of shells, grenades, mortar cartridges, and other ammunition destined for the siege of Genoa. The flames might be got under, although that seemed impossible; once let a spark touch the contents of the magazine, and all would be over. The practical mind of the carpenter was the first to realize this new danger. He applied to Lieutenant Dundas for assistance to drown the lower part of the ship, and secure all hatches communicating with it. The fearless lieutenant, perceiving the critical nature of this duty, himself undertook it, with as many of the crew as he could induce to volunteer to accompany him. They descended to where the fire was roaring, and amid a stifling atmosphere of smoke, uncertain whether their very movements might not precipitate the disaster they sought to avert, spread themselves right and left. One set of men closed the lower deck ports, another set plugged the scuppers, while a third body, by every means that could be thought of, checked the flames with a supply of water.

Toiling against fearful odds, now hoping that all would end well, now despairing but calm, these brave fellows, whose very names are unknown, thus stood to their posts till nine o'clock, or thereabouts. But what chance was there in a timber ship full of combustible materials? Everything the fire touched encouraged it. At the hour just named Mr. Dundas and his fellow workers were startled at the heavy guns crashing through the burning decks overhead. It was a warning to which they dared not turn a deaf ear. Each gun as it fell through said as plainly as if it spoke the words, "You have done your best, but the fire is stronger than you, and the last moment of your stay on this lower deck has arrived."

By clambering out of a port-hole the men gained the forecastle, and they added their exertions to those of a band of some hundred and fifty men who were with their imperfect appliances throwing water as far aft as possible, being stimulated thereto by the shouts and cries which at intervals penetrated the thick curtain of fire and smoke hanging between the two ends of the vessel. The uncertainty agitating his mind as to his friends in the officers' cabin decided Mr. Dundas to a daring act: he ran along the jib-boom, leaped headlong into the sea, and swam until picked up by an American boat approaching the burning frigate.

The boats of the ship, it was soon apparent, could not contain a quarter of the people craving for deliverance. Amongst so great a number of persons it would not be human to expect perfect resignation, or unanimous fortitude. You often hear the despair of men placed in a situation of this

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

description denounced as cowardly. It is easy to say that when you are snugly warming your feet on the fender, surrounded by every comfort and in safety. Sometimes, however, there is a despair which is not to be confounded with mere terror. The people crowding the decks of the Queen Charlotte exhibited this despair in a remarkable degree. Numbers of soldiers resolved not to wait for death, but to seek it at once. Every now and then the report of a pistol would be heard; it marked the falling of a man who had taken his own life. Bereft of their senses, many leaped into the flames raging in the hold; others were seen to run themselves through with swords and bayonets.

How the two or three hundred who escaped were saved we have no full means of knowing. The boats took away some, and others found themselves on dry land, thanking God for a deliverance which they themselves could scarcely explain. The sailors were a model crew, chiefly Scotch seamen of the first class, and devotedly attached to their admiral, Lord Keith, who, fortunately, was on shore while his attached men were being destroyed. Only 142 men and 20 officers survived.

Five women, preferring the risks of the sea to those of fire, supported themselves for four terrible hours on a piece of plank; then, seeing no assistance at hand, they simultaneously released their hold, and sank in company. A non-commissioned officer, having with much difficulty gained the deck with his wife and child, was confronted with a cruel alternative—he might save himself, but not both wife and child. Snatching the wailing babe from her are he bade her farewell, and plunged into the sea. For two hours he kept afloat, grasping with one hand a fragment of spar, while with the other he held the child out of the water. By-and-by a boat came to his assistance and picked him up. He clasped to his breast the little one, now doubly precious; the exposure, however, had been too great, and the child died in two hours.

The boats at a distance at length saw the end of the Queen Charlotte. She was burned almost to the water's edge, when she blew up with an explosion like thunder, covering the sea with blazing fragments. Upwards of 700 lives were lost by drowning or by fire.

It may be convenient here to state that even these terrible losses of life were surpassed in the case of the Victory, and the St. George, and the Defence. Of the first, Horace Walpole wrote to Sir Horace Mann: "Arlington street, October 1, 1744. You will see in the papers, too, that the Victory, our finest ship, is lost, with Sir John Balchen and 900 men." I can give no details of this wreck beyond those contained in the following extract from the Gentleman's Magazine of 1744. "His Majesty's ship the Faulkland, and Fly, sloop, Captains Greenville and Lloyd, were sent on a cruise round the islands of Alderney and Guernsey, to get intelligence of the Victory, and met with several pieces of a wreck and part of a carved-work stern, which they judged to belong to the said ship, and found by the people of Alderney that they heard the firing of near 100 guns between the 4th and 5th. The following remark was made in the London Evening Post, that as Admiral V——n had represented some defect in the building and managing the royal ships (for which some think he was postponed), it was hoped that the loss of this ship would cause an inquiry into this worst of grievances to a maritime power."

The St. George and Defence were lost towards the end of 1811. Our fleet in the Baltic had during the entire month of November met with a succession of gales, snowstorms, sleet and wreck. The month of December brought no lull in the reign of tempest. Nay, all its horrors were aggravated, and the storm king seemed to ride on the wings of death over every sea. It was in the German Ocean that his fury was especially expended, and of all days in the year he selected for his most violent doings the day before Christmas-day. Neither peace nor good will did he bring to our ships in that region. The Hero and several other vessels were stranded and wrecked, to the destruction of every soul on board.

The St. George was a fine line-of-battle ship of ninety-eight guns, and her consort the Defence mounted seventy-four guns. They were proceeding homewards on the fatal 24th of December, when, caught by the tempest, they were both stranded on the western coast of North Jutland. The storm king made quick work of them. The Defence was in half an hour literally torn to fragments, five sailors and a marine of all her gallant company alone escaping on pieces of wreck. To the St. George the mercy of rapid destruction was not vouchsafed. An attempt to avoid the fate of the Defence by letting go the anchor failed, and she also took the ground. Boat after boat was washed away before it could be launched. At length twenty men got into one in the hope of reaching shore; it was even while at the ship's side upset, and every man drowned. Eleven of the crew eventually were cast ashore upon pieces of wreck, and their report was that the admiral, captain, and at least 500 of the crew, were lying dead in different parts of the frigate. A few were left alive, and the terrified Jutlanders, unable to render assistance, heard their pitiful cries until their voices were silent in death. The wreck of these two vessels involved the loss of at least 2,500 lives. —Master, Mate and Pilot. (By Permission of Cassell & Co., Ltd.).

LABOR DISPUTES IN GERMANY.

According to the annual report on strikes and lockouts in the German Empire in 1909, recently issued by the Imperial Statistical Office, the number of labor disputes which came to an end in the year was 1652 (1537 strikes and 115 lockouts), as compared with 1524 in the preceding year. The number of workpeople on strike or locked out was 119,849, but in addition 11,034 were thrown out of work as a consequence of the disputes, giving an aggregate of 130,883 persons directly or indirectly affected by the disputes of 1909, compared with 119,781 in 1908. The groups of trades which were most seriously disturbed by the strikes and lockouts of 1909 were the building trades (in which the number of workpeople affected amounted to 54,017), woodworking trades (10,898 persons affected), mining and iron and steel works (10,510), metal trades (10,253), pottery (9,816), and textile trades (9070). Nearly half the disputes, viz., 781 out of 1652, ended in favor of the employers, 292 in favor of the workpeople, while the remaining 579 were compromised.

Demand the union label on all purchases.

SPREAD OF ENGLISH.

There are three languages which are more widely spoken than are any other tongue, and in the order of their importance—not numerically, but commercially—they are English, Malay and Hindoostani, or, rather, that one of the many tongues of Hind which is more properly known as Urdu. The first two are practically grammarless languages, the third is still inflected, but the inflections are easy and not numerous. All these languages are largely made up of the others with which the speakers have come into contact. Their vocalization and structure are such that foreign words are easily assimilated and recast in native dress. They have gained their predominance and their wide geographical lattitude because of their simplicity of construction and because of their ease of assimilation. Belonging to the more powerful people, the first must eventually attain the supreme mastery and become the lingua franca of the Old and New Worlds.

But there are two or three pedagogic influences militating against the spread of English. One is the closet attempt which would set up a highly inflected artificial tongue, such as Esperanto, as a world medium. Now language began by being inflected and ends by becoming practically grammarless. Use is the final criterion and not book-made rules, evolved, as one American writer finely says, by the lamplight theories of the lesser grammarians who would strive to put shackles on the free speech of a free people.

Another is the intolerance of strange words. Yet the history of the English language is the history of the birth and death of hundreds of words imported from this or that country, coined from one or the other of the learned languages; dying if they found no acceptance of the people, living and becoming incorporated in the very web and woof of the English tongue until their strange or foreign origin is utterly forgotten, if they express a shade of meaning hitherto unknown, and if they find popularity.

After all, it is but the office of the dictionary maker to collect his definitions and spellings from the usages of the best authors. And the grammarian has but a similar task to perform. When either originate they should at least be the equal of the scholars whose use they set aside, not only in their own but in the opinion of the people. Rules are, after all, only for the guidance of the untrained and unread, because, if valid, they are only based upon those facts of use which training and reading will give at first hand. It is sometimes said that all the great authors make grammatical mistakes. That is quite likely true. But if several great authors concur in some particular usage it would take more than the authority of a Lindley Murray to definitely declare that usage bad.

English is not only a noble heritage—it contains the history of the dominant people of the earth through many a vicissitude. It is the hope of the future, and should be protected alike from the depredations of the vulgarian and from gibes of the lesser grammarian.—Spokane (Wash.) Inland Herald.

A number of oil motor boats ordered from the Osaka Iron Works by the Residency-General in Korea have been completed and are to be sent to Kure to be fitted with guns. The boats are to be used to guard the Korean coast.

News from Abroad.

The Mexican Government is to construct a fleet of aeroplanes for use in military affairs.

Baron Albert d'Anathan, the Belgian Minister to Japan, died at Tokio on July 24. He was appointed in 1893.

Felipe Salvador, a Filipino bandit who has been operating for several years and who is wanted for a variety of crimes, has been captured.

The Japanese steamer Tetsurei Maru, plying between Kobe and Darien, sunk on July 23 off Chindo, Corea. The steamer had 246 passengers.

Antonio Fuentes, the famous Spanish bullfighter, has signed a contract to appear in eight engagements with bulls in Mexico City during the Centennial celebration for the sum of $80,000.

The damage caused to French crops by continued cold and wet weather is unofficially estimated at $400,000,000. The wheat crop is estimated at 312,400,000 bushels, against 369,200,000 bushels in 1909.

Under the auspices of the Agricultural Societies of France, Former President Loubet on July 23 opened the experimental refrigerating station at Chateau Renaud, through which it is designed to introduce in France a system for the transportation of refrigerated meats.

An anti-meat strike has been started by women's associations at Krems and other towns near Vienna and is assuming large proportions. The strike is a protest against the dearness of meat, as a consequence of protection, no meat from abroad being admitted to Austria.

In view of the recent discoveries of petroleum in Trinidad, which might be useful to the navy, and the importance which the island will acquire upon the completion of the Panama Canal, the British Government is considering the advisability of fortifying the entrance to the Gulf of Para.

At the conclusion of a conference on July 29 between King Alfonso and Premier Canalejas it was announced that Marquis Emilio de Ojeda, Spanish Embassador to the Vatican, had been recalled. At the same time the opinion was expressed that a rupture with the Vatican was inevitable.

The unrest in Thibet, due to the continued activity of the Chinese, has assumed so threatening a form that the Indian Government has ordered a considerable force of Indian troops to be held in readiness on the Thibetan frontier to proceed to the relief of Gyantse and Guatonf, the British agencies in Thibet, if necessary.

The conferees of the two dominant parties who are trying to compose the constitutional differences of the Lords and Commons already have succeeded in bridging several gulfs and the outlook for compromise is more hopeful, but little of an official character is likely to be known until Parliament reassembles on November 15.

The London (Eng.) Engineer publishes accurate details of the new Brazilian battleship Rio de Janiero. She will be of 32,000 tons, 655 feet long, 92 feet broad, 26 feet draft, and have twelve 14-inch guns, fourteen 6-inch, fourteen 4-inch and six machine guns, and three torpedo tubes. She will have four screws and is designed to attain a speed of twenty-two and one-half knots, and the cost will be $14,500,000.

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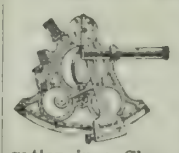
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Oscar Pearson
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INFORMATION WANTED.

Nicholas R. West, supposed to be sailing on the Pacific Coast, is inquired for by his mother. Any one knowing his present whereabouts please notify the Russian Consulate at San Francisco.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Alexis, H.
Albrigtsen, G.
Andersen, Arvid
Andreasen, O. L.
Appelquist, O.
Aggs, P.
Beckler, Jos.
Berge, Johan
Burns, John
Caldwell, W. G.
Carlsen, R. T.
Chamberlain, L. C.
Christensen, Oscar
Christiansen, A.
Darker, Thos.
Edvardsen, John
Eklund, P. H.
Elwood, Alf
Eriksen, Axel
Eriksen, J. K.
Fernandoes, F.
Fellix, Harry
Fjilstad, K. M.
Frivold, John
Faroe, A. Hansen
German, Richard
Gregg, E. J.
Grohn, John
Gunderson, And. -785
Gumas, K.
Gustav, John
Hansen, Chas. S.
Hansen, Andrew
Haakensen, H.
Hallenberg, Gustaf
Hansen, Axel M.
Hansen, Hans F.
Haas, W.
Harjis, H. -1940
Hansen, Hilmer
Hahnberg, Olaf
Holmstrom, C. G.
Ingebretsen, O. -125
Isaksen, And.
Jacobsen, Torgils
Jamison, James
Jacobsen, E. C.
Jensen, Ludvik
Jensen, Hans -2014
Johansen, Herman
Johansen, Ludvig A.
Johnson, K. -1592
Johnsen, C. J.
Johnsen, J. -983
Johnsen, Eric
Johnson, Alf -1700
Jorgensen, J.
Kalming, Jacob
Kesher, Karl
Kinsay, W. A.
Kittelsen, C. T.
Knudsen, M.
Larsen, Louis
Lewis, George
Linsay, W. A.
Lindholm, Chas.
Lund, Chas.
Lundberg, Oscar
Mannonen, Eric
Martin, C.
Martinsen, Abe
Mikkelsen, A. M. -1584
Miller, Harold
Morgan, Ed.
Morris, M. M.
Nelsen, Fred.
Nielsen, N. A. -909
Nielsen, P. L.
Nurmi, V.
Olsen, John -1046
Olsson, Oscar
Olsen, Andrew
Olsen, C. E. -584
Olsen, Eric C.
Paul, P. G.
Preston, James
Quigley, R. E.
Ries, J. H.
Rimmer, Jas.
Saari, K. G.
Sand, Chas.
Sauer, Emil
Schmidt, Alf.
Schwab, M.
Smith, Johan
Smith, Max
Sorensen, Ed.
Staff, Chas.
Strom, Carl
Stenroos, A. W.
Swansen, C. -1536
Swansen, B. -1932
Thompson, James
Torgersen, Ludvig
Udley, H. S.
Van Houten, E. C.
Vogt, Carl
White, Hans
White, Earl
Ylinen, S.
Zazan, J.

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INFORMATION WANTED.

Axel Osen, a native of Orlandet, Throndjem, aged 23, is inquired for by his mother.

Anders Peter Andersen, a native of Denmark (Bogo), aged about 42, is inquired for by his sister. Address Alaska Fishermen's Union, 93 Steuart street.

P. J. Bertlesen, winchman; J. Berg, V. Erickson, Olaf Kjellman, L. Lindebeck, Theadore Yunther and M. C. Rasmussen, seamen; F. H. Sullivan, steward; W. Kidd, cook; J. Cote and Ed. McNellis, firemen, and G. Linanans, galleyman, on the steamschooner Washington at the time she picked up the Minnie E. Kelton. Please call on F. R. Wall, 1209 Merchants' Exchange.

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JEWELERS AND CHRONOMETER MAKERS.
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SHIPS PROVISIONED.
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INFORMATION WANTED.

Robert Fordyce Bowers, last heard of at San Francisco, in March, 1907, is requested to communicate with his mother Mrs. M. E. Watson, of 12 Lampton street, Bishopswearmouth, Sunderland, England.



Many apprentice seamen, when going aloft for the first time, are afraid that the top is crowded, but always when they get up through the "lubber's hole" they find plenty of room; likewise, many apprentice seamen and enlisted men fear there is no room at the top for them in the navy, that the higher positions are so filled up that they cannot hope to gain one. This is wrong. There are plenty of high positions waiting for ambitious men in the navy, if they will but properly qualify themselves. Every new ship that goes into commission increases these opportunities. If you wish to climb to a higher berth, an institution that has helped hundreds of men to better themselves will help **YOU** to secure a higher rating in the simplest, surest, and quickest way in the world. You need not leave your ship, nor use but a small part of your spare time off duty. It costs you nothing to investigate; simply mark and mail the coupon below. Will you answer Opportunity's knock, or does she have to break in your door with an axe? Send in the coupon **NOW.**

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Domestic and Naval.

The barge Admiral Clark, owned by Weller & Son, Trenton, N. J., sank in the Delaware River between Bordentown and Perewig on July 19, after striking a floating log.

A New York department store has ordered a wireless telegraph outfit which will be installed on the roof of the store so that passengers on incoming liners may do their shopping by wireless.

The steamer T. H. Wiene, of the Hines Lumber Company, Captain R. D. Myers, was destroyed by fire in Portage Bay, near Escanaba, Mich., according to advices received by the owners on July 22.

Charges have been preferred against Lieutenant Grafton A. Beall, Jr., of the battleship Delaware, by the commander of the ship, Captain Charles A. Cove, for sleeping while on duty, and he will be court-martialed.

The Cunard liner Franconia, built for the Boston service, was successfully launched at Wallsend-on-Tyne, Eng., on July 23. With the exception of the Mauretania, the vessel is the largest steamship built upon the east coast of England.

Tenders were invited at Victoria, B. C., on July 26, for the construction of Canada's first warship, a cruiser of the Bristol type. A shipbuilding company has announced its determination to submit a bid for the construction of the vessel.

The wireless station at the Charleston (S. C.) Navy Yard picked up a message on July 23 from the Southern Pacific liner Momus, reporting fire in the after hold since the previous day. The vessel was anchored in twelve fathoms of water.

The British steamer Avonmore, at Philadelphia from Huelva, reports having passed on July 6 within forty feet of a tower mast broken off at or about deck, and kept upright by rigging, in latitude 36.05 north, longitude 56.50 west. The mast extended 20 to 25 feet above water.

John F. O'Rourke, the engineer who bridged the Hudson at Poughkeepsie and drove the Pennsylvania Railroad's tunnel under the North River, has laid before Acting Secretary of War Oliver a plan for raising the Maine from the mud of Havana harbor.

The long-drawn out arguments in the Newfoundland fisheries case before the arbitration tribunal at The Hague reached the summing up stage on July 25. Sir W. S. Robson, the British Attorney-General, will conclude the case for England, and United States Senator Elihu Root will close for the United States.

A department for the sale of guide and travel books has just been inaugurated by the Hamburg-American Company, being intended primarily as a convenience to prospective travelers, enabling them to obtain the necessary books for their guidance and instruction at the same time that they are arranging for their transoceanic passage.

Attorney-General Wickersham has decided that the $300,000 appropriation made by the last Congress to raise the battleship Maine is available for any work that may be necessary in that connection. A board of engineers will make a preliminary survey of the wreck and decide on the best means to raise it. The various proposals from private persons and civilian engineers will then be considered.

World's Workers.

Judge Heydon has refused leave to the employes to appeal against the award of the Newcastle (Australia) Collieries Board.

The drivers employed in Port Adelaide timber mills are out for 7s. per day, instead of 37s. a week they have been receiving.

Employes on the water and sewerage contract at Perth, West Australia, went on strike recently for 9s. per day for laborers, and they won it.

The strike of Perth, West Australia, sewerage workers ended on June 16, the men agreeing to return to work, the dispute to be decided by arbitration.

The number of British paupers relieved on one day in May in thirty-five urban districts corresponded to a rate of 221 per 10,000 of the estimated population.

It is anticipated that the Queensland Government's estimates of the coming session will provide for important increases in the salaries of lower-grade railway employes.

A strike of 12,000 employes of the Northeastern (Eng.) Railroad, which began on July 19, was settled on the 21st. The men accepted the terms offered by the company, and returned to work.

The conviction of the manager of Fellow Station, Toowoomba, Australia, of several breaches of the Shearers' and Sugar Workers' Accommodation Act was confirmed by the Full Court at Brisbane recently.

Exclusive of seamen, the number of British workpeople reported as killed in the course of their employment during May was 362, an increase of 159 as compared with April, and of 158 as compared with a year ago.

The German shipbuilding companies have refused the demands of their workmen, 35,000 of whom have demanded an increase of 10 per cent in wages and a fifty-three-hour week. The companies now propose that a conference be held.

A firm of coachmakers in Sydney, Australia, was recently fined £2 2s. and £11 costs in the Industrial Court, for employing a wheelwright at a less wage than the £2 16s. prescribed by the award. The defendants pleaded that the employe was "a very old man, 52 years of age," but Judge Heydon said 52 did not seem to him to be very old.

At last week's meeting of the New South Wales Labor Council a letter from the president of the Domestic Workers' Union was received in which objection was taken to the use of the word "female" as a designation for women and girls. Mrs. Lalor, secretary of the union, supported the contention and moved "that the word female, as a designation for women and girls, should be discontinued from social and industrial life." The motion was carried without further discussion.

The New South Wales Woolclassers' Wage Board has issued its award. It provides that in sheds where the number of sheep and lambs shorn is over 15,000 the payment will be by the thousand, rates of pay to be as follows: When the number of sheep and lambs shorn in one season is not over 30,000, 22s. 6d. per thousand all round; when the number is over 30,000, sheep 20s., lambs 15s. Where payment is made by the week the lowest rates are to be: In sheds not over 10,000, £3; over 10,000 and not over 15,000, £3 10s. Sheds of not more than 4000 are exempt.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abbors, Arne
Aguilar, Santos
Albregtsen, Gabriel
Albrecht, Emil
Alexis, Hakan
Allan, Wm.
Allen, G.
Allen, Jas.
Andersen, -1620
Andersen, Emil
Andersen, -1526
Andersen, Kristen
Andersen, -1471
Andersen, Kristine
Andersen, -1233
Andersen, -1661
Balm, O.
Barney, Chas.
Bastion, W.
Beck, John
Behrens, Otto
Belin, Erick
Beling, Oscar
Bensen, Ed.
Benson, -1454
Bergman, Johan
Berndt, Hugo
Bernert, Fred
Berntsen, Eilert
Bevilacqua, O.
Beyerle, Rupert
Biaca, Frank
Callas, Aug.
Carlsen, Martin
Carlson, Rudolf
Carlsson, -1341
Carlstrom, A.
Chaler, B.
Chauche, J. A.
Christiansen, Peder
Christensen, A. -1332
Christensen, C. D.
Christensen, E. H.
Dahler, Hendrik
Danielsen, Sigurd
Daumgold, Ernest
De Baere, H.
De Santis, E.
Dixon, Jno.
Eckert, W. F.
Edman, Oscar
Edolf, Chas.
Egeland, Olaf O.
Ekstedt, Harold
Elonen, M. H.
Fagerholm, Carl
Fasig, Dan
Faulkner, John E.
Fillix, Hans
Fischer, Torsten
Fisher, Frank
Foyn, Sam
Gerner, Hans
Gjosund, S.
Gragg, E. J.
Graiff, Edw.
Gronvold, Peter
Haakansen, H.
Hahlweg, Fritz
Hammargren, O.
Hamann, Fr.
Handt, Wm.
Hansen, H. O.
Hansen, -1658
Hansen, -2060
Hansen, Chas. G.
Hansen, Hans
Hansen, N. S.
Hansen, Soren
Hansen, C. O.
Hansen, Hans M.
Hansen, Niels
Hansen, O. R.
Hansen, -2085
Hansen, Emanuel
Ingalls, Joe
Ingwardsen, R.
Isaksen, Gunnar
Jakobsen, Martin
Jakobsen, J. E.
Jakobsen, Anders
Jamieson, J. E.
Jamieson, J.
Jansen, Eilert
Jensen, -769
Jensen, R.
Jensen, -1987
Jensen, -1461
Jensen, Louis
Jensen, M. C.
Jensen, Geo. L.
Jespersen, M.
Johnsen, Norman
Johnson, -1800
Johnson, Chas.
Johnson, Edw.
Johnson, J. B.
Johnson, C. R.
Kaho, H. C.
Kaold, John
Karlgren, Gus
Karlsen, Johan A.
Karlsson, Alf
Kaus, L.
Kavanagh, Jas.
Kiel, P.
Kive, Karl
Klausen, John
Lahr, Otto
Laine, Wm.
Lange, Peter H.
Larsen, Emil, -1344
Larsen, Louis
Larsen, Emil
Larsen, Jacob
Larsen, Maxie
Larsen, -1008
Larsen, -1081
Larsen, Harry
Larson, Lars M.
Larson, Bernhard
Laws, J. B.
Laws, Harry
Le Brun, Ernest
Magnusson, E. W.
Maihak, Paul
Maribu, J.
Martin, H.
Martin, H.
Martinson, David
Andersen, John H.
Anderson, -910
Anderson, -1560
Andersson, -1126
Andersson, -1552
Andersson, -1606
Andersson, L. H.
Andersson, Nels. A.
Andreasen, Hans
Andresen, -1635
Andreson, Hans A.
Annus, Alex.
Appelgren, John
Arnold, E. B.
Asker, S. J.
Ayers, W. T.
Bietila, -1338
Birde, Chr.
Bjerregaard, Chr.
Blank, Geo.
Bliesath, Max
Boers, M.
Bogan, Patrick
Boylan, C. F.
Brelin, Adolf
Bridge, John
Brinkmeyer, G.
Browne, H. H.
Bruce, Robt. W.
Brunwald, H.
Burdick, Chas.
Classen, Henry
Clausen, C.
Collberg, Chas.
Conrad, Fritz
Cooley, Howard
Cornelius, Leonard
Corty, C.
Coughlan, -1174
Crasson, Joe
Croschet, D.
Cutler, Wm.
Doense, J.
Doose, W.
Dracar, E.
Dreier, Paul
Dunn, John
Engberg, Oscar
Eriksen, Edw.
Ericksen, C.
Eriksson, C. E.
Evans, E.
Fralneso, P.
Frankovic, A.
Fransson, Frank G.
Fredricks, Carl
Fredriksen, B. D.
Froberg, Erik G.
Gronman, H. R.
Gundersen, Kristian
Gunnerson, John
Gustafson, G.
Gustafson, Oscar
Hansson, Chas. G.
Hannus, A.
Harlow, H. A.
Haug, Hans H.
Hedinskoy, J.
Hedvall, A.
Helmer, Fred
Heltwood, O. S.
Hengst, Otto
Henriksen, -1375
Henshaw, Frank
Hernas, -2042
Hoderman, Max
Holm, John A.
Holmberg, Olaf
Holmstrom, C. A.
Huse, Edw.
Isaksson, Karl
Iversen, Carl
Iversen, S. B.
Johnson, Ellis
Johnson, -1547
Johnson, -2095
Johnson, Jas. K.
Johnson, John
Johnson, C. O.
Johndahl, H.
Johansen, A. F.
Johansen, 1191
Johansen, H. B.
Johanson, Axel B.
Johansson, -2076
Johansson, H. A.
Johannesen, Arthur
Jones, Harry
Jordfald, Theo.
Jorgensen, Johan
Jorgensen, Wm.
Jorgensen, 1498
Klebingat, F.
Klintberg, Chas.
Klousen, -564
Knudsen, Lars
Knutsen, Knut
Kolter, L.
Kristensen, -1203
Kristophersen, Jacob
Kristoffersen, A.
Lebrun, Ernest
Leech, Wm.
Leech, Wm. A.
Leishman, Jas.
Lemmel, Chas.
Lewis, G. H.
Lexberg, Gust.
Linde, O. B.
Lindgren, Gust
Lindholm, A. E.
Lofland, -2121
Louis, Martin
Lude, Thorwald
Lundman, C.
Lundberg, Fred
Lyngaard, Jorgen
McCourt, Joe
McKeating, R.
McKinnon, A. B.
McLouglin, M.
Michaelsen, Johan
Miller, James
Masterman, E. P.
Moe, John M.
Mathiesen, Lady.
Mathisen, Martin
Mathiassen, Nils
Matthews, F.
Mattson, J.
Mattson, -709
McAvoy
McBratney, Hugh
Nanberg, Gus.
Nelson, A.
Nelson, Martin
Nelson, -552
Nelson, John
Nelsson, Nels
Nerbrugge, D.
Newman, John
Olds, Johan
Olestad, B. K.
Olofson, M.
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Valeur, Marius
Virtanen, S. H.
Wikstrom, Wm.
Wikstin, Arvid
Wikstrom, Emil
Wilson, Julius
Winge, Hilmar
Winsen, Pete
Winther, Hans C.
Wittenborn, Hans
Wolens, J.
Wychel, J.
Zornow, F. C.
Zweygberg, John T.

PACKAGES.

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Andersen, Christ
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Christensen, Christen
Christansen, N.
Damiano, Alex.
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Eckert, W. F.
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LETTERS AT THE SWEDISH CONSULATE, SAN FRANCISCO.

Aronson, Albert
Balcke, Salomon
Beausang, Eugene
Blad, Edvard
Borg, Knut
Carlson, Hjalmar
Franson, Oskar
Gravers, Gosta
Karlson, Uno
Kraft, Harry
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Soderman, K. J.

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Albertsen, Paul H.
Belzani, Pietro
Benson, John
Benoor, Fred
Cutino, G.
Christiansen, Alf.
Di Mauro, G.
Ellis, Wm.
Frazer, James
Flynn, Wm.
Green, John
Huisinga, A.
Hagen, G. L.
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Hansen, A. E.
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Olsen, Fred
Olsen, Antone
Petersen, Gust.
Rensen, A.
Roehl, Fred. G.
Romero, R.
Swanson, Chas.
Schjeie, B. O.
Tonnessen, Gorgen
Thompson, A.
Ylanes, L.
YCanes, L.

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Anderson, S.
Armmi, Walter
Blunt, H.
Bostrom, C.
Brown, C. L.
Bryan, G. F.
Christensen, Harvy
Conaughton, H.
Ekwall, G. A.
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Fraberg, Enock
Goevyette, Joseph
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Nordblom, Ben.
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Oman, Victor
Palomo, G.
Pedersen, Martin
Pedersen, Paul
Pedersen, Peter
Petterson, Aaskar
Penney, Math.
Salminen, K. W.
Selander, Gustaf
Shulls, Christ.
Sjellman, Jonas
Stienen, J. C.
Svendsen, Olof
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Thoresen, Petter
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Walbreth, Carl
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Bregler, Fred
Bensen, John
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Birklund, R.
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Collins, Frank
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Cainnan, George
Carlsen, Carl
Dickander, M.
Doll, Herman
Doyle, Wm.
De Cantes, M.
Davis, John
Engstrom, R.
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Fisko, Oluf
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Scheleng, Karl
Cparre, Jon.
Thompson, Ch.
Thomas, Jos. W.
Visak, Gust.
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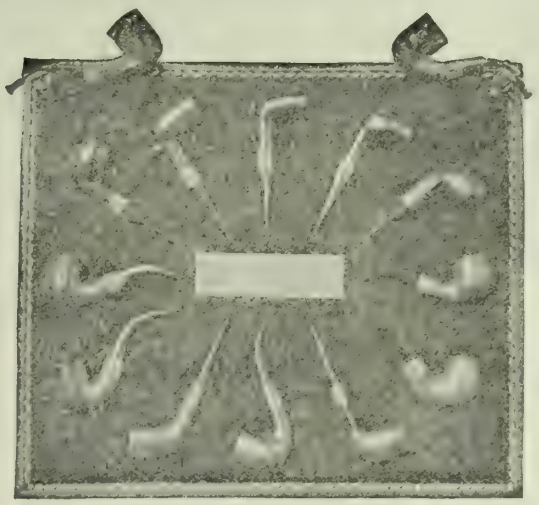
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William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

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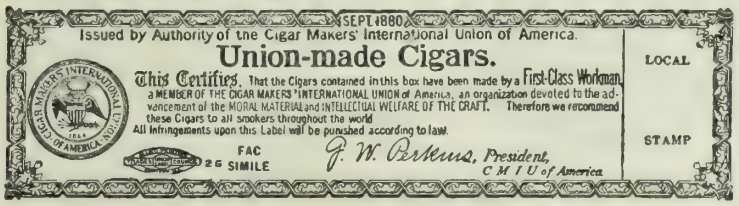
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INFORMATION WANTED.

Anyone knowing the whereabouts of Andrew Anderson from Tioedestrand, Norway, will please communicate with the Coast Seamen's Journal.

Emil Andersen, a native of Klintholm, Denmark, aged 23 years, last heard of on the Pacific Coast two years ago, is inquired for by Herman Larsen. Address, Sailors' Union of the Pacific, San Francisco, Cal.

Any member of the crew of the barkentine Arago when John McLaughlin, donkey man, was injured while loading at Caspar, Cal., last October, please report to Attorney F. R. Wall, Merchants' Exchange Building, San Francisco. By doing so they will very much assist McLaughlin in obtaining his rights.

Home News.

The total population of the State of Oklahoma, lacking three enumeration districts, was announced on July 29 by the Census Bureau as 1,651,951.

For services rendered nearly forty-five years ago, Brigadier-General Harry R. Anderson, a retired Artillery officer, is to receive from the Government $240.

The total loss by forest fires in British Columbia is officially estimated at $3,000,000. Practically all the fires in the upper country have been extinguished.

Oklahoma City has had the remarkable growth of almost 540 per cent in ten years, according to figures enumerated in the Thirteenth Census. The present population is 64,205.

According to figures given out at Winnipeg, Can., on July 23 by the Commissioner of Immigration, the arrivals since March 31, this year, in Western Canada were 93,000, of which 46,500 came from the United States.

All records in the deportation department at Ellis Island have been broken in the last six months. More than 10,000 immigrants have been sent back in that period, while in the previous years, the deportations have not exceeded 7000 a year.

Associate Justice William H. Moody of the United States Supreme Court has definitely stated that he will announce his retirement from the bench prior to the expiration of the enabling Act in his behalf by the last Congress. This Act expires the middle of November.

July 24 was the hottest day in Chicago in nine years. The Weather Bureau thermometer on the street level registered 102 degrees at 3 o'clock in the afternoon. The thermometer at the Government weather station on the Federal building registered 97 degrees.

The personnel of the Universal Peace Commission provided for in the closing days of the last session of Congress will be named by President Taft in the near future. Friends of the project still are hopeful that former President Roosevelt will accept the chairmanship.

Experts in wireless telephone are being sought by the United States Civil Service Commission in its efforts to keep pace with the world's achievements. An examination will be held throughout the country on August 24 for those who are versed in the science of the wireless telephone.

The population of Chicago has passed the two-million mark, according to the 1910 school census made public on July 20. The total minor population of the city is 814,115, an increase of 66,768 over the census of 1908. Based on the minor count, the total population is 2,100,000.

Whitefield McKinlay, a negro real estate agent of Washington, D. C., has been appointed Collector of Customs at that place, the technical resignation of the office being the port of Georgetown, D. C. It is stated that the appointment signifies the recognition of negroes in important Federal positions.

The quarterly statement of the United States Steel Corporation for the three months ending June 30 shows total earnings of $40,170,960, an amount in excess of the earnings of the first quarter by $3,554,084. Net earnings for the quarter were $33,880,755, or $2,377,561 greater than the first quarter returned.

With the Wits.

Nipped in the Bud.—"By the way," queried Shortleigh, "which is proper to say, 'Lend me $5' or 'loan me $5'?"

"Well," rejoined De Long, "as far as I am concerned, it won't do you any good to say either."—Chicago News.

Suicidal.—"What's the charge?" inquired the magistrate, peering over his spectacles at the small prisoner.

"Attempting suicide," said the constable.

"Indeed! How was that?"

"He wanted to fight me, your worship."—Tit-Bits.

Smarter Still.—Small Tommy—My pa's awful smart.

Little Elsie—What does he do?

Small Tommy—He's a mechanic and makes locomotives.

Little Elsie—That's nothing. My pa's a commuter and makes two trains every day.—Chicago News.

Not Even That.—Legal Adviser—As I understand you, your family is in such reduced circumstances that nothing is left of your ancestral estate now but a ruined chateau.

Count Boylon de Bakovisnek—Zat ees gone, too, sare. I myself am ze sole ruin.—Chicago Tribune.

The Reason.—"Fine liner you have here, captain."

"Pretty fair."

"Chilly passenger list, though. Three days out and nobody will speak to anybody else."

"Well I guess these fellers are all going over to meet Roosevelt."—Kansas City Journal.

He raved like a howling Apache—
He stormed with a curse and a jeer;
The way he abused and the language he used
Were something terrific to hear;
And it wasn't because they were rotten—
Nor yet that the battle was tame.
But he let out a roar, for the sucker was sore—
He had 50 cents on the game.
—Exchange.

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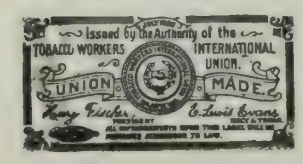
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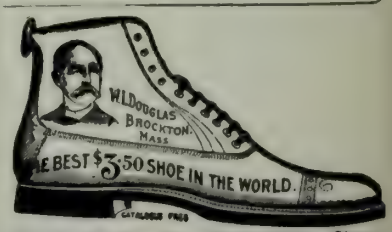
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COAST SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXIII, No. 47. SAN FRANCISCO, WEDNESDAY, AUGUST 10, 1910. Whole No. 2081.

RECORDS OF CONGRESSMEN.

THE COMING Congressional election is especially important to the labor movement by reason of the attitude of certain Congressmen, now candidates for re-election, upon the labor bills in Congress. In order that the voters may be guided aright in their choice of representatives in the next Congress, the records of the members of the present Congress have been prepared by the American Federation of Labor for circulation in the respective districts.

The California State Federation of Labor is in receipt of the records of Congressmen McKinlay and Hayes, of the Second and Fifth Districts of California, respectively. The State Federation has submitted their records for publication by the press. The letter and records issued by the Federation are as follows:

CALIFORNIA STATE FEDERATION OF LABOR.

San Francisco, Cal., August 1, 1910.

To Trade-Unionists and Other Citizens of the Fifth Congressional District of California:

The California State Federation of Labor herewith presents the record of Congressman E. A. Hayes on important labor measures in Congress. The record and comment thereon is furnished by Samuel Gompers, President of the American Federation of Labor.

The Executive Council of the California State Federation of Labor, at its meeting on July 31, by unanimous vote decided to give every possible publicity to this record.

Secretaries are requested to read the record at the meetings of their respective organizations.

Fraternally,

D. D. SULLIVAN,
President.

PAUL SCHARRENBERG,
Secretary-Treasurer.

CHRIS. PLOEGER,
THOS. C. SEAWARD,
M. T. MURRAY,
R. WIAND,
THOMAS WRIGHT,
HARRY MENKE,
D. J. MURRAY,
T. K. THOMPSON,
L. B. LEAVITT,
JOHN W. ERICKSEN,

Executive Council, California State Federation of Labor.

Record of E. A. Hayes.

On December 6, 1906, in the second session of the 59th Congress, when the Littlefield Anti-Compulsory Pilotage Bill was before the House, and which was opposed by labor, Mr. Hayes is recorded as voting—"nay."

In the same session when the Hours of Service Bill (the sixteen-hour bill for railroad employes), was before the House, Mr. Hayes is recorded as voting—"aye," both when the bill passed on February 23, 1907, and when it was reported out of conference March 3, 1907.

In the first session of the 60th Congress, when the Child Labor Bill for the District of Columbia passed the House May 9, 1908, Mr. Hayes is recorded as voting—"aye."

On May 11, 1908 (same session), a joint resolution passed the House, disapproving certain laws enacted by the Legislature of New Mexico, the effect of which would have been, in personal injury cases, a denial of justice to the injured parties. This bill to all intents and purposes was an employers' liability bill. Mr. Hayes is recorded as voting—"aye."

On May 12, 1908, and May 16, 1908, when the Locomotive Ash Pan Bill (a safety appliance law), and the Compensation for Injuries to Government Employes, was before the House, Mr. Hayes voted in favor of both these measures.

On December 12, 1908, in the second session of the 60th Congress, a bill requiring compulsory investigation of labor disputes was brought up in the House by Mr. Townsend, of Michigan. Organized labor had registered its opposition to this bill because it was a step toward compulsory arbitration; but when the motion was made to go into committee of the whole for the purpose of considering it, the motion was lost by a vote of 103 ayes to 112 nays. Mr. Hayes is recorded as voting—"nay."

During this present session of the 61st Congress Mr. Hayes voted for:

The railroad employes' Standardization of Equipment, on December 15, 1909.

For the mine workers' Bureau of Mines Bill, January 25, 1910.

For the Employers' Liability Bill, February 23, 1910.

For the eight-hour amendment to the appropriation bill for construction of revenue cutters on March 2, 1910.

For the eight-hour amendment for the construction of the battleships, colliers and other vessels of the Navy, April 8, 1910.

When the Dodds bill, extending second-class mail rights to trade-union and fraternal publications was before the House June 6, 1910, Mr. Hayes voted in favor of it, and previous to the vote being taken he had interested many other members in behalf of it.

Mr. Hayes voted for the following Anti-Trust amendment that was added in the Sundry Civil Bill when it was offered in the Committee of the Whole House:

"Provided further, that no part of this money shall be spent in the prosecution of any organization or individual for entering into any combination or agreement having in view the increasing of wages, shortening of hours, or bettering the condition of labor, or for any act done in furtherance thereof not in itself unlawful."

The Senate struck this proviso from the bill and when this action of the Senate was reported to the House on June 21, the House refused to concur by a vote of 154 ayes to 105 nays. On that date Mr. Hayes is recorded as voting "aye," or in favor of maintaining the above proviso inserted in the bill by the House.

On June 23 the conferees moved to recede and concur—meaning by that, that the House agree with the Senate and eliminate the proviso; the record shows that Mr. Hayes voted—"nay." The motion carried by a vote of 138 yeas, 130 nays, 16 answering "present," and 105 "not voting." While the discussion was on in the House Mr. Hayes was actively endeavoring to obtain support for this very essential labor amendment to the Sundry Civil Bill.

Mr. Hayes has taken a very active part in the House against the arbitrary rules and the more arbitrary interpretation of them by Speaker Cannon. Every credit should be given to Mr. Hayes for his indefatigable and successful work in this direction. He has also done everything possible in behalf of the Goebel Bill, 19796, making the eight-hour day, or the 48-hour per week with one day's rest in seven, a governmental regulation for postoffice clerks. He has also introduced a very clearly written eight-hour bill covering the work done for the United State Government by contractors and sub-contractors.

Mr. Hayes has been very active in the Committee on Immigration in behalf of more complete laws for the exclusion of Asiatics and for the better regulation of immigration generally. He has advocated an educational qualification test, a higher head tax and money requirement for immigrants, and he has pressed other bills regulating deportation, white slave prohibition and affirmative naturalization bills of a valuable character—valuable to the whole people.

Mr. Hayes has declared himself in favor of the Wilson Bill, 25188, granting relief from injunction abuse and an amendment to the Sherman Anti-Trust Act. He has given every evidence of being faithful to his great trust and has never hesitated to serve the cause of labor and the best interests of all the people whenever the opportunity has afforded.

SAMUEL GOMPERS,
President American Federation of Labor.

The record of Representative McKinlay, of the Second Congressional District of California, is presented as follows:

Record of Duncan E. McKinlay.

On January 27, 1906, an Urgent Deficiency Appropriation Bill came up in the House of Representatives, carrying with it an amendment repealing the eight-hour law on the Isthmus of Panama. On this very important measure which affected labor vitally and which was passed by the House of Representatives over the protest of labor, Mr. McKinlay is recorded as—"not voting."

Congressman Littlefield, of Maine, was the author and promoter of the so-called Anti-Compulsory Pilotage Bill, which was also opposed by labor. This bill failed to pass the House of Representatives when the vote was taken on it, December 6, 1906. Mr. McKinlay is recorded as voting in favor of the Littlefield bill.

On February 18, 1907, in the second session of the 59th Congress, when the sixteen-hour bill for railroad employes was before the House, a very objectionable substitute was offered which was considered the merest "makeshift" ever proposed as a matter of legislation. This substitute was opposed by labor, and when it came to a vote, Mr. McKinlay is recorded as voting—"aye."

On March 1, 1907, when the Ship Subsidy Bill was before the House, a desperate effort was made to pass it. If that bill had been enacted into law seamen would have had to sign articles enlisting in the naval reserve, and this would have been a condition to which they would have

(Continued on Page 7.)

A WARNING!

To Organized Labor, Greeting:

The following article from The Labor News, of this city, covers conditions in Humboldt County, California, to which the corporations are attracting the workers by deceptive advertising and through employment agencies that lie.

The Eureka Federated Trades and Labor Council asks the assistance of the labor press and the various councils, with their allied unions, to spread these facts. If men wish to come to Humboldt after they know conditions here, they will have only themselves to blame. But if possible we desire that no toiler shall suffer the loss of time and money sure to follow a trip to Humboldt at this season. Fraternally yours,

GEORGE KEELING, Secretary.

Eureka, Cal.

Of all the petty skin-games that have been evolved in the corrupt age in which we live it would be difficult to concoct a more unscrupulous scheme than the unholy alliance which exists between most employment agencies and those employers who are responsible for their existence. The employment agency is the tool used by a large portion of the employers of to-day to steer the surplus army of labor hither and thither in a vain quest for permanent employment. These floating workers are fleeced to a finish both coming and going. They are crowded into jobs that others have been compelled to vacate, only to be crowded out again a little later in order to make room for other victims. Nothing suits these vultures quite so well as to have two or three men for every job in sight, in order that those who have work may constantly be threatened by a horde of hungry and starving human beings whose want drives them to seek the jobs of those who are employed. Playing the unemployed against the employed is the chief task entrusted to the employment sharks and the way the game is carried on is about as raw a combination of dishonesty, misrepresentation and shameless gall as can be found.

This vulture who feeds upon human misfortune and helplessness is not nearly so much to blame for the existence of the institution known as the employment agency as is that class of employers continually making use of it to carry on their game of relentless exploitation of the workers. The employment shark is merely the tool of the employer who uses him. He generally contents himself with a small fee from each victim whom he steers into the net prepared by the employer. He may or may not have other arrangements of a secret nature such as dividing up the spoils with those to whom these job-seekers are sent. In the larger cities there invariably is a tendency on the part of a great many of those in charge of these employment bureaus to accept fees and send men hundreds of miles away in quest of jobs that have no existence in fact. The very nature of the average employment agency of to-day is such as to brutalize those who engage in it. There is very little difference in principle between being buncoed into paying an employment fee for a job that has no existence at all and being induced to pay the fee for a job that by pre-arrangement cannot last more than a few days, and this latter abuse is far the most common. But the employment shark is such a servile tool of the employers who are responsible for his existence that he can hardly be considered anything else than a cheap appendage of the interests that use him.

The employment shark, bad as he generally is, is but a mild form of parasite when compared with the employer who makes use of these deceived workers knowing full well that nothing but disappointment awaits them. It is bad enough for any worker to be obliged to pay an employment agency a fee for the privilege of working. But it is still worse for such a worker, after having gone to all the trouble and expense involved in getting to the supposed job, to find that the work has been grossly misrepresented and that he has been roped into a skin-game that in most cases is as worthless to him as the proverbial fool's gold.

Humboldt County is abundantly cursed with this type of labor-fleecer. Willett & Burr, the contractors in charge of the railroad construction work now being done in Humboldt County, the Hammond Lumber Company, the Pacific Lumber Company, and the Northern Redwood Lumber Company are the chief offenders. The way these concerns are fleecing workingmen is so rank and outrageous that the general public, which is composed chiefly of workingmen, sooner or later will be obliged to take a hand in putting a stop to the shameless wrongs and impositions daily imposed upon hundreds of workers who have been lured to Humboldt County by misrepresentations.

Previous seasons have been bad enough but there never was a time in the history of Humboldt when such hordes of workers were dumped into this county as is the case this year. As the surplus army of labor is increased the conditions of those camps to which the imported men are sent in swarms become less and less inviting. In the very nature of things the more men there are over and above the number needed to do the obtainable work in the county the more men there will be competing with one another for the available jobs. The larger the surplus of labor the larger will be the army of unemployed. In the very nature of the case those out of work are driven by sheer want into seeking to get the jobs of those who are working and where the men are not organized to protect themselves they are at the mercy of those who are in the business of taking every possible advantage of their helplessness. This has a tendency to breed more and more intolerable conditions in those camps that use the unemployed army to intimidate those who are employed. The worse the conditions are the easier it is to induce those working to quit and thus make room for the newcomers. As the surplus grows the struggle for work becomes more and more intense and those out of work are driven by approaching hunger and starvation to go to work on almost any conditions that may be offered to them. This gives the unscrupulous employer a chance to reduce wages and impose other obnoxious conditions. Men who refuse to submit to these encroachments are crowded out as soon as some one else can be found or developed to take their places and thus hundreds of the best citizens that Humboldt has had in the past have been crowded out of their jobs and have left the county.

Probably the most disgusting place in Humboldt for a workingman to get steered into at the present time is the construction camp of Willett & Burr. There the men are charged fancy hotel prices for the plainest kind of food. Practically everybody working there has come here through the employment agencies of San Francisco, where they have paid a fee for what is represented to them as a job to which they are told they may go at free fare. When they get here they learn that the free fare is a myth unless they work sixty days and the conditions of labor are so uninviting that few people remain this length of time. If they go to work at all they immediately lay themselves open to the numerous petty schemes that are in vogue to fleece them of all they can earn during the first week or two they are employed through hospital fees, poll tax, railroad fare, board though absent from meals, and so on. Those lumber companies that engage in these same practices are mighty little better than the slave-driving camp operated by Willett & Burr with the exception that it is absolutely necessary for them to treat at least a few of their more highly skilled men a little better in order to be able to retain enough of them to keep their plants going. But there are numerous instances on record where ignorant foreigners and even English-speaking workingmen have been defrauded out of a portion of their earnings when it came to getting their pay. The hospital holdup game is still being worked overtime and there is no telling how soon a lot of other similar infringements on the rights of the men will be imposed. Already it is virtually compulsory for employes to trade at the company stores, eat at the company boarding house and die in the company hospital.

The sooner the workingmen in this country come to their senses and organize solidly so as to put a stop to all the abuses that are going on to-day the better will it be for them and future generations. It must be evident to any woodsman or sawmill worker that the future in the lumber industry for a workingman will be a pretty uninviting future if things are allowed to drift as they are doing at the present time. Without organization the workers are helpless and at the mercy of the unscrupulous labor-fleecers who are now pretty much in control of the principal industries of this county. Ever since the men deserted their organization conditions have been made worse and worse for them and the end is not yet unless the workers make a move in their own behalf. The key to the entire siuation are the English-speaking workers in this county. Whenever they get to the point where they will take the lead toward organization all the other nationalities will join them, and what is more, they will stay with them. On the English-speaking workers in the woods and mills rests the opportunity and the duty to start the movement for reorganization which can again place the workers of this county in a position to protect themselves.

It is reported that plans have been completed by a $10,000,000 (gold) power company for building a dam and the erection of a 20,000-horsepower hydro-electric power plant on the Nazas River, 25 miles above Torreon, Coahuila.

The world's record for potato growing recently was broken in a competition in Derbyshire, England, when 229 pounds were raised from a single pound of seed, cut into eighty sets.

UNION LABEL DEPARTMENT.

To the Officers and Members of Organized Labor:

Dear Sirs and Brothers—Your attention is called to a bill now pending before Congress dealing with the subject of Prison Labor. During the hearings held on Bill H. R. 12,000 it was brought out in the evidence that while the evils of the Prison Contract Labor System extended in many directions, that no industry was so menaced by this system as is the industry coming under the jurisdiction of the United Garment Workers. In the testimony given this fact was clearly brought out, that the manufacturing of shirts and overalls had, to a large degree, been given over to the Prison Labor Contract System.

Testimony proved conclusively that two firms working under different names, but the officers of both firms being the same, have contracts in fourteen different prisons or reformatories, employing a large number of prisoners, and each particular place engaged in the manufacture of shirts and overalls. The contract price paid for the labor of these prisoners varies from 35 to 60 cents per day. Millions of shirts are produced yearly by this one combination alone, and there are a number of other individual contractors who are operating under this Prison Labor Contract System.

The class of shirts manufactured are to a large degree known as "working shirts," and are sold to merchants all over the country as the product of "free" or "fair" labor.

Your attention is called to this matter because of the fact that after all there is but one way for organized labor and its friends to remember that when purchasing shirts, or in fact any other commodity, the only means of knowing that the article purchased was made under clean and healthy conditions, a decent rate of wages paid, and a short-hour work-day obtained in the manufacturing of the product, is having attached to the purchase that is made the Union Label issued by the respective organizations in interest.

To prevent a further extension of this Prison Labor Contract System in the manufacture of shirts, overalls, etc., it is the bounden duty of members of Organized Labor and their friends, when making purchases of goods of this character, to see that the Union Label of the United Garment Workers appears upon the same.

Your Local Union is urgently requested to appoint a committee to wait upon the dealers in your locality, who are handling goods of this character, and urge them to insist that when placing orders in the future for shirts that the Union Label of the United Garment Workers shall appear upon the same, and you are also requested to refuse in the future to purchase any article of this or any other character unless the Union Label of the organization in interest is attached thereto.

Bear in mind that when insisting upon being furnished with goods bearing the Union Label you are not only assisting your fellow-workers in that industry, but you are also assisting yourself, for it has been truthfully said that the member of a Union who would purchase a non-union made article is not doing his full duty to himself or to his fellow trade unionist. Insist upon the Union Label at all times. Give your full patronage to such places as display Union Store Cards and handle Union-made commodities.

Fraternally yours,

THOMAS F. TRACY,
Secretary-Treasurer.

Union Label Department, American Federation of Labor.

INCREASED RAILROAD EARNINGS.

In an interesting article on the work connected with the building of the Pennsylvania Railroad's new station in New York, C. M. Keyes in the World's Work, says:

"The fulfillment of this dream of a passenger station in the heart of Manhattan ends the biggest building campaign ever undertaken by any American railroad. It is not an isolated venture made for self-glory or to fulfill a mad ambition. It simply caps twelve years of the hardest possible railroad work, made necessary by the growth of the United States as a freight producing and forwarding nation. In the ten years that ended in December, 1909, this one railroad poured into its service the sum of nearly $500,000,000. It could have built a sea-level canal at Panama at much less cost. From Chicago westward it could have pushed through three transcontinental lines to the Pacific Ocean, and the cost would have been less. The new passenger terminal in New York is the display end of the Pennsylvania Railroad's $500,000,000 budget. In 1899, at the beginning of this expansion, all the lines in the Pennsylvania system, East and West, earned about $152,000,000. In 1909, with a goodly part of the new money not earning its way, the same lines earned $313,000,000. They doubled the gross earnings, with $9,000,000 to spare. It is obvious that the facilities to earn this $161,000,000 of gross earnings have been added to the system during the interval. Here, then, is what the Cassatt dream has done in this decade. It has built between New York and Chicago a money-earning machine capable of taking in this amount of cash in a year—and not a bumper year by any means. If you were to add together the total gross earnings of the Southern Railway, the Atlantic Coast line, the Louisville and Nashville and the Seaboard Air Line (all the great systems of the South), you would get a total for 1909 of about $165,000,000. The Great Northern and the Burlington together earned $150,000,000. The Rock Island, the St. Louis and San Francisco and the Missouri Pacific, grouped, piled up a total of $160,000,000."

It has been decided that two experts, Messrs. Ikeda and Shinke, will be sent to Europe and America, in order to make investigations in connection with the construction of buildings for the Great Japan Exhibition of 1917. They will stay at Seattle for two months before returning home, while Mr. Shinke will go over to England, Belgium, Italy, and India.

The Chilean Minister of Public Works has just published a decree authorizing the insurance of parcel-post packages within the limits of that country to the value of 200 pesos (about $40 gold at the present rate of exchange). The fee for the insurance is 20 centavos, or 4 cents, for each 20 to 100 pesos, and 10 centavos (2 cents) for each 20 pesos thereafter.

Demand the union label on all purchases.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Union, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 214 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Holdbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques v puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

World's Workers.

The Victorian Hairdressers' Union has completed arrangements for federating with the unions of other States. The federation will be known as the Australian Hairdressers, Wigmakers, and Hair Workers Employes' Federation.

The Broken Hill (Australia) Amalgamated Miners' Association has passed a resolution strongly protesting about the large amount of Sunday labor done in the mines, and proposing that steps be taken to oppose a continuance of such work.

At the recent conference of the West Australian Labor Party at Bunbury it was announced that the "Westralian Worker" would be issued at Kalgoorlie as an evening daily. The paper will circulate throughout the goldfields of the State.

Messrs. Sanderson and Company, carriers, Sydney, were recently proceeded against by the Trolley and Draymen's Union for failing to pay their employes overtime rates as prescribed by the Wages Board award, and were fined amounts totaling £29.

The Australian Miners' Association, with a membership of 4000, at Broken Hill, Australia, has resolved "that it be a rule that all men working along the line of lode produce their pencecards every pay day or the day after when requested so to do by the stewards."

The compositors in Adelaide, Australia, are making an effort to get their wages increased from £2 16s. to £3 5s. per week. In Queensland the award granted—as a living wage—is much less than what the Adelaide compositors are already dissatisfied about.

Forty girls employed at a Victorian boot factory struck work recently owing to a disagreement with the forewoman in charge, who, they said, they could not get on with. The proprietor refused to remove the woman in question, and the girls immediately left the factory.

It was stated before a Sydney (Australia) wages board recently that it was impossible for an able-bodied man to get work on the wharves unless he were a unionist. That's all right! Surely unionists should have the privilege of choosing their own company while at work!—Brisbane Worker.

The whole of the truckers at the North Mine, Broken Hill, Australia, went out on strike recently. They took exception to tenders for trucking being posted on the mine and advertised in the local papers, and they positively refused to return unless conceded their own terms for any future contract.

A few weeks ago an application was made by the theatre chorus employes in Melbourne, Australia, for permission to register their union under the Commonwealth Arbitration Act. Since this application was lodged one company has increased the salaries paid to the members of its chorus from £2 10s. to £3 per week. Unity pays!

The West Australian Arbitration Court gave its award recently on the claims of Tramways Employes against the Perth Tramways Company. It provides for 96 hours' work per fortnight, a wage of 1s. per hour, overtime to count time and a quarter, one hour for meals, seven consecutive holidays per year, and special rates for Sunday, emergency, and aftermidnight work. The award is reported to have caused intense dissatisfaction among the men.

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INFORMATION WANTED.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

INFORMATION WANTED.

Soren P. Nielsen, a native of Aarhus, Denmark, born 1887, is inquired for by his sister. Address, Danish Consulate, New Orleans, La.

Edward Monsen, a native of Skudesnes, Norway, about 38 years of age, last seen in New York in 1907, supposed to be on the Pacific Coast, is inquired for by his brother-in-law, K. Moklef, 150 Noe street, San Francisco, Cal.

San Pedro Letter List.

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Soderman, Victor
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Sorensen, James
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Tufte, A. Paulsen
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Wiebell, E. A.
Wiljanen, W. W.
Winters, Charles
Weinberg A. (Reg. Letter)
Wall, Ragnald
Zimmerman, Fritz
Zeisler, Albert

INFORMATION WANTED.

Any one knowing whereabouts of Harry Fields, sometimes called Martin Smith, kindly report to F. Ascher, 1817 Chapin street, Alameda, Cal.

Wilhelm Mahsing, last heard of as sailing on the Pacific Coast, is inquired for by his brother, John Mahsing, now sailing out of New Orleans. Address, Marine Firemen's Union, 514 Dumaine St., New Orleans, La.

Pacific Coast Marine.

The seizure of another Japanese schooner poaching in the Behring Sea was reported to the Treasury Department on August 2 by Captain Foley of the revenue-cutter Tahoma, which is guarding the seal fisheries.

The following vessels were enrolled in the San Francisco Custom-house on August 5: Schooner H. K. Hall, O. Bennecke, master; steamer Columbia, Martin Bendegard, master; steamer J. L. Luckenbach, J. N. Koy, master.

The four-masted schooner James Rolph, from San Francisco for Hana, T. H., went ashore near Point San Pedro, Cal., during a heavy fog on August 2. No lives were lost, but it is thought that vessel and cargo will be a total loss.

Henry Braukschulle, a fireman on the freighter Alaskan, was severely burned at San Francisco on August 1 when an oil heater exploded in the forecastle of the vessel. He was taken to the Harbor Emergency Hospital and later to his home.

The steamer Phoenix, F. C. Brehmer, master, and the schooner Alonzo, John Herliehy master, were enrolled at the San Francisco Custom-house on August 3. George B. Generaux has been appointed master of the steamer Sonoma Valley, vice J. W. Joseph.

N. N. Stavanger has been appointed master of the schooner Gaslight, vice A. G. Schlasch; Fred H. Ramsey of the steamer Samson, vice F. G. Boehmer. The barkentine John Palmer, S. Simonsen master, was enrolled at the San Francisco Custom-house on August 4.

Submitting the lowest bid, the St. Johns Shipbuilding Company, of Portland, was awarded a contract on August 4 for the construction of the hull of a suction dredge for the Standard American Dredging Company of San Francisco, at a cost of $15,000. The dredge is for service in Pearl Harbor, Hawaii.

The improvement of the Coquille River channel and harbor will be started by the United States engineers just as soon as the dredge Oregon, now employed at Grays Harbor, and a snagboat, which is working at Coos Bay, are available, according to announcement by the Government engineers at Portland on August 4.

With the barks Andrew Welch and Annie Johnson of the Matson Navigation Company laid up in Oakland Creek and the prospect that several other well-known sugar packets will shortly follow suit, it appears that the sailing-ship service between San Francisco and the Hawaiian Islands has seen its best days.

The Perry, one of the oldest and smallest of the revenue-cutter fleet, lies a total wreck in Behring Sea, according to official dispatches received at Washington on August 2, but no lives were lost. The Perry ran ashore on July 26 at Tonki Point, on the east side of St. Paul Island, one of the Pribylov group.

The following changes of masters were recorded at the San Francisco Custom-house on July 30: Steam-schooner Noyo, Captain Edward Wirschuleit, vice Charles Green; steamer Islam, Captain Charles H. Munro, vice Richard J. Healy; steamer Albertine, Captain August F. Omen, vice Robert Swanstean.

The wrecking schooner Greenwood and the barge Reliable of the Whitelaw Wrecking Company left San Francisco on August 5 for the scene of the wreck of the schooner James Rolph at Point San Pedro, thirteen miles south of the Cliff House. Captain Whitelaw is confident that he will be able to float the stranded vessel.

The schooner Charles R. Wilson was sold at San Francisco on August 3 by the United States Marshal to Thomas Crowley, of the Crowley Launch and Towboat Company, for $575. The schooner was auctioned to pay a towage claim. Some months ago the Wilson was ashore at Point Reyes and was pulled off by a steam schooner.

Another fish packing company, to be known as the United Fish Products Company, is soon to begin operations in Tacoma. The company has been formed by Herman Pool, who for years was connected with the International Fisheries Company at that port. A plant is being installed in the north end of the Commercial dock warehouse.

To divert to Puget Sound freight destined for Hawaiian Islands, the Chicago, Milwaukee and Puget Sound Railway has just put into effect new tariffs under which such freight shall be delivered at shipside on Puget Sound at the same rate as at San Francisco. Heretofore southern lines have assumed the cost of shipside delivery, while northern roads have not done so.

L. E. Madsen has been appointed master of the schooner Millie, vice P. J. Pedersen; L. S. Jordan of the steamer Transit, vice G. H. Enos, and Andrew Forgersen of the schooner Mary Frances Cruz, vice A. F. Omen. The schooner Crescent, Theo. Olsen master, and the barkentine Thomas P. Emigh, M. A. Ipsen master, were enrolled at the San Francisco Custom-house on August 1.

The schooner Jessie Fremont, Captain Leffingwell has been sold at San Pedro under attachment to L. A. Blockman, a San Diego banker, and will be fitted out for a salvage expedition to the wreck of the steamer Indiana on Santa Margarita Island, off the Mexican coast. It is claimed there is $50,000 worth of silver aboard and a good prospect of floating the vessel or at least of saving the machinery.

D. Haroldsen has been appointed master of the schooner Andrew Jackson, vice Lars Jacobsen; Carl E. Carlsen of the steamer Crowley No. 15, vice William Figoni; E. Alexander of the steamer Santa Rosa, vice G. A. Harris; Joseph Busalacchi of the steamer Rio Vista, vice Peter Busalacchi. The steamer Melville Dollar, J. J. Foster master, was enrolled at the San Francisco Custom-house on August 2.

The following changes of masters were recorded at the San Francisco Custom-house on August 5: William A. Gasser has been appointed master of the steamer Modoc, vice E. W. Schuler; Christian Hansen of the schooner Master Mariner, vice Philip Herman; George M. Fouratt of the steamer Acme, vice E. W. Sawtelle, and E. W. Sawtelle of the steamer Fruto, vice William A. Gasser.

Three passengers who arrived at San Francisco recently on the steamer Mariposa from Tahiti complained that some of the members of the crew had slept in the steerage and had used the steerage lavatory, which is contrary to the navigation regulations. The complaint was laid before Customs Collector Stratton, who ordered the master of the steamer to pay a fine of $250 before clearance papers will be granted her.

Private advices received by the Alaska Fishermen's Packing Company from the manager of the plants at Nushugak and Koggiung rivers say that the total pack of salmon on Bristol Bay, Alaska, will be about 800,000 cases, or nearly 50 per cent less than last season, when the pack was 1,500,000 cases. The Fishermen's Company pack is 45,000 cases and 3500 barrels of salt fish. Last year its pack was 50,000 cases.

It was announced at San Francisco on August 1 that Bates & Chesebrough have purchased from the underwriters of London the wreck of the Pacific Mail steamer Indiana, which lies on Santa Marguerita Island. The purchase price is said to have been $5000. It is the intention of Bates & Chesebrough to deal with the Indiana the same as with the old Pacific Mail steamer City of Peking, which is now being broken up and shipped to the East Coast in sailing vessels. The work of breaking the Indiana up will be started in October, when smooth seas are expected to aid in the process.

Customs Admeasurers of Vessels Eagar and Artigues, of San Francisco, are still finding the tonnage given by foreign vessels arriving at that port to be incorrect, in some cases the discrepancy being considerable. They certified to Collector Stratton on August 5 that the net tonnage of the Norwegian steamer Cuzco should be 3042 instead of 2773, as shown on the vessel's register, and that the net tonnage of the British steamer Harpeake should be 3750 instead of 2840, as declared. These increases in tonnage are required under the laws of the United States, which includes the bridge deck, poop and light and air spaces, and which are excluded from measurements of vessels in many foreign countries.

It is reported that with the first of the year the American-Hawaiian Steamship Company will inaugurate a six-days' service between Salina Cruz, San Francisco, Puget Sound and the Hawaiian Islands. At present the company has a five days' service in the big triangular route from Salina Cruz and San Francisco to Puget Sound and the Islands. In the five days' service between Salina Cruz and San Francisco the steamers Nebraskan, Isthmian and Pleiades operate direct, while the larger steamers Columbian, Mexican, Virginian, Missourian, Alaskan and Arizonan of the larger route alternate with the smaller vessels from Salina Cruz. The plan proposed is to extend the smaller steamers to the Sound from San Francisco, and in this way furnish an increased service.

Figures on the 1910 Bristol Bay salmon pack were received at San Francisco on August 3. They show a decrease in the output of the previous year and also 1908. The pack, however, is somewhat better than that of 1907. The total catch this year at eighteen canneries was 834,000 cases. In 1909 the pack was 1,147,595 cases, in 1908 1,170,285 cases, and in 1907 761,405 cases. The pack of the different concerns follows: Alaska Packers' Association, 450,000; North Alaska Salmon Company, 110,000; Naknek Packing Company and Red Salmon Packing Company, 61,000; Alaska-Portland Packing Association, 460,000; Alaska Fishermen's Packing Company, 430,000; Columbia River Packing Association, 380,000; Northwestern Fisheries Company, 380,000; Bristol Packing Company, 260,000 cases.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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CLEVELAND, O., 929 Superior Ave.
CHICAGO, Ill., 242 South Water St.
MILWAUKEE, Wis., 317 Virginia St.

Sub-Agency:

CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

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PAUL SCHARRENBERG.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, AUGUST 10, 1910.

ARBITRATION BOARD FORMED.

An important step in the labor movement of San Francisco was taken on the 4th inst. by the formation of a permanent arbitration board, composed of representatives of the commercial bodies and labor councils. Representing the former are the following: William L. Gerstle, William Matson, W. M. Alexander, Harris Weinstock, C. K. McIntosh, Albert Meyer, Edward Christensen, Joseph Martin, Wellington Gregg Jr., Charles M. Elliot and James B. Smith. The labor representatives are as follows: P. H. McCarthy, John A. Kelly, W. Wagner, A. McGovern, C. W. Radebold, Russell I. Wisler, Walter Macarthur, Andrew J. Gallagher, B. B. Rosenthal, William R. Hagerty, Michael Casey and Andrew Furuseth.

The board thus formed may accomplish much for the peace and prosperity of San Francisco. On the other hand, it may accomplish nothing. Everything depends upon the capacity, and principally upon the spirit that animates the men who have been entrusted by their co-workers with responsibility for the adjustment of industrial relations. Several things afford ground for the hope that the arbitration board will succeed in its mission. The principle of voluntary arbitration is universally recognized as sound. Experience in San Francisco during many years past has shown the practical value of arbitration. The promise of success in the present movement lies chiefly in the fact that it has grown out of a very complete discussion of the relations of labor and capital. It is safe to say that the position of each factor in the industrial world is better understood by the respective parties to-day than at any time in the past. It is also probable that the spirit of tolerance is more general to-day than in the past.

In these circumstances it is reasonable to express a hope of usefulness on the part of the new body. To reiterate, much, indeed everything, depends upon the degree of courage and conscientiousness with which the members of the board face their duties. Assuming that in these respects the board shall prove equal to the occasion, we do not hesitate to predict for it a career that will entitle it to the gratitude of San Francisco and all her people.

SEAMEN IN BRITISH COLUMBIA.

The Sailors' Union of the Pacific, through its agency at Vancouver, B. C., is making a strong effort to secure an improvement in the conditions of the seamen employed on vessels under the British flag sailing out of ports in British Columbia. The conditions prevailing in these vessels are, of course, based upon the British standard and are more nearly akin to deepwater than to coastwise custom on the Pacific. In certain of these craft the deckhands frequently work twenty and thirty hours at a spell.

However the most serious complaint of the men sailing out of British Columbia ports is directed against the custom of Sunday and holiday work without extra compensation. This custom is not only unfair but contrary to law. Of course, the complaint against Sunday work refers to work done in loading and discharging cargo in port, not to any work that may be necessary for the safety of the vessel in port or at sea. Further, the objection lies not so much to Sunday work itself as to the lack of compensation for such work. While the seamen naturally prefer to rest on Sunday, they recognize the importance of keeping the vessel moving, and are therefore willing to recognize Sunday work as an incident of their calling. But it is claimed, and with absolute justness, that such work ought to be paid for, as in the case of seamen on American vessels and of the workers in all crafts and countries.

The Vancouver agency of the Sailors' Union recently appointed a committee headed by Agent Pearson to interview the shipowners with a view to adjusting these grievances. The firms interviewed in Victoria and Vancouver declined to grant the requests of the seamen. Proceedings have therefore been taken under the Canadian Trades Disputes Act, which provides for the formation of a board of conciliation under the auspices of the Minister of Labor. While the board so formed possesses no mandatory powers to compel obedience to its findings, it is hoped that the negotiations will result in securing the needed improvement in conditions.

Briefly stated, the seamen ask that the working rules on vessels on which the men now work exceptionally long hours in port be changed so as to provide for watch and watch or a workday of ten hours, with fifty cents per hour for overtime; also that work performed on Sundays and holidays be paid for in addition to the regular monthly wages. These claims are absolutely unquestionable from the standpoint of justice and common custom. All that can be said against these proposals is that they change the custom existing on the vessels in question. That custom is a bad one and directly contrary to the custom prevailing on all other vessels engaged in the Pacific Coast trade. So far as Sunday and holiday work is concerned, the custom prevailing on British Columbia vessels is contrary to law, as has been pointed out. Decisions of courts, both British and American (and in fact throughout the maritime world), are uniformly to the same effect, namely, that, while the seaman is subject to the lawful orders of the shipmaster, he is entitled to extra compensation for work done beyond the regular working hours of the port, when such work is done for the dispatch of the vessel and not necessary for the safety of vessel, passengers or cargo. Doubtless the courts of British Columbia, following the universal precedent in the matter, would support the seamen on British vessels should the latter refuse to work cargo on Sundays or holidays without extra pay.

There is good reason to anticipate favorable action by the conciliation board. In such event the results will redound to the advantage of all concerned—to the shipowners as well as to the seamen. It is but natural, we suppose, that the shipowners should object to making the desired change, if only because the change is suggested by the seamen. When men become accustomed to "running their own business," any interference with their business strikes them as an invasion of their rights, not to say dignity, even though said interference be merely a request by their own employes for improvement in the conditions of labor. Still, experience shows that such requests, when recognized and conceded, result in advantage to both employer and employe. The logic of the case is obvious. Justice pays better than injustice in any relation of life. When the seamen employed on British Columbia vessels are treated justly they will render better service than they now do. Moreover, they will be better seamen, for the reason that a better class of men will seek employment on the vessels.

We trust that the negotiations with the shipowners of British Columbia will result in a settlement of the points at issue, thus establishing mutual respect and confidence and making for the profit and advancement of all interests concerned. The Sailors' Union of the Pacific recognizes the obligation to conserve the interests of the shipowners, as a condition precedent to the welfare of its own members. The situation with reference to the shipowners of British Columbia does not differ from that existing on the Pacific Coast generally. The shipowners on the British side will find it to their own advantage to conform to the customs prevailing on all the other waters of the Coast.

We reprint on another page the full text of the agreement between the Buck Stove Company and the unions affected, as issued by the American Federation of Labor. The settlement of that long-drawn dispute stands as a signal victory for organized labor, and no less for the intelligence and fair-mindedness of the Buck Company's new management. "All's well that ends well!" Patience and perseverance are irresistible when exercised in a just cause. The Buck case, although occupying a conspicuous place in the public eye, is by no means unique in the history of labor disputes. With few exceptions, the results are the same in every instance. "Freedom's battle once begun—." Everybody knows the remainder of the old saying.

In this issue we publish the Congressional records of Representatives Hayes and McKinlay, of California, as issued by the American Federation of Labor. The records speak for themselves. They should be carefully perused by every citizen in the respective Congressional districts, so that intelligent judgment may be passed upon the claims of these candidates for re-election. Campaign speeches and promises are notoriously unreliable. The only reliable means of judging the future is contained in the record of the past. The record's the thing. Read these records; then act according to your own judgment!

THE BUCK SETTLEMENT.

A conference was held at the office of the International Molders' Union of North America, 707-712 Commercial Tribune Building, Cincinnati, Ohio, on the 19th day of July, 1910, in which the following participated: William H. Cribben and Thomas J. Hogan, representing the Stove Founders' National Defense Association; Joseph F. Valentine and John P. Frey, representing the International Molders' Union of North America; T. M. Daly and Charles R. Atherton, representing the Metal Polishers, Buffers, Platers and Brass Workers' International Union of North America; Frank Grimshaw and J. H. Kaefer, representing the Stove Mounters' International Union; George Bechtold, representing the International Brotherhood of Foundry Employes, and Samuel Gompers, representing the American Federation of Labor.

The conference was held for the purpose of considering ways and means for the adjustment of the dispute between the various organizations of labor and the Buck Stove & Range Co., of St. Louis, Mo., Messrs. Cribben and Hogan being authorized by the new manager of the Buck Stove & Range Co., of St. Louis, Mo.

Messrs. Cribben and Hogan, for the new manager, declared that he is the supreme authority of the company; that he expects to be in the active management thereof, and as chairman of the Board of Directors, is the highest official of the company; that every one of his associates in the directory and in the management of the company will be loyal to his views; that his position in reference to organized labor is that it is an institution which has come to stay for all time and that it has to be treated with wisely and conservatively and upon a friendly basis, and that these views and this attitude have always been his, and that the feeling and action of every one connected with the Buck Stove & Range Co. will henceforth be in this direction.

The representatives of labor express themselves as being in entire accord with these expressions and declarations, that there is no feeling of antagonism to the Buck Stove & Range Co., and that under its new management a friendly understanding may be reached and an agreement made by which all may co-operate to the mutual advantage of the company and organized labor. To that end the following memorandum of agreement is hereby made:

1. Within thirty (30) days the officers of the organizations herein named shall meet with the manager of the Buck Stove & Range Co. at St. Louis, Mo., for the purpose of determining wages, hours of labor, and conditions of employment of the workers in the departments which they respectively represent.

2. That the agreement in regard to wages, hours, and conditions of employment shall take effect ninety (90) days from the date thereof, based on wages and conditions existing in shops of competitors in the city of St. Louis, Mo., operating union shops, fair conditions being the purpose of this agreement.

3. That the labor organizations in interest herein named shall jointly make known and publicly declare that all controversy or difference with the Buck Stove & Range Co., of St. Louis, has been satisfactorily and honorably adjusted.

4. That the Buck Stove & Range Co., through its representatives, Messrs. Cribben and Hogan, agree that it will withdraw its attorneys from any cases pending in the courts which have grown out of the dispute between the American Federation of Labor and any of its affiliated organizations, on the one hand, and the Buck Stove & Range Co., on the other, and that the said company will not bring any proceedings in the courts against any individual or organizations growing out of any past controversies between said company and organized labor.

5. That a copy of this memorandum and agreement will be published in the next issue of the official journals of the organizations participants in this conference, and in printed form placed conspicuously in the several labor departments of the Buck Stove & Range Co., and, as far as practical, every publicity be given to the satisfactory agreement reached between the Buck Stove & Range Co. and the American Federation of Labor.

For the Buck Stove & Range Co. and the Stove Founders' National Defense Association—
WM. H. CRIBBEN,
THOS. J. HOGAN.

For the International Molders' Union of North America—
JOS. F. VALENTINE,
JOHN P. FREY.

For the Metal Polishers, Buffers, Platers and Brass Workers' International Union of North America—
T. M. DALY,
CHAS. R. ATHERTON.

For the Stove Mounters' International Union—
FRANK GRIMSHAW,
J. H. KAEFER.

For the International Brotherhood of Foundry Employes—
GEORGE BECHTOLD.

For the American Federation of Labor—
SAM'L GOMPERS.

RECORDS OF CONGRESSMEN.

(Continued from Page 1.)

been compelled to submit before they could have obtained employment as seamen on privately owned vessels; in fact, their employment would be practically involuntary servitude, and organized labor, as a whole, has always taked a decided stand against such a system. Six separate votes were taken in the House upon the bill. These votes were forced by the opposition under various parliamentary resources, and in every instance Mr. McKinlay is recorded as "not voting."

In the first session of the 60th Congress, when the Employers' Liability Bill was voted upon in the House, on April 6, 1908, Mr. McKinlay is recorded as voting—"aye."

On the Child Labor Bill for the District of Columbia, which passed the House May 9, 1909, Mr. McKinlay is recorded as voting—"aye."

On May 11, 1908, a joint resolution passed the House, disapproving certain laws enacted by the Legislature of New Mexico, the effect of which would have been, in personal injury cases, a denial of justice to the injured parties. This measure was advocated by organized labor. The record shows Mr. McKinlay as voting—"aye."

On December 10 and 12, 1908, in the second session of the 60th Congress, a bill was taken up in the House providing for the compulsory investigation of labor disputes, and upon which organized labor had registered its opposition because it was a step toward compulsory arbitration. Considerable opposition developed in the House against its passage, and when Mr. Townsend, of Michigan, the author of the bill, moved to go into committee of the whole for the purpose of considering it, the motion was lost by a vote of 103 ayes to 112 nays. In this instance Mr. McKinlay voted—"aye," or in favor of compulsory investigation.

Upon other minor legislation which passed the House of Representatives during the 59th, 60th and the recent session of the 61st Congress, no record vote has been taken because of the system prevailing caused by the arbitrary action of the Committee on Rules; consequently it is impossible to state what the vote of Mr. McKinlay was upon these measures.

On the main legislative propositions in which the American workers have been and are interested, namely, the Anti-Injunction Bill, the amendment to the Sherman Anti-Trust Act, the extension of the Eight-Hour Law to cover contractors and sub-contractors doing work for the United States Government, and the Convict Labor Bill, it is not possible to give the record of Mr. McKinlay because these measures have not been reported by the Judiciary Committee or the Committee on Labor, the committees having these bills under consideration. But Mr. McKinlay can not escape his share of responsibility because of this lack of opportunity to be recorded; he and his associates in the majority party have no logical excuse nor any plausible explanation to give why this legislation has not been enacted. They have permitted the Committee on Rules so to dominate the House, that proposed legislation in the interest of justice and humanity, pending before other committees, has been smothered. This has been done in order to avoid a record vote being taken upon such measures and in order to prevent the House of Representatives from having an opportunity to pass upon such meritorious legislation.

During the first session of the 60th Congress a canvass was made of all the members of the House of Representatives by the Legislative Committee of the American Federation of Labor, on the subject-matter of the Anti-Trust and Anti-Injunction Bills. When Messrs. Hamilton and Tazelaar of the aforesaid committee visited Mr. McKinlay he treated them with scant courtesy; the general tenor of his talk was against labor and labor organizations, and he displayed by his attitude an invitation to court opposition by labor.

On June 2, when the Sundry Civil Bill was under consideration in the House, the following amendment was agreed to in the section of the bill appropriating money for the purpose of prosecuting violations of the Anti-Trust Law:

"Providing further, that no part of this money shall be spent in the prosecution of any organization or individual for entering into any combination or agreement having in view the increasing of wages, shortening of hours, or bettering the conditions of labor, or for any act done in furtherance thereof not in itself unlawful."

The Senate struck this proviso from the bill and when this was reported to the House June 21, the House refused to concur by a vote of 154 yeas to 105 nays. On that date Mr. McKinlay is recorded as voting—"nay," or in favor of striking the proviso from the bill.

On June 23 the conference moved to recede and concur—meaning by that, that the House agree with the Senate and eliminate the proviso. The record shows Mr. McKinlay is recorded as —"not voting." The motion carried by a vote of 138 yeas, 130 nays, 16 answering "present," and 105 "not voting." This last vote was the determining factor in which the House of Representatives placed itself on record as being opposed to any organization or individual making an organized effort to increase wages, to shorten hours or to better the condition of labor without running the risk of criminal prosecution under the provisions of the Anti-Trust Law, thereby reversing its former decision.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, August 8, 1910.
Regular weekly meeting was called to order at 7:30 p. m., E. A. Erickson presiding. Secretary reported shipping medium. The referendum vote on the second assessment for the Lakes District was declared carried by a practically unanimous vote.
E. ELLISON, Secretary pro tem.
44-46 East St. Pacific Phone Kearny 2228. Home Phone J 2228.

Vancouver, B. C., Aug. 1, 1910.
General situation fair.
JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, Aug. 1, 1910.
No meeting; no quorum. Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Aug. 1, 1910.
Shipping and prospects poor.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Aug. 1, 1910.
No meeting; no quorum. Shipping and prospects poor.
WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Aug. 1, 1910.
Shipping good; prospects uncertain. Article II, Section 2, of the Shipping Rules was amended to read as follows:
Any member shipping in the Aberdeen Branch who fails to go on board or who quits again after turning to, shall be put on the bottom of the shipping list, unless he is laid off through no fault of his own, or sickness prevents him from working.
HARRY COOK, Agent.
P. O. Box 6. Tel. 225.

Portland, Ore., Agency, Aug. 1, 1910.
Shipping slack.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Aug. 2, 1910.
No meeting; no quorum. Shipping and prospects fair.
JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Aug. 1, 1910.
Shipping and prospects fair.
HARRY OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, July 26, 1910.
Shipping and prospects poor.
CHAS. SORENSEN, Agent.
P. O. Box 314.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Aug. 4, 1910.
Regular weekly meeting was called to order at 7 p. m., J. Lawler in the chair. The referendum vote on donation of $300 to the Los Angeles Metal Trade Workers now on strike was declared carried. The amendment to Article XI, to be known as Sec. 4 (reinstatement of members), was carried. Shipping fair.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, July 28, 1910.
No meeting. Shipping medium.
LEONARD NORKGAUER, Agent.
P. O. Box 1335.

San Pedro Agency, Aug. 1, 1910.
Shipping and prospects good.
ED. BARRY, Agent.
P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Aug. 1, 1910.
Strike situation improving. Scab vessels are manned by 80 per cent with inexperienced boys.
ALEX. McKECHNIE, Sec'y pro tem.
674 West Madison St.

DIED.

James Fisher, No. 701, a native of Scotland, aged 38, died at Vancouver, B. C., July, 1910.

Emil Alfred Kohlberg, No. 528, a native of Finland, aged 27, died at San Francisco, Cal., on August 3, 1910.

Charles Sutton, No. 2045, a native of England, aged 39, died at Seattle, Wash., on August 1, 1910.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

FACTS IN THE CASE.

Probably the most scathing arraignment the Lake Carriers' Association will ever have to endure was given by the Cleveland Press and the Toledo News-Bee in their issues of July 26 and 22 respectively.

The Lake District of the International Seamen's Union has tried time and again, since the beginning of unfair conditions aboard the Lake Carriers' vessels, early in 1908, to present the truth to the public, but newspaper columns were not open to seamen. The employers' side was industriously set forth in big type, but not one word of justification would they allow the seamen.

The Cleveland Plain Dealer, notoriously unfair to union labor, ignores the seamen's strike completely, but neglects no opportunity to tell of the "good" crews now manning those vessels.

The Cleveland Press, probably the most fearless newspaper in Ohio, has several times, in editorials and news columns, given the seamen on strike a good word and greatly encouraged them. Now we have in their issue of July 26 the story of Mr. Frank Cull, a reporter, who, in order to get the unbiased facts in the case, went to Ashtabula, joined the "Welfare" plan, and shipped aboard the Steel Trust steamer A. G. Brower; made the trip, then wrote the story of that trip and of the conditions as he actually found them. The story would have been refused by ninety-nine out of one hundred newspapers of the country coming from a member of the Seamen's Union. But here is an accredited representative of a great daily who has actually been through and writes of his own knowledge. I can not, I am sorry to say, give the whole story, as space is limited, but I am quoting some of the paragraphs from the story as published. The story is illustrated with photographs of the Brower's crew, twelve of them in one photograph, and four of these minors, and another photograph of three ordinary-seamen, ages ranging from 16 to 19 years.

The editor says:

The Lake Seamen's Union, on strike two years, scoffs at the Lake Carriers' "welfare plan," and charges the strike breakers on Steel Trust and independent boats are treated like coolies. The Lake Carriers, on the other hand, maintain conditions aboard the boats are better than ever under a "closed shop," that cargoes are moved more efficiently and expeditiously, and that they never had a better satisfied lot of sailors. The Press assigned one of its staff men to ship on one of the vessels and learn, at first hand, real conditions. The following is what he found on a 900-mile voyage on the steamer A. G. Brower from Ashtabula to Milwaukee.

Mr. Cull's story begins as follows:

They sent me out to investigate conditions on the Lake Carriers' Association boats involved in the strike of the Lake Seamen's Union. While I am not a seaman, I think I had perception enough to see, so far as the boat on which I daily peeled potatoes, scoured pans and did the thousand and one odd jobs falling to the lot of a second cook on a freighter was concerned, conditions are as bad as the strikers for the past two years have represented them to be.

The seamen charge the boats are manned by an assortment of mere boys and saloon and wharf hangers-on. The steamer A. G. Brower was. They say when a man ships on these boats, which, independent and all, are dominated by the Steel Trust, he must sign away his allegiance to all but his religious belief and his citizenship. I had to forswear all allegiance to unions before I was admitted to the Lake Carriers' Association.

The seamen charge sleeping conditions on board the boats are vile; that stewards are so restricted in the amount of money they can expend for food per month that the food is often poor in quality and scant in quantity, and that hours are long, too long. I found all these things to be true on the Brower.

Take the picture of the three boys. The boys represent a type performing the actual, active seamanship on the Great Lakes these days. The doorway opens into a room which is typical of the sleeping quarters that these strikers are talking about.

Behind those three boys are five grimy bunks, piled three high on one side and two on the other. The room is dark, ill-smelling, and poorly ventilated. It is situated in the fantail of the ship. On one side there is the constant clanking of the steering apparatus. From the other come oily fumes from the engine room. The only light comes through a small "dead light."

These boys are strike-breakers. One of them, like many others, was picked up while playing on the docks by shipping agents of the Lake Carriers' Association. The prospect of $1.05 per day, with endless trips over the bounding waves, was held as a lure to take boys from their homes to help the companies carry down the mountains of ore from the mines about Duluth to the furnaces at Cleveland.

The lads' dream of pleasant voyages, with nothing to do but sit and watch the waves, was soon blasted when a two-inch hose was put in their hands by a gruff mate and they were ordered to scrub the decks, handle heavy hatches, drag hawsers and cables until their limbs were near giving way from exhaustion. It was a 12-hour day they were compelled to work, in two "watches," six hours on and six hours off, day and night, with no time for a good, wholesome sleep, and no place for it if they had the time.

Since the Lake seamen struck in 1909 hundreds of them have been shipped aboard the big freighters. Many of them quit with the first trip, but many stayed, and these are the ones I watched and studied.

I found them hardened and matured beyond their years by association with the riffraff from the lodging-houses and jails. They, too, have shipped on the Lakes and their influence has left its mark in the hardened faces and coarse language of boys.

The Brower is owned by the United States Transportation Co., one of the independents forced into the Lake Carriers' Association by the Steel Trust, which is fast getting control of Lake shipping. Conditions on the Brower, I was told, were far above the average.

The Brower carried a crew of 21, four of them minors. Three of the boys, Walter West, Walter Davis and Joe Sawdusky, were deck hands, or "deckeroos," in the Lakes lingo, and the fourth, Ray McTavish, was a watchman. He boasts sixteen years.

Deck hands' hours were 12 a day on the lake. In port they might be asked to work any number of hours. A 20-hour shift while the vessel was loading or unloading, I was told, was not unusual. A deck hand might just have turned into his bunk after finishing his watch when the vessel came into port and the order came "stand by, all hands on deck."

Bed clothing was changed once on a trip, and it might be twenty days before a change was given. Eight men quit the Brower when she reached Cleveland on the trip before, but there were no bed clothes for men taking their places. Charles Mason, the steward, shipped at Cleveland, slept on sheets used by the negro cook on the previous trip.

The "forward" quarters, occupied by the ship's officers, were not bad, but the bunks in the fantail were. In rough weather the deadlight had to be closed and the heat became almost unbearable. Often the boys would bring a pillow above and catch a nap on the steel deck in the shade of the kitchen galley. But the deck was always warm from the sun's rays.

I soon found the company limited the Brower's steward to 48 cents a day per man. This included the three meals and a midnight lunch for the change of watches. The steward managed it by a "steward's rule of thumb," that member being jabbed into the remnants left in the messrooms to search out bits that might be used for the next meal.

There was a notice posted on the boat giving direct directions for the fire and accident drill the law calls for, but inquiry from the crew revealed fire and accident drills were dead numbers on all boats. "Fair weather seamen," the striking union men call the strike breakers. They cite the following as proof:

The steamer Etruria, manned by experienced union seamen, was rammed in a summer fog in Lake Huron five years ago by the Amasa Stone. Half the crew was abed, but the boats were lowered and all were saved in the minute they had to save themselves. A few months ago the steamer Goodyear, manned by strikebreakers, was rammed under exactly similar circumstances by the James B. Wood. The crew was "above" at the mess tabe and had twice the time of the Etruria men to save themselves, but eighteen were lost through inexperience in handling the boats. Marine men declare the loss of life and property on the Lakes in the past two seasons since the strike has broken all records.

When the closed shop prevailed on the Lake boats only men of experience, able to stand a rigid examination, were placed in positions of responsibility. A candidate for a watchman's position was required to pass an examination of fifty practical questions. McTavish, the sixteen-year-old watchman on the Brower, told me he had been sailing only three weeks when he got his job as watchman, and a large part of the responsibility for the safety of the ship and crew placed in his hands.

Union men declare they will never submit to the terms of the association, which mean the renouncing of their affiliation with the unions and entire submission. The Lake Carriers have advertised their battle as one for the "Open Shop," pure and simple, but their attitude toward union men has shown them to be acting on the Steel Trust's principle of eliminating the unions entirely. Letters filed by V. A. Olander, Lake Seamen's Union vice-president, with the Congressional Committee on Merchant Marine and Fisheries, show their attitude plainly.

"Hereafter you are to take non-union men only," Al. Rumsey, Cleveland, chief shipping master for the Lake Carriers' Association, wrote a dozen ship owners and captains. The letters from Rumsey begged absolute secrecy from the captains and vesselowners, and in one or two instances asked the recipients to burn the letters immediately after reading.

I refer the reader to the reproduction of the two pages from the Lake Carriers' discharge book, for which I paid $1 to ————————, the welfare agent at Ashtabula. This is what union men denounce as a legalized blacklist under the guise of a welfare plan. If a man's services are good and if he is found by the spies furnished by the Corporations' Auxiliary Company, Chamber of Commerce Building, Cleveland, to be a safe non-union man, his captain will mark in the blank left for the character of service "good," if otherwise, he is instructed to withhold the book and the association has him blacklisted forever with a Bertillon record to identify him.

The welfare plan, designated by the unions as the "Hell fare plan," promises the association member $75 in case of death or disablement, and the use of the "assembly halls" when in port. If all the "assembly halls" are like that at the Main-avenue bridge, Cleveland, they are smelly, dirty barracks.

A "HELFARE" TRAGEDY.

The Cleveland Plain Dealer of July 29 has the following "news" item:

The steamer Zenith City of the Pittsburg Steamship Co., bound down with ore from Marquette, went ashore at Point au Sable, Lake Superior, Wednesday night. The steamer is out two feet forward, and her Nos. 1, 2 and 3 tanks on the starboard side are leaking. Part of her cargo will have to be lightered before the stranded boat can be floated.

Captain W. W. Smith, marine superintendent for the Pittsburg Steamship Company, left for Lake Superior yesterday, and he will have charge of the work of releasing the steamer. The tug S. C. Schenck and the lighter Reliance, which were ordered to the Zenith City, left the Soo at 5 o'clock last evening. The wreckers will reach the stranded steamer to-day, and with favorable weather the boat will be released without much trouble. The Zenith City will probably come to Lake Erie for repairs.

Rear Admiral Goodrich of the United States Navy, and Ralph D. Williams, editor of the Marine Review, are passengers on the steamer Zenith City. Rear Admiral Goodrich had never been up the Lakes before.

The steel steamer W. H. Wolf went aground as she left the Canadian lock at the Soo yesterday afternoon. She was released later by tugs and proceeded, apparently uninjured.

Repairs on the steamer Rensselaer, which was struck by the steamer Shenango at Ashtabula Tuesday morning, will be completed to-night. She had four damaged plates.

Ye Gods! Admiral Goodrich of the United States Navy a passenger on a "Helfare" vessel, and they could not even give him a safe passage! What, oh, what will he think of the sailors on the Lakes? It will be interesting to read Mr. Williams' report in the Marine Review, but I would rather have a phonographic record of Admiral Goodrich's thoughts!

I learn on good authority, but not from a "prominent vesselowner" that they are going to put wheels under the "Welfare" vessels. Then they can invite Admiral Goodrich to make another trip.

Conneaut, O. W. H. JENKINS.

ON TOUR OF LAKES.

A delegation of 200 members of the Chicago Association of Commerce recently toured Lake Superior and Lake Michigan ports on the steamer Theodore Roosevelt. They had an orchestra and printing press on board, and a newspaper called the Daily Log was printed every day.

The delegation was the biggest that ever left Chicago on a similar expedition. The trip was made in the interests of Chicago trade, and lasted two weeks. The ports in the itinerary were: Ludington, Manistee, Sault Ste. Marie, Munising, Marquette, Cheboygan, Houghton, Petosky, Traverse City, Escanaba, Menominee, Mich., Two Harbors, Duluth, Ashland, Marinette, Green Bay, Sturgeon Bay, Manitowoc, Sheboygan and Milwaukee.

Francis T. Simmons, vice-president of the Chicago Association of Commerce, was commodore of the expedition; James Pettit, vice-commodore; Hugh Hartman, secretary; and H. F. Miller, Manager.

WRECK DISAPPEARS.

C. J. Desbaratus, Deputy Minister of the Canadian Department of Marine and Fisheries, sends out these notices of interest to Lake navigators:

An examination of the vicinity of Grubb Reef, Pelee passage, Lake Erie, on which the steamer George Stone was wrecked last autumn, was made lately by Captain P. C. Robinson, commanding the C. G. S. Vigilant, who reports that the wreck has disappeared. There is now no spot in the neighborhood more dangerous to navigation than the reef itself.

The characteristic of the Penetanguishene harbor range lights, Georgian Bay, will, without further notice, be changed July 15 from fixed white to fixed red.

WILL MAKE A RECORD.

Unless something unforeseen happens the Lorain plant of the American Shipbuilding Company will break all records in the construction of big Lake freighters. The steamer Moreland, being built for Jones & Laughlin interests, W. H. Becker, manager, will be completed within seven weeks from the time her keel was laid.

This despite the ten days of rainy weather which followed the laying of the keel. The boat at present looks as though she would be easily launched within three weeks. Four weeks' work have been put on the vessel, and all of her steel is in position excepting some at the stern and bow.

COMPLETED REPAIRS.

The steamer John B. Ketcham, which was sunk in the Soo River came out of the dry dock at Port Huron on June 27 after completing repairs.

The steamer Spokane which went ashore two years ago at Sandrock, Lake Superior, and was released by Captain James Reid, came out of the Reid drydock after having large repairs made, and is now in first-class condition.

The Spokane has been chartered for the season by the Pacific Dispatch, and left Port Huron on June 27 for Chicago to go to the Chicago and Buffalo trade.

STRIKE
ON THE GREAT LAKES

COMRADES:

The strike of Sailors, Firemen and Cooks on the Great Lakes is still on. We appeal to all seafaring men to assist us in persuading seamen to stay away from the Lakes during this strike.

Any reports that the strike has been settled are false.

The Seamen of the Great Lakes are sticking together solidly, and will keep up the battle for freedom and decent conditions until the fight is won. "God Almighty hates a quitter." (So do we.)

Lend a hand, comrades, by inducing seamen to stay away from the Lakes while the strike is on.

Yours fraternally,

LAKE DISTRICT,

International Seamen's Union of America.

STRIKE ON THE GREAT LAKES

KEEP AWAY!

LAUNCH POSTPONED.

The launching of the big steamer W. C. Moreland, which was scheduled to take place at the local plant of the American Shipbuilding Company on July 16, has been postponed for two weeks on account of repair work which is on hand. The steamer John A. Donaldson is in No. 2 drydock, having thirty-six damaged plates repaired and the Moreland can not be launched until the Donaldson is finished.

Although the company actually has the Moreland ready for launching on the 16th, thereby breaking all records for the construction of a 600-foot boat, building her in eight weeks and three days, this record will be lost by inability to launch her on time.

EXTRA BOAT PLACED.

T. F. Newman, general manager of the Cleveland & Buffalo Line, announced recently that the steamer State of Ohio will be placed on the run between Cleveland, Erie and Buffalo on June 29. She will leave Cleveland on that day on a special trip, and thereafter will go on her regular run, leaving Cleveland on Tuesday, Thursday and Saturday afternoons at 1:30 o'clock, arriving at Erie at 9 o'clock at night, leaving there at 11 o'clock and arriving at Buffalo at 5:30 o'clock in the morning. On the return trip the steamer will leave Buffalo on Monday, Wednesday, Friday and Sunday.

John Henry Hogan, who spent most of his life on the Lakes and was well known in marine circles, died at Port Huron on June 20, after a long illness, aged sixty years. For thirteen years he was engineer on the steamer Huron and then for twenty-seven years was in the employ of J. E. Botsford, as engineer on the ferry Sarnia. Later he purchased the tug J. H. Martin, afterward selling it and acquiring an interest in the ill-fated steamer Dean Richmond, which went down off Dunkirk some years ago. He gained much praise for his heroic work on that ocasion, saving many lives. His last boat was the steamer H. E. Runnels. He was a member of the M. E. B. A. A widow, two sons and two daughters survive him.

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Findlay J. McDonald, No. 5499, Lake Seamen's Union, is inquired for by John D. McDonald, Highland Park, Mich.

Comrade Henry Blaschke. Any one knowing the above-named comrade please communicate with Jno. Rook, Jr., 2564 E. 55th St., Cleveland.

Roy Person, No. 12522, L. S. U., is inquired for by his sister, Miss Hazel Person, 225 Chisholm street, Alpena, Mich.

Royden Keith, member Lake Seamen's Union, is inquired for by Jas. M. Gordon, Santiago de Cuba. Anyone knowing his address please notify W. H. Jenkins, Conneaut.

William Young, a marine fireman, aged 50 years, last heard of twelve years ago, is inquired for by his sister. Address, Mrs. Anna M. Mills, 644 W. 61st street, Chicago, Ill.

WORK HAS BEEN STARTED.

Work has been commenced on the construction of the new forge shop for the Lorain plant of the American Shipbuilding Company. The building will be of concrete and steel construction, 200 feet long and 60 feet wide. It will contain among other things a 4,500-pound steam hammer.

A machine shop 240 feet long, a pattern shop and foundry will also be built here, but no orders to proceed with the work have as yet been received.

The Ann Arbor Railway Company has contracted with the Toledo Shipbuilding Company for a new carferry. The new boat will be 350 feet keel, 56 feet beam and 21 feet deep; cost, $400,000. She will operate between Frankfort and Manitowoc.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

674 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES:

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Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....21 High Street
Telephone Bell 175 R.

CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.

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Telephone Bell 2762.

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SUPERIOR, Wis.....213 Banks Avenue
Telephone, New Phone, Broad 155 L.

BAY CITY, Mich.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
KINGSTON, Ont., Canada.....(Box 96) King Street
ERIE, Pa.....328 German Street
Telephone Bell 599 F.

CONNEAUT HARBOR, O.....922 Day Street
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Milwaukee, Wis.
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Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

McKINLAY ON SHIPPING.

I see by the papers, says Colorado Bill to Billy Ragbolt, that our friend Duncan, from California, has been talking like an expert on ships, shippers, skippers, sailors, skibs and Chinks. It is amusing, Billy, what a flow of language and tropical wind a mut can accumulate after he has been in politics for a while, but then Duncan has been practicing so long on political clubs that he ought to be an expert on almost any old thing.

Duncan's latest stunt is to block and obstruct the passage of the Spight bill, and, no doubt, he would block any old bill if there was an old sailor of any kind mixed up with it and he would block you and me because we are both Bills, and sailors two.

Duncan says that the Spight bill would stop Asiatic labor from manning ships sailing under the American flag, and he won't vote for it because it would put the Pacific Mail out of business. And he says trade-unions go too far. And he says there are not any American sailors anyway. Holy smoke! Ain't he a wonder? I wonder if the American citizens, who put him in Congress, was to say, "I won't," next time he wants to get the job, what he would say? Chances are, he would say (politically): "If you will not say 'won't,' I won't say 'won't' when I get back to Congress."

Of course, Bill, it is a shame that the labor unions should butt into the business of a lawmaker like Duncan, and labor should keep out of politics, just the way the P. M. S. S. and S. P. keeps out of politics; but then, labor unions are so thick-headed, they can't see it in the same way as Duncan, who thinks, no doubt, that all American ships, and shipowners, should be paid (subsidized) to build American ships, paid to run them and paid good American dollars to be paid to Hindoos, Japs and Chinks to run, or man, these American ships. But then, business is business, dollars is dollars, and it is good business to get good dollars out of good Americans and then dock their ships and repair them in foreign ports, because we have no American dry docks, no American shipyards, no American mechanics and no American sailors.

Before the Lord, I think he is right; we have no Americans; not even legislators. Everybody is a foreigner, and, if I remember right, this blooming country was discovered by a foreigner. It is a shame, but in those days we did not really have an American to discover America; and, let me whisper,—don't tell it, it is a secret, Christopher Columbus was a Dago.

It is also reported that Duncan is for keeping out all Asiatic labor; that is, he believes, that in keeping them out, it is likely to influence voters, and, of course, he likes a voter, but the poor old sailor and the ship officers are not voters, because they are generally out on the briny when there's any voting to do, and therefore it is impossible for them to vote—unless friend Duncan and his shipmates, who are at the helm of the Ship of State, bout-ship and take an interest in the much despised (politically) Master, Mate, Pilot, Marine Engineer, Sailor and Fireman.

It is my opinion, shipmate, that everybody who goes to sea will have to take a hand pretty soon and make our so-called representatives sit up and take a little mental political nourishment, something like this: If everybody, from shipmaster to fireman, were to say about thirty days before election, that we cannot go to sea until after election, because all good citizens should exercise the right to vote, of course, all the American ships running coastwise, would have to lay up for a while. It would not stop the China mail because the Asiatics are not, as yet, voters. I say, "not as yet," for I believe they will be, if Duncan can manage it. Then there would be a howl like a bucko mate yapping at a sailor on the foretopgallant yard, but the sound would go a little farther; in fact, it would reach Duncan and the crew of the ship of state, and our legislators, who have never seen a ship and who know nothing of sailors, unless it is from a Duncanite, would sit up and take a hand; and, Bill, I believe, if a seafaring man wants to improve his status, he had better get next to the interior legislator, for a seaboard legislator will never help him.

And there are no American sailors,—well, if he means there are no American-born sailors, I guess he is right; but, he ought to go further and say there are no American farmers; and if he will take a trip along the Sacramento River, he will soon see that all the American farmers are Jap farmers.

Sailors, including masters, mates, engineers and pilots only need a little money to get drunk on when the ship gets into port. That is the idea of the Duncan class. They don't count. They don't need any more business than an Asiatic—so why bother with them? The idea of the standard of living, when applied to a seafaring man, is out of place, because there are no American sailors. It is lucky for us licensed officers, and sailors, that at one time a man was born, Samuel Plimsoll, and who lived to show his knowledge of the seafaring man's life and the cruel burden under which he labored, and who left after him the record of a blameless life and life's work to be imitated and carried on by such men as Andrew Furuseth and Walter Macarthur, the American Plimsolls, who are working might and main to protect the common old sailor, as well as the licensed officers. No one knows as well as our Plimsolls, the rotten condition of numerous American ships, now sent to sea, and the peril of the passengers traveling on them. No one knows the injustice under which the licensed officer and seaman is laboring, as well as our two well-known friends, the twin American Plimsolls. Let all legislators and friends of the licensed officer pay attention to and back with all the force at their command, the American Plimsolls and refuse to send to Congress such men as Duncan E. McKinlay.—Colorado Bill, in The Licensed Officer of the Pacific.

For the first four months of the fiscal year 1909-10, April to July, the aggregate value of the sea-borne trade of Calcutta was $113,000,000, an increase of less than 1 per cent. as compared with the same months of 1908-9. The imports show an increase of only $183,000, while the exports increased $683,000. The trade in July was disapopinting, the improvement promised in June not materializing.

Artesian wells 400 feet deep have been used in the oases of the Libyan desert as water supply sources from ancient times.

Diamonds are almost perfectly transparent to X-rays, which therefore are used to distinguish genuine from imitation stones.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

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DUWAMISH FISHERMEN'S UNION.
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SKAGIT RIVER FISHERMEN'S UNION.
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LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
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ALASKA FISHERMEN'S UNION.

Headquarters:
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Headquarters:
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The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

CONCILIATION IN DENMARK.

Royal assent was given on April 12 last to two laws for the prevention and settlement of labor disputes in Denmark. One provides for the institution of a Permanent Arbitration Court, and the other for the appointment of a Government Conciliator.

The permanent arbitration court is to consist of 12 members (six "adjudicators" and their substitutes), together with a president, vice-president and secretary. So long as the Danish Employers' Federation and the Danish Trade-Union Federation continue to represent the majority of organized employers and workpeople respectively in the country, each of these organizations will elect one-half of the members, viz., three adjudicators and their substitutes.

As soon as either of these associations ceases to be representative in the sense just stated, steps will be taken to have the law amended.

The election of adjudicators to hold office for the succeeding calendar year is to take place yearly in the month of October, and the result is to be immediately communicated to the secretary of the court, who will summon the members for the purpose of electing a president and vice-president.

The secretary to the court is to be nominated by the Ministry of the Interior.

The members and their substitutes must be born or naturalized Danish subjects, of full age. The president and vice-president must possess the legal and other qualifications prescribed by the law for the position of permanent judge in the ordinary courts.

Legal members of Copenhagen Law Courts must accept election to the presidency of the Arbitration Court, unless they have occupied that position within the previous three years.

The fees of the president, vice-president and secretary, and the allowances to the ordinary members, so far as they are not covered by the costs awarded by the Court, are to be defrayed by the State.

It will be the business of the Court to endeavor to make parties to a dispute respect any agreement concerning arbitration which they may have made. Thus, an organization whose rights, or whose members' rights are held to have been violated, may cite the offending organization before the Permanent Arbitration Court in the following cases:

1. When an employers' association acts in violation of an agreement with a trade-union.

2. When by one or more members of an employers' association an act is committed which violates an agreement entered into by the association, and whereby the rights of the trade-union concerned or of its individual members under such agreement are violated.

3. Or, conversely, when a trade-union, or members thereof, jointly act in violation of an agreement with an employers' association.

Similarly, when an individual establishment has concluded an agreement with a trade-union, the trade union and the establishment may cite each other before the court for contraventions of such agreement, in the circumstances stated above.

When an employers' Association or any of its members, or an individual establishment, gives notice of an intended lock-out to a trade-union or members thereof, and the trade-union claims that such lockout, or the demand on the rejection of which the lockout was declared, is in conflict with existing agreements, either of the parties may bring the question of its legality before the court.

Under similar conditions, the question as to the legality of a proposed strike may be brought before the court by either of the parties.

Other points in dispute between an employers' association and a trade-union, or between an individual establishment and a trade-union, may also be referred to that court if the parties come to an agreement concerning such reference, either generally or with regard to particular matters.

The court has power to inflict fines on the party or parties adjudged guilty of violating the terms of an agreement.

Witnesses summoned by the court are bound to appear, and its awards are final and enforceable as verdicts of the ordinary courts.

Five years from the date when the present law comes into force a committee will be appointed by the Minister of the Interior to consider whether there be any necessity for amending its provisions.

The second law provides for the appointment, by the Minister of the Interior, of a Government Conciliator for the whole of Denmark, nominated by the Permanent Arbitration Court, and holding office for two years at a time.

Whenever a serious strike or lockout has either taken place or appears likely to do so, and negotiations between the disputants have proved unavailing, the official conciliator may, on his own initiative or on the application of one of the parties, summon them to a conference. The parties are themselves to decide by whom they will be represented, but such representatives must not be persons outside the respective organizations or central federations.

The parties are bound to comply with the summons of the Conciliator.

It will be the duty of the Conciliator to endeavor to bring about an amicable agreement between the parties. For this purpose he is empowered to make proposals for a settlement, which, however, must not be published without the consent of both parties, unless a stoppage of work takes place and the Conciliator has concluded his efforts in the case. In drawing up such proposals, the Conciliator must avail himself of the assistance of two representatives, one of whom is to be chosen by the organized employers and the other by the organized workpeople.

If, in the course of a dispute in which the Conciliator has intervened, a difference of opinion should arise as to wages, hours of labor, overtime and the like, the officer may require the parties to furnish information on these points. Should such information appear to him to be unreliable or not sufficiently explanatory, he may demand that an examination of witnesses should be made by the permanent Arbitration Court.

The salary, office expenses, etc., of the Conciliator will be paid by the State.

The present law will remain in force until April 1, 1914; at the commencement of the last session of Parliament before that date a bill for its renewal or revision will be brought in by the Ministry of the Interior.

Demand the union label on all purchases.

PENSION ROLLS.

Ninety names a day are being dropped from the pension rolls of the Grand Army of the Republic. Nearly four of the veterans every hour are conquered by King Death. Each month 2700 of them are laid in their last bed.

At the end of the fiscal year in 1865, just after the war closed, there were 85,906 pensioners, but 50,106 of these were widows and orphans. The amount paid out was $8,525,153. The next year 65,256 names were added and the disbursements rose to $13,459,969. That was the largest number of applications until 1880, when under a more liberal law 144,466 applications were made of which 19,545 were allowed, making a pension roll of 250,802; the cost that year was $57,240,540. The increases were comparatively small after that until 1890, when under new legislation another great leap forward was made, the applications that year being over 100,000, and in 1891 696,941 applications were filed, of which 156,486 were allowed. This made a total of 676,160 pensioners, the disbursements being $118,548,960. In 1893 the number was close to 1,000,000, and they cost over $158,000,000. This was the largest sum disbursed until last year, forty-four years after the war closed when it was $161,973,704. The largest number of pensioners ever on the list was 999,446, in 1903, since when the number has gradually decreased, but owing to further laws the disbursements have decreased but slightly if at all. The total disbursements for pensions since July 1, 1864, amount to $3,848,699,721.06.

For the past four years the death rate has been about 30,000 a year, but it must be much greater from this on for a few years. Most of the veterans are past 70, and even the widows and the orphans are no longer young women and children, except in a few cases. Conqueror Death will get the last one of them after a while, and by that time perhaps the civilized nations of the world will have declared that "there shall be no more war."—Oregon Daily Journal.

ELECTIONS IN SWITZERLAND.

An initiative petition, similar to one rejected in 1900, signed by 142,507 voters, was recently presented to the Swiss Nationalrath, or House of Representatives, calling for an amendment to the Constitution, replacing the present system of electing members to that body—one representative for each 20,000 population—by the proportional system, each canton and half canton to represent a district. The petition was recommended by the Federal Council for rejection, for a number of reasons, among which were the following: All systems of proportional representation have proved deficient, artificial and defective; the freedom of the elector is lost thereby, for his vote, if it is to be of value, must be cast for the entire list of one political party, otherwise his party is weakened; the proportional systems are more or less complicated, and not clear to the masses; the present system secures a majority as the necessary basis for parliamentary and executive action, without excluding representatives of the minority parties, which have always been represented in the Nationalrath, etc. It is expected that the amendment will be placed before the people during the current year.

News from Abroad.

Louis Paulhan, the French aviator, has been decorated with the Legion of Honor.

The Royal Regent of Persia, at the request of the Shah, on July 26, named a new Cabinet of Ministers, according to a cablegram to the Persian Legation at Washington.

H. H. Bryn, Councillor of the Norwegian Legation at Paris, has been appointed Minister from Norway at Washington, D. C. He succeeds Ove Gude, who died July 1, 1910.

The Peruvian Cabinet, of which Dr. Javier Prado Ugarteche was Premier, has resigned. The Ministry was formed March 14, and the boundary dispute between Peru and Ecuador has caused much friction among the Ministers.

The dirigible balloon Gross III, which left Gotha, Germany, at 9 o'clock on July 30th with a military crew aboard, made a safe landing at Tegel at 6 o'clock on the 31st. The balloon traveled between 170 and 200 miles.

Turkey plans to purchase two old warships from Germany. The ships are the Brandenburg and the Kurfurst Friederich Wilhelm, sister ships of 9840 tons displacement, carrying six 11-inch guns. They were laid down in 1889.

It was officially denied at Berlin on July 27 that a mutiny, growing out of dissatisfaction with the mess, had occurred on the armored cruiser Bluecher during the cruise to Norway, as was reported in a dispatch from Kiel to the Vorwaerts.

Earth shocks occurred on July 24 around Mount Uzu, in the prefecture of Hokkaido, Japan. They were unusually prolonged, resulting in fissures and a landslide. The village inhabitants were terrified, but there were no fatalities.

An Imperial edict was issued at Peking on July 27 accepting the resignation of Liang Tung Yen from the presidency of the Board of Foreign Affairs and appointing as his successor Tsong To Tchia Lao, formerly vice-president of the board.

The Berlin Prefect of Police has forbidden, under severe penalties, the admission of children under 14 years, with or without parents, to moving picture shows after 9 o'clock in the evening. The step was taken owing to the immoral nature of the pictures.

The London Daily Mail, which is exploiting Field Marshal Lord Kitchener's non-employment against the Government, publishes under date of Peking July 8, a story that China is inviting him to organize and develop the Chinese Army on his own terms.

The King's Accession Declaration bill in an amended form passed its second reading in the British House of Commons on July 27 by a vote of 410 to 84. The bill as it now stands provides that the pronouncement against Catholicism shall be eliminated and the clause "and declare that I am a faithful Protestant," be substituted.

The campaign of assassination carried on between the reactionists and the adherents of the new order in Persia claimed two more victims at Teheran on August 1. Ali Mohamed, one of the prominent Nationalist leaders, and one of his associates were shot dead, apparently in reprisal for the recent murder of the reactionary Seyed Abdullah.

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INFORMATION WANTED.

Nicholas R. West, supposed to be sailing on the Pacific Coast, is inquired for by his mother. Any one knowing his present whereabouts please notify the Russian Consulate at San Francisco.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Albrigtsen, G. J.
Allen, J.
Anderson, Einor Chr
Anderson, John -1534
Anderson, Alf.
Andersen, Andrew
Apps, P.
Armstrong, W. H.
Bausman, E. -1511
Benson, F. -1765
Berg, Edmund -1312
Berge, Johan
Berenken, A.
Bianca, F. -1661
Botherel, A.
Bryning, Walter
Brown, I.
Carlson, Harold
Carlson, G. -622
Christensen, Peter
Christoffersen, Herlof
Christensen, Otto -1213
Davidson, Jacob
Doll, Herman
Dxeyer, Herman
Elfstrom, A.
Erikson, Allan
Eskola, Henry
Fernandoez, A.
Franzell, A.
Frivold, John
Fredrickson, B.
Frose, Elias
German, R. B.
Grandal, Harry
Gronburg, Theodor
Gustav, John
Hansen, John P.
Haakonsen, H.
Hass, Wilhelm
Hansen, Hans Chr.
Hansen, Andrew
Harjes, H. -1940
Haltness, M.
Hellisen, H.
Henriksen, Adolf
Hernonen, H.
Hillig, Alb.
Holmes, Paddy
Holmes, Gus
Jensen, Hans
Johansen, C. M.-1593
Johansen, Olaf K.
Johnson, Bernard
Johnson, Chall
Johnsen, C. J.
Jorgenson, J.
Kalnow, A.
Keenan, Fred
Kenny, J.
Kiesow, P.
Kronsbrand, H. O.
Larsen, Claus
Latz, Konstanz
Lewis, Geo. H.
Lindegard, J.
Lundberg, C.
Lunder, Bjorn
Lundgren, C. J.
Lui, Theo.
Mattson, E. M.
Martin, Chr.
McAdam, J.
Miller, James
Mikkelson, M. -1584
Morgan, Ed.
Moore, J. M.
Monson, Andrew
Nielsen, N. A. -909
Nielsen, Martin
Nielsen, M. A.
Nobereit, Gustaf
Nord, G. E. C.
Olsen, Oscar, -1062
Olsen, S.
Olsen, Gabriel
Olsen, Valdimar
Olsen, B. -597
Olsson, John H.
Olsen, Hans
Omundson, Harry
Paterson, Robert
Pedersen, Olaf
Pederson, A. -1173
Peterson, A. -1223
Petterson, C. W.
Penningrud, Ludon
Porje, Anton
Randle, Dave
Ruzner, Ernest
Rickardson, Adam
Rimmer, J.
Schmidt, Alfred
Selander, John
Shane, J.
Shallow, J.
Smith, Max
Speller, Harry
Svensson, A. -1691
Swenson, L. G.
Tallopon, A. -721
Williamson, A.
Zagan, J.
Zeisler, A.
Zima, W.

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Anders Peter Andersen, a native of Denmark (Bogo), aged about 42, is inquired for by his sister. Address Alaska Fishermen's Union, 93 Steuart street.

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INFORMATION WANTED.

Robert Fordyce Bowers, last heard of at San Francisco, in March, 1907, is requested to communicate with his mother Mrs. M. E. Watson, of 12 Lampton street, Bishopswearmouth, Sunderland, England.

Louis Hayot, a native of Porto Rico, about 54 years old, is inquired for by Sandalio Bernard, Sailors' Union of the Pacific, San Francisco.

Carl Leopold Anderson, native of Nordtelje, Sweden, last heard from in New Orleans, La., November, 1904, is inquired for by his brother John Anderson. Address: Sailors' Union, San Francisco, Cal.

Henry Fauske, a native of Norway, aged 36, last heard of on the Pacific Coast 18 years ago, is inquired for by Mrs. Emma Fauske. Address St Helens, Wash.

Arthur Taplett, age 18, last heard from at Wilmington, N. C., in April, 1908, is inquired for by relatives. Please forward any information concerning him to Mrs. Eleanor M. Herman, R. F. D. No. 4, Box 310, Tacoma, Wash.

Paul Boose, who has a damage suit against the "Stanley Dollar," in the Federal Court at Seattle, Wash., desires very much to have the following witnesses come to Seattle, or if impossible, to communicate with him: P. Bush, No. 1106; Aug. Stolzer, No. 2087; A. Lamberg, No. 1359 and J. Clauson. Address, Box 55, Seattle, Wash.

The U. S. District Court in New Orleans has decided the case of John Kauer vs. the SS. Dover in favor of the libelant, and the New Orleans Agent has collected the money. Any one knowing the address of John Kauer, please communicate with the Sailors' Agent in New Orleans, George C. Bodine, 514 Dumaine St.

Home News.

John G. Carlisle, former Secretary of the Treasury, died at New York on July 31, aged 65 years.

New Hampshire will be asked to enact a law compelling the railroads to use oil as a fuel instead of coal, as a means of preventing forest fires.

The license fees paid by saloons in the cities of the United States amount to more than $40,000,000, according to Census reports recently published.

A heroic size statue of President Lincoln, costing $15,000, is to be placed in the rotunda of the first floor of the new Capitol at Frankfort, Ky. J. B. Speed of Louisville will present the statue to the State.

The Oklahoma Supreme Court handed down a decision in the capital-removal case to the effect that Oklahoma's capital shall remain at Guthrie until the legality of the election recently held is determined.

The coinage of a 2½-cent piece by the United States Government is urged by William H. Short, a New York banker, who declares that the use of such a coin would mean a saving of $39,000,000 yearly to consumers.

At least eighteen negroes were killed in a racial clash in the extreme eastern section of Anderson county, Tex., on July 29 and 30, the culmination of an enmity between the races brewing for several weeks.

Owing to the discovery of the foot and mouth disease among cattle in Yorkshire, England, the importation of cattle from that country into the United States has been prohibited until the extent of the disease can be determined.

A series of severe earthquake shocks was felt at Rock Springs, Wyo., on July 24. The shocks were so severe that houses were rocked and the walls of a coal mine moved so badly that work on the mine has been abandoned.

The board of Army engineers which investigated the gun explosion at Fortress Monroe, Va., on July 21, by which eleven men were killed, reported that the accident was caused by the failure of the safety device of the firing mechanism to work properly.

According to Census reports just published, the States claiming the largest number of saloons to population were Texas, Wisconsin and New York, while Pennsylvania, Massachusetts and Nebraska claimed the smallest number in proportion to the people to be supplied.

The Thirteenth Census is developing an unexpectedly large growth of the smaller cities of the country, and it is now believed by the Census officials that sixty places will be added to the list containing a population of more than 25,000. The last Census contained a list of 161 such cities.

President Taft has approved without comment an opinion by Attorney-General Wickersham to the effect that there is no provision of law by which the statue of General Robert E. Lee in Confederate uniform can be removed from Statuary Hall in the Capitol at Washington.

Census returns made public on July 30 show that Galveston had one licensed bar to every 138 of her people, Milwaukee one to every 141 and Hoboken one to every 175. In Philadelphia, the freest of large cities, there was one drinking place to only every 758 people. Lincoln, Neb., had one to every 2038.

Labor News.

The San Francisco Labor Council has approved the proposition to create the office of female factory inspector, suggested by the Woman's Union Label League.

The wages of thousands of paper mill workers in New Hampshire, New York State, Vermont, Maine and Massachusetts were advanced an average of 5 per cent on August 2 by the International Paper Company.

There will be no general strike of the trade-unions of Portland, Or. This was definitely decided upon and announced on August 7, after an all-day meeting of the strike committee of the Central Labor Council.

Structural iron workers on strike in Los Angeles, Cal., commenced picketing and as a result more than twenty-five of their number were locked up, charged with violation of the Anti-Picketing ordinance recently passed by the City Council.

Samuel Gompers, President of the American Federation of Labor, has notified the San Francisco Labor Council that it will be impossible for him to accept the invitation of that body to deliver the Labor Day address at San Francisco.

Notices were posted in the seven cotton mills of the Amoskeag Corporation at Manchester, N. H., on August 2, announcing that the entire plant would be shut down on the 26th and reopened on September 12. The closing will affect 15,500 operatives.

Appeals to their brethren of the American railroad employes' orders reached Douglas, Ariz., on August 5, from Conductors Parish, Haley, Chatlin and Englehart of the Southern Pacific lines in Mexico, who have been imprisoned at Guaymas for nearly a month.

A permanent arbitration board composed of twelve representatives each of labor and capital was formed at San Francisco on August 4. The board is organized under the auspices of the Chamber of Commerce and the Labor Council and Building Trades Council.

The eight-hour day for freight conductors and trainmen and the mileage basis for passenger crews are the most important propositions that will be submitted to the Order of Railway Conductors and the Brotherhood of Railway Trainmen in the next ten or fifteen days.

Another general clothing strike is under way in New York City. Fifteen thousand tailors, of whom 6000 are women, quit work in 300 factories on August 4, demanding a fifty-three-hour working week and an increase in wages. About 15,000 more are expected to quit work.

Charles H. Moyer was re-elected President of the Western Federation of Miners by a large majority at the convention held at Denver on August 1, and it was voted to hold the next convention at Butte. A committee was appointed to confer with the American Federation of Labor with a [illegible]

The strike of hodcarriers at San [illegible] called on August 3 upon the understanding that all hodcarriers who are not attending bricklayers and plasterers shall work only eight hours a day instead of eight hours and a half and that they shall be paid for a full day, receiving the same as the other hodcarriers who work the extra time.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abbors, Arne
Anderson, -1263
Aga, Johan
Albregtsen, Gabriel
Albrecht, Emil
Alexis, Hakan
Allan, Wm.
Allen, Jas.
Andersen, -1620
Andersen, Emil
Andersen, -1526
Andersen, -1423
Andersen, -1310
Andersen, -1388
Anderson, Sam
Baker, C. W.
Balm, O.
Bardsen, T.
Barney, Chas.
Bartman, M. H.
Bastion, W.
Berrens, Otto
Beling, Oscar
Bendixen, Nic
Benson, -1454
Berg, Mickel
Bergquist, 1395
Bergstrom, Paul
Berndt, Hugo
Bernard, S.
Bernert, Fred
Berntsen, Eilert
Carlson, Dick
Carlson, Johnie
Carlsson, -1341
Chamche, J. A.
Christensen, C. D.
Christensen, E. H.
Christensen, Chr.
Clausen, C.
Dahlert, Hendrik
Dahlstrom, -749
Danielsen, Sigurd
Daumgold, Ernest
Day, H. E.
De Baere, H.
De Santis, E.
Eckert, W. F.
Edman, Oscar
Edolf, Chas.
Egelund, Olaf O.
Ekstrom, Geo.
Ekwall, G. A.
Elfstrom, Axel
Eliasen, -396
Fagerholm, Carl
Fasis, Jan
Faulkner, John E.
Fillix, Hans
Fischer, Torsten
Folvik, Ludv.
Fors, Alf.
Forsman, Frank
Gardell, Jos
German R. R.
Gerner, Hans
Gilholm, Albin
Gjosund, S.
Gottberg, Henrik
Gragg, E. J.
Graugaard, L.
Hebedank, L.
Helbeck, J. O.
Halvorsen, Milton
Halvorsen, William
Halvorsen, Severin
Hamann, Fr.
Hansen, H. O.
Hansen, Hans
Hansen, N. S.
Hansen, C. O.
Hansen, Hans M.
Hansen, Niels
Hansen, -2085
Hansen, Karl, -512
Hansen, -909
Hannus, A.
Harlow, H. A.
Hartman, Fred
Haug, Hans H.
Ingwardsen, R.
Isaksen, Gunnar
Isaksson, Karl
Jakobsen, Martin
Jakobsen, J. E.
Jamieson, J. E.
Jamieson, J.
Jansen, Eilert
Jensen, -769
Jenson, R.
Jensen, -1987
Jensen, -1461
Jensen, Louis
Jensen, M. C.
Jensen, Geo. L.
Jespersen, M.
Johnsen, Norman
Johnson, -1800
Johnson, Chas.
Johnson, Edw.
Johnson, J. B.
Johnson, C. R.
Kaho, H. C.
Kaold, John
Karlgren, Gus
Karlsen, Johan A.
Karlsson, Alf
Kaws, L.
Kavanagh, Jas.
Kiel, P.
Klausen, John
Lahr, Otto
Lane, Wm.
Larsen, Emil, -1344
Larsen, Louis
Larsen, Emil
Larsen, Jacob
Larsen, Maxie
Larsen, -1008
Larsen, Harry
Larson, Lars M.
Larson, Bernhard
Laws, J. B.
Laws, Harry
Le Brun, Ernest
Magnussen, E. W.
Maibak, Paul
Marthe, J.
Martin, H.
Martin, H.
Anderson, -910
Anderson, -1560
Andersson, -1126
Andersson, Nels. A.
Andersson, -1514
Andersson, -1246
Andersson, 1630
Andreasen, Hans
Andreson, Hans A.
Antonsen, Marius
Appelgren, John
Armstrong, W. H.
Arnold, E. B.
Asker, S. J.
Beverle, Rupert
Biaca, Frank
Bietila, -1338
Bjerregaard, Chr.
Bjorn, Kristian
Blank, Geo.
Bliesath, Max
Broberg, -1008
Bogan, Patrick
Bridge, John
Browne, H. H.
Brox, Henrik
Brunwald, H.
Burdick, Chas.
Brusbard, E.
Buckov, -1566
Coch, John
Collberg, Chas.
Conrad, Fritz
Cooley, Howard
Corty, C.
Coughlan, -1174
Croschet, D.
Cutler, Wm.
Dixon, Jno.
Doense, J.
Doose, W.
Dreier, Paul
Dully, A.
Dunn, John
Elonen, M. H.
Ericksen, Gerhard
Eriksen, Edw.
Ericksen, C.
Eriksson, C. G. A.
Eriksson, C. E.
Evans, E.
Foyn, Sam
Fraineso, P.
Frankovic, A.
Fransson, Frank G.
Fredriksen, B. D.
Froberg, Erik G.
Furesson, Theo.
Gronvold, Peter
Gronman, H. R.
Gunnarsen, John
Gunn, W. D.
Gustafson, G.
Gustafson, Oscar
Gutman, E.
Haugan, Arthur
Haynernaas, S.
Hedinskov, J.
Hedvall, A.
Hellwig, Franz
Helmer, Fred
Heltwood, O. S.
Hendriksen, Hj.
Hengst, Otto
Henriksson, Alb.
Hernas, -2042
Hoderman, Max
Holm, John A.
Holmberg, Olaf
Holmstrom, C. A.
Hoye, Haakan
Hunt, Gus
Huse, Edw.
Iversen, Carl
Iversen, S. B.
Johnson, Ellis
Johnson, -1547
Johnson, -2095
Johnson, Jas. K.
Johnson, John
Johnson, C. O.
Johndahl, H.
Johansen, A. F.
Johansen, 1191
Johansen, H. B.
Johanson, Axel B.
Johansson, -2076
Johansson, H. A.
Johannesen, Arthur
Jones, Harry
Jordfald, Theo.
Jorgensen, Johan
Jorgensen, Wm.
Jorgensen, 1498
Klebingat, F.
Klintberg, Chas.
Klousen, -564
Knudsen, Lars
Knutsen, Knut
Kolter, L.
Kristensen, -1203
Kristophersen, Jacob
Kristoffersen, A.
Lebrun, Ernest
Leishman, Jas.
Lemmel, Chas.
Lewis, G. H.
Lexberg, Gust.
Linde, O. B.
Lindgren, Gust
Lindholm, A. E.
Lofland, -2121
Louis, Martin
Lude, Thorwald
Lundman, C.
Lundberg, Fred
Lyngaard, Jorgen
Martinson, David
McCourt, Joe
McKeating, R.
McKinnon, A. B.
McLouglin, M.
Moe, John M.
Mathiesen, Ludv.
Mathisen, Martin
Mathiassen, Nils
Matthews, F.
Mattson, J.
Mattson, -709
McAvoy
McBratney, Hugh
Nanberg, Gus.
Nelson, A.
Nelson, Martin
Nelson, -552
Nelson, John
Nelsson, Nels
Nerbrugge, D.
Newman, John
Ohls, Johan
Olafson, M.
Olman, P.
Olsen, -1112
Olsen, Otto
Olsen, Peder
Olsen, Sam
Olsen, Ole, Chr.
Olson, Ernst
Palmroth, J.
Pedersen, -1289
Pedersen, Laurits
Pemberton, Dave
Persson, H. W.
Petersen, H. C.
Petersen, Chr.
Petersen, -936
Raahange, J. F.
Rasmussen, Svend
Rasmussen, Johan
Reed, Wm.
Reid, Andrew
Reilley, L. W.
Reutern, Axel
Rintzo, John
Salvesen, Fred
Saul, Th. A.
Schluter, Paul
Schmalkuche, Fritz
Scholl, Karl
Scholtens, Ben
Schultman, J. H.
Schultman, Johan
Schulz, Ernst
Schwanewede, Geo.
Seberg, C.
Seiger, Joe
Seiron, Tom
Seland, Harry
Silvia, John
Simpson, L. C.
Smith, John V.
Soderlund, Anton
Sorensen, Theo.
Terwedow, Richard
Tetter, Anton
Thomson, G. E.
Thulin, C. J.
Ursin, Kasper
Valbo, Harry P.
Valbo, Hans
Wahlberg, Rudolph
Wanquist, E.
Wehde, Fred
Wells, Geo. A.
Wetteland, Johan
Wetzel, Curt
Wiad, H. I.
Wiberg, John
Wiess, Wm.
Wigsten, Hjalmar
Zebe, Gustav
Zimmerman, Fritz
Zimmerling, F.
McCarthy, T.
Moller, Nils
Monson, Alfred
Monteiro, J.
Morken, J. L.
Muir, F. W. D.
Murphy, Geo.
Myers, R. C.
Nicholson, Otto
Nielsen, Neil
Nielsen, A. H.
Nilsen, Andrew
Nilsen, -520
Nilsen, -888
Nylund, Hans J.
Olsson, Ernst
Olsson, J. W.
Olsson, -972
Olsson, A.
Olsson, -910
Osborne, Chas. W.
Osmundsen, K.
Oterbeck, Hans H.
Petersen, Frank V.
Petersen, -1154
Peterson, L.
Petterson, -1186
Petterson, John B.
Pihpik, M. C.
Plaskette, Mike
Post, Albert
Rokov, Sephan
Ross, Wm.
Rosenberg, F.
Roosa, J.
Rudberg, C.
Runak, Hans
Russell, W.
Rustanius, J.
Sorensen, -1492
Soto, Santos
Stein, John
Stenroth, Alf.
Stewart, J. L.
Stolzer, Aug.
Strand, Olav
Strand, Emil
Strom, C.
Sund, Johan
Sunde Albert
Sund, Alex
Sundberg, K. K.
Swansson, Gus.
Swanson, -1968
Sweeney, John
Svenson, Algot
Svenson, Henning
Torgersen, Kaspar
Torbjornsen, O.
Tuft, Edw.
Valeur, Marius
Virtanen, S. H.
Wikstrom, Wm.
Wikstin, Arvid
Wikstrom, Emil
Wilson, Julius
Winge, Hilmar
Winsen, Pete
Winther, Hans C.
Wittenborn, Hans
Wychel, J.
Zornow, F. C.
Zweygberg, John T.

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Andersen, -1609
Anderson, K. O. E.
Christensen, Christen
Christansen, N.
Damiano, Alex.
Dyeness, L. E.
Eckert, W. F.
Halvorsen, Eugene
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Balcke, Salomon
Beausang, Eugene
Blad, Edvard
Borg, Knut
Carlson, Hjalmar
Franson, Oskar
Gravers, Gosta
Karlson, Uno
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San Francisco, Cal.

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Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

Andersson, Oskar
Albertsen, Paul H.
Belzani, Pietro
Benson, John
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Di Mauro, G.
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Frazer, James
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Green, John
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Johnsson, Harry
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Johannesen, E. A.
Lofgren, Hjalmar
Munroe, W.
Monteith, R. V.
Olsen, Fred
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Rensen, A.
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Olson, C
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Palomo, G.
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Petterson, Aaskar
Penney, Math.
Salminen, K. W.
Selander, Gustaf
Shuils, Christ.
Sjellman, Jonas
Stienen, J. C.
Svendsen, Olof
Telgland, G.
Thoresen, Petter
Kalkman, Otto
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Bensen, John
Brander, Wm.
Boy, George
Bose, Ch.
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Sandgvist, Gunnar
Sorensen, Karl
Stevens, Scott R.
Squires, John
Ehenerson, Charles
Scheleng, Karl
Cparre, Jon.
Thompson, Ch.
Thomas, Jos. W.
Visak, Gust.
Vogel, Martin
Vuorio, John
Weber, K. J.
Westnas, Ivar
Wishar, C. B.
Winters, C.
Wedequist, A.
Zorning, Arthur

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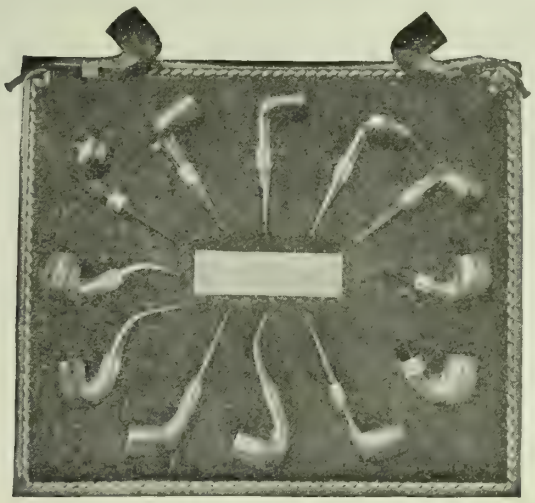
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INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

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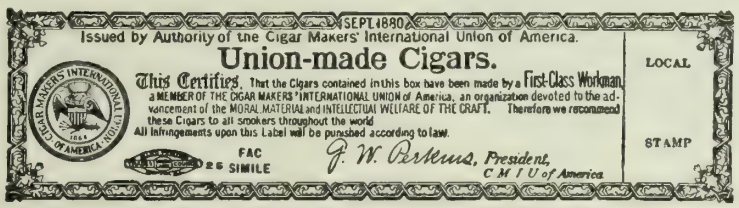
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INFORMATION WANTED.

Anyone knowing the whereabouts of Andrew Anderson from Tioedestrand, Norway, will please communicate with the Coast Seamen's Journal.

Emil Andersen, a native of Klintholm, Denmark, aged 23 years, last heard of on the Pacific Coast two years ago, is inquired for by Herman Larsen. Address, Sailors' Union of the Pacific, San Francisco, Cal.

Any member of the crew of the barkentine Arago when John McLaughlin, donkey man, was injured while loading at Caspar, Cal., last October, please report to Attorney F. R. Wall, Merchants' Exchange Building, San Francisco. By doing so they will very much assist McLaughlin in obtaining his rights.

Domestic and Naval.

The schooner Rebecca J. Moulton was sold at United States marshal's sale at Boston on July 20 to D. N. Simpson for $1080.

When the steamship Re d'Italia sailed from Boston on July 24 for Naples and Genoa the Lloyd Sabaudo line inaugurated its operation from the New England port.

The schooner Ellen M. Golden, Cedargrove for Baltimore, which struck in Lovejoy's Narrows while being towed down the Kennebec on July 17, was surveyed and found to be leaking one inch per hour.

A conical-shaped buoy covered with marine growth was passed seventeen miles southwest of Nantucket lightship on July 17 by the British steamship Minnesota, which arrived at Philadelphia recently from London.

At least two persons were drowned and several others had narrow escapes from death when a covered launch owned by the Government and used by the soldiers at Fort Screven (Ga.) was sunk in Lazarette Creek on July 29.

A new world's record for the unloading of ore was made at Ashtabula, O., on August 7, when the steamer Thomas F. Cole discharged her cargo of 1926 tons of ore in four and one-half hours, an average of a little over forty tons a minute.

American vessels have cut their freight rates to a basis that will admit of the Navy Department using them for the transportation of coal. Awards have been announced by the department of contracts for shipments from Norfolk, Va., to Mare Island, Cal.

The five-masted schooner Oakley C. Curtis, Captain Hotchkins, arrived at Philadelphia recently, after making the fastest round trip between that port and Portland ever negotiated by a sailing vessel. The round trip was made in 13½ days, and included the delivery at the Maine port of 3700 tons of coal.

The Navy Department has decided that the defective armor furnished by a steel company for the battleship North Dakota must be replaced by the contractor, but that the Government shall remove the old armor and put on the new. The decision also affects other ships over which similar question has been raised.

One of the two new Dreadnoughts authorized by the last session of Congress will be built in the New York Navy Yard and it is possible the other ship also may be built by the Government. The new ships will be of 27,000 tons displacement and will be larger than the Wyoming or Arkansas, now building.

The British steamship St. Egbert, at Philadelphia, from Fowey, reported that on July 19 she struck a shoal carrying less than four fathoms in Delaware Bay. The vessel did not sustain any damage. The shoal bore south 71 deg. west from 21-foot shoal buoy and distant three-quarters of a mile. Five-fathom Bank lightship bore south 34 deg. east.

The Glen Island Steamboat Company has been incorporated at Albany, N. Y., to operate a line between Glen Island and New York. The new corporation will build four iron steamships for general excursion use. The old sidewheel type of pleasure craft now in use about New York will disappear with the introduction of the modern fleet, which will have a speed of 18 knots an hour.

With the Wits.

Contradictory.—Country Farmer—I always set my hens in the spring.

City Farmer—Indeed? Why, my poultry book says emphatically to set 'em in a dry place.—Judge.

The Answer.
What is so rare
As a day in June?
Boarding-house fare
Minus the prune.
—Kansas City Journal.

The Other Way About.—Wife—The landlord was here to-day, and I gave him the rent and showed him the baby.

Husband—Next time he comes round just show him the rent and give him the baby.—Puck.

Plenty of Material.—"They say the French could live on what is left over by us Americans."

"I guess that's right. I notice there's a great deal left over since my wife started to do the cooking."—Kansas City Journal.

Nature on the Job.—Lowit—That woman tried to make a fool of me, but she failed.

Hibrow—She might have succeeded but for one thing.

Lowit—What was that?

Hibrow—Nature beat her to it.—Chicago News.

His Little Joke.—"These doctors are easily fooled."

"How's that?"

"My doctor tells me that I have a tobacco heart."

"Well, you smoke all the time."

"But I smoke cigarettes."—Houston Post.

Revised Proverbs.—Poets are born, not paid.

Flour by any other name would cost as much.

One swallow may not make a summer, but one grasshopper makes many springs.

A bird on the tree is worth two on the hat.

Where there's a pill there's a pay.—Lippincott's.

Joint Accounts

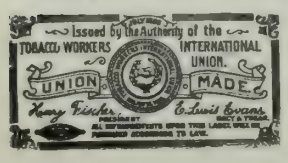
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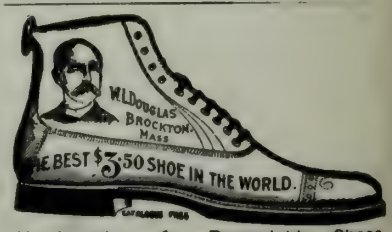
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FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

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THE PRICE WE PAY.

THE "we" in this instance is our country—its wage-workers in the foreground. What we pay a price for is "our" industrial success. The very mention of this "success" suggests a contrast. Singular—is it not?—that our marvelous agricultural production goes on without national scandal or peculiar horror. American farmers, taken in the mass, are the richest body of producers the world ever saw. Farm hands' wages, it is true, do not run high in figures for the statistical tables, but neither is there any such record to be made of death and suffering among them from violent causes as with the wage-workers of the mechanical industries. And the stranger is the story in the fact that while America's principal source of fame to-day throughout the world is her industrial pre-eminence, so also in regard to the treatment of the workmen in her industries is she behind all the rest of the civilized world. The annual roll of her maimed, crippled and killed gives our employing classes the reputation of being heartless, and even bloody. By far the greater burden in the price "we" pay for success in this country is borne by the working masses.

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What? In this day of universal publicity, when any and every circumstance as light as a straw—comic, tragic, the odd, the queer, relating to business, politics, or sport—may be gathered for the press by telegraph or mail, the managers, not to speak of the stockholders, of a corporation shall not be held responsible for the butchery, the overwork, the underpay, the tyrannies, the avoidable suffering in many forms, going on among its employes? They don't know! The truth is that the "corporations" that do not know the conditions in their establishments to the detriment of the health or manhood of their employes are lacking in the moral qualities of civilized agents and are unworthy of their mission in society.

Much pain was given Mr. Schwab by the showings of the Federal Labor Commissioner's investigation at South Bethlehem. The form of his consequent plea of the baby act was, in effect, that what was true regarding overwork and human slaughter at his works was equally true of the steel industry in general. Defense of the big corporations, in fact, seems to run: "We don't know what is going on among the workers—or if we do we are no worse than the rest."

In the great, thoroughly organized, scientifically conducted industrial establishments of America the work turned out can be delivered to the purchasers without flaw. From start to finish all the inert material is economized to a cent's worth, the time of every employe must be accounted for to the minute, and the cost of the product is known by the manager to a bookkeeper's ink-dot. But what happens meantime to the breathing, seeing, feeling human machines—that is not to be the concern of the corporations until these battered, disfigured and despairing machines call a halt in protest of the conditions under which they work and suffer!

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The most moderate estimate we have recently seen of the mortality from industrial accidents in the United States is that of Dr. J. P. Falkner, made a year ago, who placed it at somewhat less than the 30,000 to 35,000 given in the Bulletin of the Bureau of Labor for September, 1908, by Frederick L. Hoffman, of the Prudential Insurance Company. Two years ago the American Institute of Social Service put the number of persons injured in industrial accidents at 536,185. But if the enumeration of the accidents was restricted to those causing a loss of two weeks' work, as required under the British compensation law, the number could not reach these figures. Should they, however, reach 300,000, it is too many by an enormous percentage for a country whose people believe they are enlightened and merciful.

The Commission for Censervation of Natural Resources has this passage in its report, issued June 11:

"Our annual mortality from tuberculosis is about 150,000. Stopping three-fourths of the loss of life from this cause, and from typhoid fever and other prevalent and preventable diseases, would increase our average length of life over fifteen years.

"There are constantly about 3,000,000 persons seriously ill in the United States, of whom 500,000 are consumptives. More than half of this illness is preventable.

"If we count the value of each life lost at only $1,700 and reckon the average earning lost by illness at $700 per year for grown men, we find that the economic gain from mitigation of preventable disease in the United States would exceed $1,500,000,000 a year. In addition, we would decrease suffering and increase happiness and contentment among the people."

Estimating the annual preventable waste of the nation's natural resources in billions of dollars, the Senate Committee on Conservation, June 14, 1910, furnished the Senate with some compact and startling information regarding the annual waste. It is contained in the report of Senator Dixon, in behalf of the committee, in favor of the enactment of the bill for the creation of a commission on the conservation of the natural resources. Reviewing the waste of the material resources of the country, the report turns to the waste of human life.

"Large as is our use and prodigal as is our waste of natural resources, our reckless waste of human life is an even greater reproach to our intelligence and humanity. Since coal mining began in 1820 the loss of life in the mines has exceeded our fatalities in war, and the sacrifice still goes on at the rate of two or three full regiments yearly, most of the fatalities being due to avoidable accidents. The mortality in manufacturing and transportation is hardly less grave, while our national efficiency is further reduced by the prevalence of preventable disease. By easily avoidable accidents and preventable disorders our average expectation of life is lowered by several years, our normal increase in population is materially retarded, and our national efficiency is greatly reduced."

Necessarily, the vast majority of the sufferers who figure in these statistics are among the poor—ever the first, if not the only, victims of accidents in workshop and mine, as well as of unhygienic conditions in the congested districts of the cities.

Perhaps the "bias" in favor of labor that in the course of an investigator's duties sometimes becomes manifest to the suspicious reader arises from the general attitude of opposition on the part of many American employers either to suggestion or appeal coming from purely labor sources. In the most serious social problem of industrial accidents the court records make a bad showing for employers. One-fifth of the work of the New York courts is on liability cases, the recent report of the New York Commission on Industrial Accidents states. Other statements this commission made public were:

"Of $255,153.17 expended for accidents by 327 firms in New York, employing 125,995 men, $13,365.01 was paid directly to benefit associations of employes; $49,250.12 paid directly to injured men without recourse to the law, and of the balance of $192,538.04, only $104,642.80 went to the injured. The rest, almost one-half, went to insurance companies or for legal expenses. Most serious of all is the wage-earner's loss. Out of 151 cases compensated, 22.7 per cent went for fees. Taking this as the average percentage for fees, we find that of the $192,538.04 spent by the above firms, only $80.888.88 reached the injured. Records of the ten insurance companies investigated showed that out of $100 paid in, less than $37 goes to injured workmen."

What is the impression given the working classes through the attitude of employers and the professional classes toward them in connection with industrial accidents? First in order of the facts comes a scandal of the whole world in the human butchery that American employers might avoid—yes, will be obliged to avoid, as has been done in other countries. Next comes to the knowledge of the workers another set of facts much the same as was a few weeks ago cabled to the American press from Europe:

"It has been shown that nearly all the great insurance and industrial companies in France bind the physicians in their employ by the most explicit instruction always to estimate at a minimum the results of accidents that occur to workmen in the course of their labor."

And when in turn circumstances reveal that the lawmakers of this country have held the law on the subject back to where it was fifty years ago, and even then behind-hand, that the fictions of the law applied to injury cases are such utter nonsense as to seem to the workers the mockery of cynical brutality, that the lawyers for the corporations can so often juggle out of the sight of purblind courts the case of honest labor—of the man whose injuries may be life-long, of the heart-broken widow and the helpless orphan—and that finally even the counsel for the latter is often more a bird of prey than an angel of mercy, what are the feelings natural to the workers as a class? Seeing such things, knowing the dreadful sorrows of defenseless labor, is it any wonder that the trained investigator sometimes shows he has a heart, and, with the laborer, revolts and cries out against the sins of labor's bloody-handed oppressors?

To show where the United States stands with regard to compensation, we give the following from an editorial in the New York Post. (It is to be observed that we are quoting only the most conservative authorities):

"Twenty-five years after Germany showed the

(Continued on Page 7.)

COST OF LIVING IN GERMANY.

In Bulletin No. 88 of the Bureau of Labor, Department of Commerce and Labor, is published a statement of the results of an investigation by the Imperial Statistical Office of Germany of the cost of living of families of wage-earners and salaried persons (teachers, government officials, officials in private employ, etc.) in that country during 1907 and a part of 1908. There were 852 families included in the investigation, all of which kept accounts of all expenditures for a full year and all but 5 of which had incomes of not more than 5,000 marks ($1,190). The families contained 3,952 persons, or an average of 4.64 persons per family.

The average annual income of the 852 families was $521.72, while the average annual expenditure was $531.70, resulting in an average deficit of $9.98. It is stated that expenditures are probably reported more accurately than receipts, which may account for part of the deficit. Of the average income $429.67, or 82.4 per cent, was from the principal earnings of the husband, while 2.7 per cent was from the earnings of the wife, and 1.7 per cent from the earnings of the children. Income from the wife was shown in less than one-third of the families and from the children in one-eighth. Of the average annual expenditure, $242.17, or 45.5 per cent, was for foods and drinks; $95.50, or 18.0 per cent., for rent and maintenance of dwelling; 12.6 per cent. for clothing, laundry, etc.; 4.1 per cent. for heating and lighting; and 19.8 per cent. for miscellaneous purposes. The average annual expenditure for meat (including sausage and laneous purposes. The average annual expenditures for food, and that for bread and pastry was $39.31, or 16.2 per cent. of all expenditures for food; these were followed by milk, 10.1 per cent., and butter, 8.8 per cent.

Of the miscellaneous expenditures the largest was for intellectual and social purposes, being nearly 4 per cent of total expenditures, and amounting on the average to $21.13, of which $12.54 was for newspapers, books, and organizations, and $8.59 for recreation. Expenditures of a provident nature, such as insurance, amounted to $18.06 per family, for health and physical care $12.11, and for education $7.36.

The report shows that the occupation of the head of the family is not only of importance as determining the income, but also strongly affects the amount and character of the expenditures. The highest average family income reported was for families of teachers, $784.05, followed by that for families of officials of secondary rank, $681.09, and of salaried persons in private employ, $581.12; while that for families of unskilled workmen was $410.91, and the lowest was for families of workmen not classified, $378.14. The expenditures for the several classes of occupations corresponded with the incomes, the highest average expenditure being for families of teachers, $815.57, and the lowest for workmen not classified, $385.01.

The highest proportion of expenditures for food was shown for families of workmen not classified, namely 55.9 per cent. of all expenditures, while the lowest was for those of teachers, 34.7 per cent. On the other hand, teachers' families devoted 21.0 per cent. of their expenditures to rent, as opposed to 17.0 per cent. paid by families of workmen of all classes. Teachers also showed the highest proportion of family expenditures for clothing, 14.8 per cent., as against 10.7 per cent. for workmen not classified and 10.6 per cent. for unskilled workmen. Officials of secondary rank devoted 26.0 per cent. and teachers 25.8 per cent. of their family expenditures to social, educational, and other miscellaneous purposes, while for workmen not classified only 11.4 per cent. was so expended.

Considering the amount of family expenditure by the several occupation classes for various items of food the report shows that the highest average paid was by teachers, $283.05, followed by officials of secondary rank, $275.25, while the lowest was by workmen not specified, $215.29. The amount paid for meat (not including sausage and fish) varied from $59.49 for teachers' families to $38.25 for those of workmen not specified, the expenditures for sausage and fish in these families being $20.95 and $17.39, respectively. Teachers paid $30.83 per family for butter and only $5.21 for suet, margarine, etc., while workmen not specified paid only $13.93 for butter and $11.73 for suet, etc., indicating that the latter articles were used by them as substitutes for butter. Other interesting contrasts in expenditure are shown for the several classes.

Data for 522 families the heads of which were clearly wage-earners and for 218 families of salaries persons (officials and teachers) show that as compared with wage-earners' families the average of all expenditures for families of salaried persons was 74 per cent. more, for food 22 per cent. more, for clothing more than double, for rent nearly double, for heating and lighting about 50 per cent. more, and for miscellaneous purposes nearly three times as much. In regard to the distribution of expenditures in these two classes the most conspicuous difference was that 52.0 per cent. of the wage-earners' expenditures was for food, as against 36.7 per cent. expended by salaried persons for this purpose.

The difference in the standard of living of wage-earners and salaried persons of the same earning capacity is shown in the fact that salaried persons are able to reside in and select small cities or suburbs as places of residence, and they have smaller families and devote a larger proportion of their expenditures to intellectual and social purposes than wage-earners.

Regarding quantity of food consumed, data for 150 wage-earners' and 60 salaried persons, families were secured. The amount of meat, including sausage, consumed per individual in wage-earners' families was 60.63 pounds, as against 74.30 in families of salaried persons, of butter 16.31 pounds for wage-earners and 20.94 pounds for salaried persons, of cheese 8.38 pounds for wage-earners and 5.95 for salaried persons, of potatoes 202.82 pounds for wage-earners and 222.22 for salaried persons, and of milk 111.90 quarts for wage-earners and 146.67 for salaried persons.

The average family expenditure for alcoholic beverages of 155 wage-earners' families reported was $20.54, of which $18.84 was for beer, $0.51 for wine, and $1.19 for brandy, while the average expended by 60 families of salaried persons was $17, of which $13.63 was for beer, $2.18 for wine, and $1.19 for brandy.

Detailed tables covering income and expenditure and quantity of food consumed are given, furnishing opportunity for comparison of families classified according to size and total expenditure and according to occupation.

Bulletin No. 88 also contains a summary of a report on "Trend of Wages in Germany, 1898 to 1907," covering the mining industry, the building trades, the metal working industries, the printing trades, and the transportation industries. The report shows a distinct upward trend in wages during the period in all the industries covered, and a considerable increase in 1907 as compared with 1898.

Other articles summarized in this Bulletin are "Wages and hours of labor in German woodworking industries in 1906" and "Wages and hours of labor in Austria, 1906 and 1907."

CONDITIONS IN TAHITI.

Tahiti has been described in books, magazines, newspapers, and steamship circulars in such a manner as to induce the belief that the island is a veritable paradise, and as a consequence many inquiries are received at this consulate with regard to the advantages offered to settlers in these islands. Tahiti, Moorea, and other mountainous islands in this colony are indeed very beautiful, and the climate, though warm, is healthful. No fuel is needed except for cooking purposes, and people may live here with less hard work than in the United States; but it should be added that there are practicaliy no openings in these islands for Americans. It is possible now and then to buy land at high prices, but a settler on unimproved property must wait 10 or 12 years for cocoanut trees to yield any profit in copra (the dried meat of the nut), which ranks first among the three principal articles of export from this colony. Of the other two, vanilla is cultivated chiefly in Tahiti, and mother-of-pearl shell is a product of the lagoons of the Tuamotu and Gambier islands. Labor is scarce and is likely to become scarcer when the phosphate developments proceed further on the island of Makatea, 120 miles from Papeete. Even in Tahiti, where labor is better paid than in the other islands, a man gets for ordinary work only 60 cents a day without board, or from $8 to $10 a month with board and lodging. At such prices a stranded American has to work a good while to make $40 to pay steerage passage back to San Francisco.

With the exception of two mills, which supply the local demand for unrefined sugar, manufacturing is done on a very small scale, and the wages of skilled labor are much lower than in the United States. The mercantile houses already established are in excess of the needs of business. The Chinese do most of the retail business in Papeete and throughout the island of Tahiti. People who are willing to work should not waste time in dreaming of an easy life on 5 or 10 acres in this colony, a daydream which seems to be cherished by an increasing number of persons in the States.

The gold output of the South African Rand reached the high water mark of $14,319,033 for the month of June.

A machine has been invented to wrap with wire a telephone or telegraph pole to save it from gnawing horses.

DWARFS IN PAPUA.

The greatest interest has been aroused in scientific circles by the discovery by the expedition of the British Ornithologists' Union of a new pigmy race in New Guinea. The news came by telegraph from Townsville, Queensland, having been transmitted to that place by a Dutch steamer from New Guinea.

The intelligence was conveyed in a communication dispatched in April by Walter Goodfellow, the noted ornithologist, who is in charge of the British expendition, and stated the fact that a remarkable discovery of a race of dwarfs had been made in that month at an altitude of 2000 feet. The explorers (Reuter's Agency states) are cut off from all communication, but it is supposed that, according to their program, they had commenced the ascent of the Charles Louis Mountains running east and west of Dutch New Guinea, and that it was here they made their discovery, which absolutely upsets all preconceived ideas, anthropologists having held that pigmies were not to be looked for among the Papuans.

Further particulars published in the Times state that the average height of the pigmies is four feet three inches. They are very dark ("the color of a newly blacked stove"), with broad noses, frizzy hair growing in "pepper-corn" tufts, and long arms. They are of the Negrito race, which was only previously known to exist in the Andamans, the northern districts of the Malay States and in parts of the Philippines. They are nomadic hunters and experts in the use of poisoned arrows and in the construction of a kind of spring gun for the capture of game. They are a "merry little people," very hospitable, not cannibals, and apparently monogamous.

The party under Walter Goodfellow is one of the most important scientific expeditions of its kind dispatched from England for many years. Organized by the British Ornithologists' Union and the Royal Geographical Society, its object was the exploration of the largest unknown area on the earth's surface—an area as large as Great Britain and Ireland and France together.—London Daily Mail.

ONE-THOUSAND FOOTER.

Mayor Low eight years ago warned New York to get ready for the 1000-foot ship. It will soon be here. What is New York to do with it?

The Mauretania is 790 feet long and her gross tonnage is 32,500. Her displacement or weight when loaded—the true comparative measure of a ship, and the standard used in all navies—is about 45,000 tons. The White Star line is building two boats 850 feet long, of 45,000 tons gross and about 65,000 tons displacement. Now the Cunard Company in turn announces two 90,000-ton ships. Their displacement will be over 90,000 tons; they will weigh nearly three times as much as the great 32,000-ton battleships which naval men are just beginning to plan, or five times as much as the original Dreadnought.

If the new Cunarders are to be designed for speed they will be nearly 1000 feet long. A slower model with moderate engine-power would give them a length of about 900 feet. In either case they are long for the 800-foot docks of the Chelsea Improvement. The new Bay Ridge docks offer plenty of length and depth of water, but if 1000-foot ships are to become common they must ultimately look, in all probability, to the great new harbor in Jamaica bay for their gigantic berths. The Mersey Dock Board of Liverpool is about to build 1000-foot docks for them at the other end of the route.—New York World.

REPUBLIC OF CHILE.

There is a curious study in national ambition to be found in the announcement that Chile has commissioned the British firm of Armstrong, Whitworth & Co. to begin the construction of a battleship of 32,000 tons, larger than any now afloat, to have a speed as great as that of any present warship of any power, with an equaled armor protection, and the most powerful of guns; and to cost about $15,000,000.

Chile's population in 1905 was 3,390,928. It may be 4,000,000 now. For the last year of which the statistics are available, 1908, her total governmental expenditures were $188,000,000. Her total of realty available for taxation is only about $600,000,000; but government railways, nitrate duties, customs and an alcohol tax furnish most of the national revenue. Her foreign debt at the end of 1906 was over $280,000,000 gold pesos, or, roughly, about $85,000,000. It has increased since, but the exact figures are not within reach. Chile has in commission only one battleship, the Captain Prat, with about half the displacement of our Iowa, but capable of eighteen knots, with good guns and well armored. This ship is twenty years' old. There are two armored cruisers, the Esmeralda and the O'Higgins; four protected cruisers and several gunboats, in her navy, and two dreadnoughts are authorized and building.

Chile is celebrating her Declaration of Independence 100 years ago in ordering this biggest of warships. Something of the same ambition that made the House of Savoy-subject Italians to taxation outrageously high for the building of a navy disproportioned to the needs as to the wealth of the nation may be noted in Chile's policy. Her army, chiefly of well-drilled militia, can turn out 50,000 men in a few days, all armed with a special type of Mauser rifle and with Krupp gun artillery. She is the fighting cock of South America. One great super-Dreadnought may easily make her the dominant power of her continent. And the Chileans do not ignore the fact that, in this age of materialism, power means trade and profit. After all, from the materialistic point of view, her $15,000,000 may be well spent.—Brooklyn Eagle.

To get rid of the fluttering effect of moving pictures, an inventor has applied the principle of the stereoscope, the pictures being thrown on the screen by two lenses, in front of which shutters open and close alternately so rapidly that there is no break in the series.

At the international congress of chambers of commerce, to be held in London next June, an effort will be made to establish a fixed date for Easter and to simplify the Gregorian calendar.

The French army is trying out a field wireless telegraph outfit, a feature of which is an aluminum telescoping mast which may be raised to a height of sixty-six feet, giving a radius of communication of 100 miles.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Union, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 214 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Holdbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjchstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques y puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

World's Workers.

The Canterbury (N. Z.) Arbitration Court has given an award satisfactory to thrashing machine employes and farmers.

The British Iron Trades Association is urging the Board of Trade of Great Britain to secure certain modifications in the Japanese, Swedish and Australian tariff on iron and steel.

Mr. J. A. Miller, New Zealand Minister for Labor, has, it is cabled, stated that his government will make a big effort during the coming session of Parliament to enforce a compulsory half-holiday on Saturdays.

The stevedores, ship cleaners and painters employed by the Hamburg-American Steamship Company at Hamburg voted on August 8 to strike Already 8000 mechanics connected with the shipbuilding companies are on strike.

At the annual meeting of the Bathurst (Australia) Shop Assistants' Union, it was stated that although a year had elapsed since a wages board for the regulation of the industry had been granted, there had not yet been one sitting at Bathurst.

A compromise was effected on August 13 in the dispute over wages between the mill-owners and employes of the cotton mills at Enschade, Holland, which resulted August 3 in a lockout. The cotton mills form the chief industry of Enschade and about 10,000 workmen were affected. The employes will resume work on August 16.

The colliery industry in the Newcastle and Maitland (Australia) districts is still in a state of unrest. Recently the miners at Back Creek and Duckenfield were on the verge of revolt. The miners seem afraid of the general award, as the interim award indicates that fillers after machines are only entitled to remuneration as unskilled laborers.

A meeting, convened by the Melbourne (Australia) Trades Hall Council, was held in Yarra Park recently to protest against the imprisonment of Peter Bowling and the other coal strike leaders. A resolution was passed which it was decided should be communicated to Premier Wade and the Leader of the New South Wales Opposition.

The general organization of mine owners in South Russia has applied to the Government to adopt special measures to combat the epidemic of cholera which is raging in the great coal-mining district on the Donetz River. Approximately 2000 cases, with a mortality of 50 per cent., are registered in the Bakhmul and Slavianosbsk districts.

The shipbuilding companies of Hamburg, in consequence of the strike of 8000 mechanics, have decided to lock out 15,000 workers, comprising 60 per cent of all employes of the German shipyards, beginning August 11. The remaining 10,000 have decided to strike in a body in case the lockout is enforced. This will stop construction of all vessels, including warships.

Before the Conciliation Council at Christchurch (New Zealand) recently, the pastoralists made an application for a reduction of the shearing rate from 20s. to 17s. 6d. Secretary Laracy stated that it was quite useless to discuss the matter, as the union would not accept anything below 20s. per 100 for either machine or blade shearing. If the rate were reduced, he said, the shearers would not work.

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INFORMATION WANTED.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

INFORMATION WANTED.

Soren P. Nielsen, a native of Aarhus, Denmark, born 1887, is inquired for by his sister. Address, Danish Consulate, New Orleans, La.

Edward Monsen, a native of Skudesnes, Norway, about 38 years of age, last seen in New York in 1907, supposed to be on the Pacific Coast, is inquired for by his brother-in-law, K. Moklef, 150 Noe street, San Francisco, Cal.

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Winters, Charles
Weinberg A. (Reg. Letter)
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Zimmerman, Fritz
Zeisler, Albert

INFORMATION WANTED.

Any one knowing whereabouts of Harry Fields, sometimes called Martin Smith, kindly report to F. Ascher, 1817 Chapin street, Alameda, Cal.

Wilhelm Mahsing, last heard of as sailing on the Pacific Coast, is inquired for by his brother, John Mahsing, now sailing out of New Orleans. Address, Marine Firemen's Union, 514 Dumaine St., New Orleans, La.

Pacific Coast Marine.

If everything goes right, twenty pup seals will be brought down from the Pribilov Islands and a seal farm will be established on the Pacific Coast by the Bureau of Fisheries.

The first-class French cruiser Montcalm, in command of Amiral de la Croix de Castries, arrived at San Francisco on August 12, en route on a year's cruise around the world.

Peter Baker has been appointed master of the schooner Modoc, vice H. Gerland; G. Hammar of the steamer Brunswick, vice C. Linder, and I. Plomgren of the steamer Acme, vice G. M. Fouratt.

The following changes of masters were recorded in the San Francisco Custom-house on August 6: Steamer Yellowstone, J. G. Ludlow, vice Charles Mare, and steamer Richmond, John A. Hackey, vice John Nelson.

The British barkentine Helga, bound from Newcastle to San Francisco, went ashore on August 11 on Diamond Head at the entrance to Honolulu. Captain Woll of the Helga mistook the new lighthouse at Makapuu for the point.

Reports received at Seward, Alaska, on August 12 are that the salmon pack in Bristol Bay district and also at Karluk and Uyak, Kodiak Island, will fall far short of the average. It is believed that the output will not be more than three-fourths of the usual pack.

Wrecking crews on the steamer Greenwood and the barge Reliable are busy removing gear and fittings of value from the wreck of the schooner James Rolph, which has been abandoned on the rocks off Point San Pedro. The vessel is a total wreck.

To determine the responsibility for the grounding of the Pacific Mail liner Mongolia off the coast of Japan on the morning of July 15, Inspectors of Hulls and Boilers Bolles and Bulger have cited Captain E. P. Kitt and Chief Engineer Swandon to appear before them for examination.

United States Steamboat Inspectors Bolles and Bulger at San Francisco on August 12 exonerated from blame Fred Matthisen, pilot, and Engineer Marshall of the gasoline vessel San Rafael City for the fire that took place on that craft on the way from San Rafael to San Francisco some months ago.

The steamer Georgia arrived at Juneau, Alaska, on August 6, bringing the passengers of the wrecked steamship Princess May, and also some of the members of the crew. Captain McLeod and a number of the officers and crew are on Sentinel Island waiting until the salvage operations begin.

Captain E. Anderson, master of the steamer Nevadan, was arrested at San Francisco on August 9 on a charge of allowing a Chinese alien member of his crew to land in the United States on June 13. Anderson was released on his own recognizance by United States Commissioner Brown, pending the examination.

The Belgian training-ship L'Avenir, commonly known as the "finest sailing ship in the world," arrived in San Francisco on August 12. The arrival of L'Avenir marks the first visit of a ship flying the Belgian flag in four years. On board the training-ship is a crew of fifty-six men, fifteen of whom are cadets.

Customs Admeasurers of Vessels Eagar and Artigues have reported to Collector Stratton, of San Francisco, that the net tonnage of the British steamer Needles of 2995 tons, as stated in her register, is incorrect under the admeasurement rules of the United States, and that the net tonnage should be 3715 tons.

The American ship Alexander Gibson, Captain F. E. Southard, which has carried the American flag for more than thirty years, sailed from Port Townsend on August 11 for New York on her last voyage. She has been sold to be dismantled for a barge on the Atlantic. The Gibson was built at Thomaston, Me., in 1877.

The new traffic agreement between the Western Pacific and the Toyo Kaisen Kaisha will become effective January 26, 1911, according to the assistant general manager. He also announced that his company would operate five steamships between San Francisco and the Orient instead of three, the present arrangement.

The sockeye salmon pack on Puget Sound this year to date aggregates approximately 190,000 cases. Packers say the pack is practically complete, although they point out that when all the figures are in the season's count will very likely touch 200,000 cases. This is the largest sockeye salmon pack on a "lean" year since 1902.

The Japanese schooner Kamo Maru was captured by a Russian patrol cruiser off the Copper Islands late last month, according to news received at Victoria, B. C., on August 7. When the schooner was captured boat crews were making a landing at the seal rookeries under cover of a fog. The cruiser towed the schooner to Vladivostok, where the crew were imprisoned.

The steamship A. G. Lindsay, which arrived at Seattle on August 10 from Bethel, on the Kuskokwim River, brought news of a severe earthquake June 24 on the Alaska peninsula. The quake was so severe that it jarred the Lindsay as she was passing the west side of Unimak Pass, and made a considerable disturbance in the waters surrounding the islands.

The steamship Princess Beatrice sailed from Juneau, Alaska, on August 8 for Vancouver with the survivors of the wrecked steamer Princess May which went on the reef north of Sentinel Island the 5th. There has been no movement since the steamer foundered, and it is believed that there is no danger of her breaking up as long as the weather continues favorable.

Adolf Frieberg has been appointed master of the schooner Henrietta M., vice W. B. Paulsen; Jens Moller of the schooner Sophie E., vice G. E. Hansen; J. H. Ross of the schooner Carrier Dove, vice John Becker, and William Sanstad of the steamer Union, vice John Werner. The screw steamer City of Topeka, J. Bowen, master, was enrolled at the San Francisco Custom-house on August 8.

W. P. Russell has been appointed master of the schooner Champion, vice L. Holthouse; F. J. Anderson of the schooner Nettie, vice A. Olsen; J. Bostrom of the steamer Coquille River, vice C. Green; K. Rosenblach of the steamer Bandon, vice C. E. Johnson. The following vessels were enrolled at San Francisco on August 9: Schooner Adelia, J. P. Peterson, master; barkentine Amazon, E. J. Spicer, master.

Hans Hansen has been appointed master of the schooner Natalie, vice C. D. Christensen; Fred Nelson of the schooner Wawona, vice Conrad Scheel; John McClements of the steamer Harold Dollar, vice John W. Hogen; Henry Garland of the schooner Melvina, vice L. O. Rasmussen, and Elmer Paulsen of the steamer Standard, vice S. A. Hicks. The schooner Forest Home, M. Matisen, master, was enrolled at the San Francisco Custom-house on August 12.

Captain E. C. Genereaux of the San Francisco Board of Marine Underwriters superintended the work of salving the steamer Albion at West Point. The Albion was cut by the bow of the Chippewa to the turn of her bilge on the port side. The insurance on the vessel will be paid at once by the underwriters, who will wait the finding of the Steamboat Inspectors' inquiry into the occurrence, and if the Chippewa is found at fault a libel will be placed on that vessel.

The following changes of masters and enrollments were recorded at the San Francisco Custom-house on August 13: Charles S. Christensen, appointed master of the steamer Louise, vice H. Hansen; Pontus Stanburg succeeds F. M. Johnson as master of the steamer Daisy Freeman; L. Fielden was appointed master of the steamer Transit, in place of L. S. Jordan. Enrollments: Charles G. Klose, steamer Capistrano; Michael Hogan, steamer Encinal; John Lewis, steamer Yerba Buena.

American vessels have at last been taken to carry coal for the United States Government from the Atlantic seaboard to the Pacific. A total of 31,000 tons is to be transported. Of this 11,000 tons was awarded to foreign vessels at $6.14 a ton. The balance will go to American bottoms. The steamer E. F. Luckenbach was awarded the contract for 10,000 tons at $6.33, and the Arthur Sewall 5000 tons to be carried in two sailing vessels at $6. Previously practically all coal for the Government was moved in foreign carriers.

The completion of dredging the inner part of Grays Harbor from Cosmopolis to deep water, which has been carried on by the dredge Oregon since early in June, was announced at Tacoma on August 7 by United States Engineer Clapp. This will give the channel twenty feet of deep water at mean low tide and a guaranteed depth of thirty feet on Grays Harbor bar. The completion of this work is the finish of a contract begun in 1903, and is one of two that are completed according to original plans. Dredging will now be started from Cosmopolis to Montesano.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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(Continued on Page 10.)

Coast Seamen's Journal

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, AUGUST 17, 1910.

FURUSETH IN ENGLAND.

Comrade Furuseth, who was recently in England, en route to the International Seamen's Conference at Copenhagen, writes the JOURNAL concerning his work in behalf of the British seamen's movement for an improvement in their conditions. Comrade Furuseth's letter is as follows:

Dear Comrades:—Since arriving in England I have visited London, Manchester, Liverpool, Newport, and am at present here in Cardiff.

I met Mr. Wilson July 27. A meeting was held at the Maritime Hall that night. On the next day a deputation waited upon the President of the Board of Trade. In it were a number of sailors and firemen from different parts of Great Britain, and about one hundred and thirty Members of Parliament. I am not certain about the number, but they represented Liberal, Conservative, Labor and Irish constituencies. In other words, there were some from every part in the House of Commons.

To the request submitted to the President of the Board of Trade, to use his good office to bring about a Conciliation Board between the seamen and the shipowners, he said that he would gladly so do. He realized that there would be difficulties in the way, and he did not know to what extent he would be able to succeed, but he would use his good offices in that direction.

Mr. Wilson, who was the spokesman, said that he hoped—most earnestly hoped—that a Conciliation Board would be established, because if the efforts to redress the grievances of the seamen in that way should not succeed, then there remained nothing for the seamen to do but to quit work in concert, and to keep away from work until some of the grievances, at least the worst of them, should be rectified. In case of such taking place, the request which Mr. Wilson brought on behalf of the seamen was that the President of the Board of Trade would see that the merchant marine sections of the law are impartially enforced, to which he answered that they certainly would be.

On the 29th, in the evening, a demonstration in Liverpool, outside of St. George's Hall, comprised at least 12,000 persons (see page 7). The presumption was that 5,000 or 6,000 of these were sailors, firemen, cooks, or stewards; that is, employed on board ship in one capacity or another. While at Liverpool I addressed part of that big crowd from one of the four platforms which had been erected. I addressed three open-air meetings and one meeting in a hall. Some of the men in Liverpool are of the type so very well known on the docks of Philadelphia, Boston and New York. They are a detriment everywhere, and if it had not been for seeing many others of an entirely different type and different action, I should feel disheartened. I should judge that some 25 to 30 per cent in Liverpool are men who cannot be relied upon to stand out for any length of time.

At Manchester I addressed an open-air meeting with Mr. Wilson. At Cardiff, yesterday, I tried to address one, but my voice gave way. Last evening I was at Newport, and addressed an independent meeting. Everywhere I found a good temper among the men and a disposition to stand out for better wages. Wages here in the Bristol Channel have increased from £3 10s to £4 10s in the past fourteen days. There was an effort to increase the wages in London to £4 10s. This attempt temporarily failed because men came from Liverpool. Efforts were made in Manchester to do the same thing, but they failed for the time being for the same reason. The newspapers gave information and telegrams from branches on the northeast coast of England gave it beforehand of efforts to increase the wages to £4 10s up there, and that it has been partially successful.

It is to be understood that this is preliminary skirmishing, and that the real struggle is to come later. So far I have seen nothing that was really disheartening, but I have seen much that was very discouraging. I expect to leave in about four or five days for Norway.

With best regards to all, I am,

Faithfully yours,

ANDREW FURUSETH.

Cardiff, Eng., August 3, 1910.

From all accounts the contest between the British Seamen's Union and the Shipping Federation is waging fiercely. The issue has been clearly drawn between the Union, standing for human decency, and the Federation, standing for the right (?) to herd the seamen like so many cattle, and even to brand them as "passed" by the medical examiner! In such a contest there can be but one outcome—victory for human decency, for the right of men—even seamen—to be treated as human beings. At any rate, there can be but one opinion among fair-minded men and women, namely, that the seamen deserve to win the struggle for their own emancipation.

HUMPHREY AGAINST LABOR.

One of the most persistent opponents of the Seamen's bill in Congress is Representative Humphrey, of Washington. Mr. Humphrey has been active at every stage and in every way in opposing the seamen's proposals for improved laws. Strangely enough (or naturally enough, as the case may be), Mr. Humphrey is also a prominent advocate of Ship Subsidies. Parenthetically, it may be remarked that in general the advocates of Ship Subsidies are the most pronounced opponents of legislation in behalf of the seaman. The "average citizen" might naturally suppose that a desire to improve the condition of shipping would carry with it a desire to improve the condition of seamen. But the facts are the other way about; which shows that the "average citizen" is unfamiliar with the reasoning processes of his representatives (?).

Representative Humphrey having succeeded in blocking the Seamen's bill in the last session of Congress by the simple expedient of preventing the committee from meeting to "report it out," Comrade Furuseth addressed a letter to that gentleman, which we herewith reproduce, as follows:

Having been informed of a statement purporting to have been made by you, that there would be no more meetings of the Committee on Merchant Marine and Fisheries during this session of Congress, I feel it to be my duty to address this letter to you. There could be only one reason for preventing a meeting of the committee, namely, that you know that there is on the committee at present a sufficient number of members favorable to H. R. 26152, being the amended Seamen's bill, to have it reported out of the committee favorably.

You know that they (the seamen) seek employment on shore and that they find it to the number of seven or eight hundred men every year, yet you are vindictive in your opposition to legislation that would change these conditions. You have had occasion to learn the cause of the unwarrantable loss of human life in shipwrecks because you are a member of the Committee on Merchant Marine and Fisheries. You have had it in reports from your colleagues who have had occasion to make careful investigation; you have had it from reports of Presidential commissions.

Yet you oppose any change, not only oppose it in an ordinary way, but by stating to me personally when I asked you to permit the bill to come out of the subcommittee—"never while I can help it; let there be no misunderstanding about that."

With all the information and the bill before you as a member of the committee, and your knowledge that there are enough votes of the committee to report the bill favorably, you prevent a quorum and then prevent a meeting.

As it now stands you have succeeded, and you have placed yourself not only by your action but by your interview, as being in favor of continuing penal punishment for the violation of a civil contract to labor in its application to the seamen. Whether you would like to extend it to other workers there has been no necessity for you to state, and we can only judge of what you will do by what you are doing.

Your attitude has been and is now incomprehensible. I leave it to your conscience and to the conscience of your constituents to solve the riddle which your attitude on this legislation has presented to every one who up to the present has been watching its development.

Hoping that at no distant time your opposition may be either overcome or eliminated, I remain, etc., very truly yours,

ANDREW FURUSETH,
President International Seamen's Union of America.

Mr. Humphrey is a candidate for re-election to Congress, either as Representative or as Senator. His record on the Seamen's bill, and upon all measures for the benefit of the people, should be sufficient to condemn him in the eyes of all fair-minded citizens.

CHINESE APPROVE REPORT.

The recent report of Labor Commissioner Mackenzie, of California, in which that official "finds" that California needs Asiatic labor in order that the State may be "developed," has met with unreserved approval in a certain quarter. The Chinese of California have pronounced the report a good one, and are anxious that it be acted upon, i. e., that the Chinese Exclusion Act be repealed instanter!

Our Chinese fellow-citizens (!) are actually diseminating their views in the press of the country. A letter setting forth the "unescapable logic" of the Mackenzie report has been submitted to the press of the East. Of course, the Journal was not favored by the authors with a copy of said effusion, but the Journal received a copy nevertheless. Here it is:

CHINESE LEAGUE OF JUSTICE OF AMERICA.

717 Sacramento Street.

San Francisco, Cal., July 8, 1910.

To the Editor of.....:

Concerning the Oriental labor report recently made by the California State Labor Commissioner Mackenzie, may we be permitted (inasmuch as the matter is being referred to so frequently), to call attention to a few points in relation thereto.

The Commissioner finds, and the California press agree, that under existing conditions in California, some form of Oriental labor is necessary if the crops are to be gathered. All agree that of the Oriental labor, the Chinese are the best and most reliable in every respect, the San Francisco Chronicle saying editorially: "The Japs are utterly undependable and the Hindoos are worse; if we were going to have Oriental labor at all the only proper course would be to repeal the Chinese Exclusion Act and exclude the Japanese and Hindoos; we should then at least have Oriental labor which would keep its contracts." The Chronicle then proceeds to suggest that the remaining alternative is to subdivide the ranches.

Turning to the San Francisco Examiner we find it saying editorially, referring to labor of this sort, that "the Chinese are the ideal for this sort of labor." The Commissioner himself notes that Chinese labor is best adapted for this work. On every hand, farmers, miners, railroad construction men, and orchardists, all have a good word for the old Chinese labor they one time had and which they badly need now, but which the Exclusion Act denies to them, for Chinese laborers are now almost as "scarce as hen's teeth" and almost as costly from a wage standpoint as "precious stones."

The only suggested relief for the disastrous and distressing position in which California now finds herself, is the suggestion by the labor unions and newspapers that the ranches be subdivided into small tracts, so that a family can work it. It must be remembered that the labor

bodies themselves caused this Oriental labor question to be ordered investigated by the Legislature; now that the report is adverse to what they contended it would be, they are endeavoring to discredit the whole thing. They asked for it and got it and now they should play fair and abide by it. Their suggestion to subdivide the ranches is very fine—since they are not the owners! Were they the owners, we venture to predict that Chinese labor would, as far as they are concerned, be again as bounteous as of yore, and California would again regain its old-time prosperity.

Call Commissioner Mackenzie such names as they may, the fact remains, as found by him necessarily, that the continuance of agricultural development is dependent upon labor such as Chinese being procurable; and not alone in California is this the case, for in Washington it was recently reported that 20,000 laborers were needed: and other localities are calling for even greater numbers. The plan the Chronicle mentioned is indeed good—repeal the Chinese Exclusion Law and allow the farmers and employers of labor to get some dependable help, and the question of the present almost prohibitive "high cost of living" will in a measure be solved.

Respectfully submitted on behalf of the Chinese residents,

CHINESE LEAGUE OF JUSTICE OF AMERICA,

By FONG SING, Secretary.

"Childlike and bland!" Well, we guess yes. Repeal the Chinese Exclusion Act? Why, sure! Pending this "consummation devoutly to be wished," it would be interesting to hear the views of the Chronicle. That paper has been consistent in one, if only one thing, namely, in its advocacy of Asiatic exclusion. Hence, we repeat, it would seem to be up to the Chronicle to say something with reference to the attempt of the Chinese letter-writers to put it in the position of eating its own words. Until the Chronicle speaks we shall consider the movement to repeal the existing Exclusion laws postponed without date.

BRITISH SEAMEN'S MEETING.

A great mass meeting of British seamen was held in front of St. George's Hall, Liverpool, England, on July 29, for the purpose of discussing the demands of the seamen for improved conditions.

Between 7000 and 8000 men assembled around the three platforms. Previously a huge procession was formed, and headed by bands of music the men marched on to the plateau, with banners flying and carrying numerous mottoes, including "Manning scale for deck, stokehold, and galley," "A uniform rate of wages in all ports and trades, and a right to claim our wages when earned," "We want a Conciliation Board to settle all disputes," and "We demand the abolition of the medical tests." The speakers included Mr. Havelock Wilson, President of the Seamen's Union; Mr. Tom Mann, Mr. James Sexton, and Mr. Andrew Furuseth, President of the International Seamen's Union of America.

Mr. Wilson spoke as follows:

Mr. Havelock Wilson, speaking from the platform presided over by Mr. C. W. George, and at which the resolution was proposed by Mr. Triplett, and seconded by Mr. Bridge, J. P., remarked that he was delighted to meet the men in such large numbers, because Mr. Cuthbert Laws (chief of the Shipping Federation) had declared four weeks ago—"Mr. Havelock Wilson is a spent force, and could not command 200 men." If any of Mr. Laws' spies were present that night they would be able to report that it was not a question of hundreds of men, but thousands. Proceeding Mr. Wilson said he wanted the British shipowner to clearly understand that the men were not out for a strike, but they were determined that justice should be done to the men who served on board ship in any capacity. He told the British shipowners that if they did not accept the principle of conciliation they were making the greatest mistake they ever made in their lives, for over 40,000 men employed on British ships had already declared that unless they could get their grievances redressed they would fall back on the only weapon that the workingmen possessed, and that was they would withdraw their labor from the employers until they recognized that they were men. He would also remind the shipowners that it was not only the sailors and firemen who were looking for some redress, but the dock laborers also. In every port he had visited the dock laborers had asked him if they could join in that movement, and he had replied, "Certainly, because whether you join or not, if we stop work you will be out of work, so you may as well come in." He therefore warned the shipowner, before it was too late, to be careful of every step he took. What would it mean in this country if the dock laborers, sailors, and firemen for two weeks—he did not like the word strike—took a vacation? But the only thing he appealed to them to do was that when they took that vacation let them take it all together, and as soon as the signal was given let every man "down tools." In view of the fact that the Northeastern Railway strike of 6000 men for three days practically paralyzed every industry in the north; if a hundred thousand dock laborers, sailors and firemen decided on a two weeks' vacation, the whole of the United Kingdom would be brought to the verge of starvation. He recognized that that was a very far-reaching policy, and a very extreme doctrine to propound, but on the other hand the men of the sea and dock did not get a fair share and a fair show. If they asked their employers to remedy their grievances they laughed at them. The employers denied the men the rights of men, and if they continued to do that the men must take the course he suggested, far-reaching as it was, to get their grievances redressed. During the last four or five days the men of Manchester and London had endeavored to increase their wages, and the Shipping Federation, which declared years ago that they never interfered in wages disputes, had been securing blacklegs for Manchester and London. He warned the Liverpool shipowners who were members of the Shipping Federation that if they continued to supply blacklegs he should call on the Liverpool men, who were getting low wages on Liverpool ships, to at once start a fight for better wages, and then the employers would have something to do to employ blacklegs locally. There were shipowners in this port who had the audacity to pay men £2 a month. It was perfectly true they were colored men, but those men were brought in for the purpose of lowering the condition of the white men. But apart from that, there were other companies paying £3, £3 5s., £3 10s., and £3 15s. per month, and how did those employers expect men, especially those who were married, to live on such a miserable wage? No wonder they found in Liverpool children of seafaring men in rags and tatters, and, he feared, often going hungry. Such a thing was unjust and unfair, and he told the employers as plainly as he possibly could that unless they consented to a leveling up to a living wage and unless they did something to ease the burden of the men of the sea, he (Mr. Wilson) would be compelled to

(Continued on Page 10.)

THE PRICE WE PAY.

(Continued from Page 1.)

way in putting labor risk and labor injury on a scientifically calculated foundation, we cling to an uncivilized procedure which robs the workman of his just compensation without financially benefiting the employer. The lawyer of the 'ambulance-chaser' type and the employers' own high-priced counsel are the chief beneficiaries. We have been unable or unwilling to see that injury by accident in industry is really not accident so far as the entire body of labor is concerned. It may be accident that A and not B is injured in the course of a year. But that either A or B or one of their hundred fellow-workers will be injured or worse in the course of a year is not accident, but as sure a thing as the natural death rate in any community. And like the insurance company's life-risks the accident rate can be calculated and made the basis of a decent system of insurance compensation."

To be sure, a great deal has of recent months been published on these questions of industrial accidents and compensation, and some effort is being made to establish by law a general system of prevention. What we bring out in this article is not so much intended to summarize these phases of the subject as to indicate why the sentiment of the wage-workers of this country is that "the price they pay" for the success of the financiers of industry is shockingly too high. The fact can hardly be challenged, also, that investigators, observing this sentiment and looking to its source, inevitably come to share in it. And the next, involuntary, mental step of the investigators is to the thought that inasmuch as our employers as a class did not bestir themselves long ago to bring America up to the level of the once despised Germany in this matter of life and can not be inclined to be over-generous, or as to conditions over-solicitous. And lastly, investigators are in not a few cases obliged to report that employers are living so far away from their employes that to all effects and purposes they are in a different world.

It is true, agencies are at work with the aim of giving this country the benefit of a compensation system. It is also disgracefully true that it is full time. Too long have the wage-workers in America been paying a price too high, in blood and death, for the prosperity of their employers.—Samuel Gompers, in American Federationist.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Aug. 15, 1910.

Regular weekly meeting was called to order at 7:30 p. m., Paul Scharrenberg presiding. Secretary reported shipping medium. Shipwreck Benefit was ordered paid to a member who lost his clothing through fire in the gasoline-schooner Newark. A committee on Shipwreck Benefit was elected to investigate the claim of members wrecked in the steam-schooner Phoenix.

E. ELLISON, Secretary pro tem.

44-46 East St. Pacific Phone Kearny 2228. Home Phone J 2228.

Vancouver, B. C., Aug. 8, 1910.

General situation fair.

JOHN PEARSON, Agent.

122 Alexander St. P. O. Box 1365.

Tacoma Agency, Aug. 8, 1910.

No meeting; no quorum. Shipping dull.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Aug. 8, 1910.

Shipping and prospects poor.

P. B. GILL, Agent.

1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Aug. 8, 1910.

No meeting; no quorum. Shipping and prospects poor.

WALTER MOLLER, Agent.

229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Aug. 8, 1910.

Shipping poor; prospects uncertain.

HARRY COOK, Agent.

P. O. Box 6. Tel. 225.

Portland, Ore., Agency, Aug. 8, 1910.

Situation unchanged.

D. W. PAUL, Agent.

51 Union Ave. Tel. East 4912.

Eureka Agency, Aug. 8, 1910.

No meeting; no quorum. Shipping and prospects fair.

JOHN W. ERICKSEN, Agent.

227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Aug. 8, 1910.

Shipping fair; prospects poor.

HARRY OHLSEN, Agent.

P. O. Box 67. Tel. Main 662.

Honolulu Agency, Aug. 1, 1910.

Shipping and prospects poor.

CHAS. SORENSEN, Agent.

P. O. Box 314.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Aug. 11, 1910.

Regular weekly meeting was called to order at 7:30 p. m., Harry Frazer in the chair. Secretary reported shipping fair on steamships, slack on steam-schooners. Nominations for delegate to the convention of the California State Federation of Labor will be made in the last meeting in August. The question of establishing an agency in Vancouver, B. C., was referred to a referendum vote for three consecutive meetings, voting to begin on or about August 25.

EUGENE STEIDLE, Secretary.

Phone Kearny 5955.

Seattle Agency, Aug. 4, 1910.

Shipping slow.

LEONARD NORKGAUER, Agent.

P. O. Box 1335.

San Pedro Agency, Aug. 8, 1910.

Shipping and prospects very good.

ED. BARRY, Agent.

P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Aug. 8, 1910.

Situation good.

ALEX. McKECHNIE, Sec'y pro tem.

674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Aug. 9, 1910.

Shipping fair.

WM. H. FRAZIER, Secretary.

1½A Lewis Street.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

DEPRIVED OF HIS LICENSE.

Found guilty of bad conduct in violation of Section 4439 R. S., after an examination before Captain Fred J. Meno and George M. Milne, local inspectors of hulls and boilers, at Detroit, Frank Hammond, mate on the D. & C. steamer State of New York, has been deprived of his license as master and pilot.

The action on which the charge was based charged to Hammond and admitted by him before the trial baord was the preferring of charges against Captain John Lightbody, master of the steamer City of St. Ignace, under a fictitious name. Some weeks ago there was referred to Captain C. H. Westcott, supervising inspector of the Eighth District, a letter received by the Department of Commerce and Labor at Washington. This letter, signed "C. J. Recor," charged Capt. John Lightbody, a licensed master, was not a citizen of the United States. Under direction of Captain Westcott, the local inspector, instituted an investigation. They found Captain Lightbody is a full citizen.

Samples of Hammond's handwriting were found to be identical with the anonymous letter. Summoned before the local inspectors, he denied his action was prompted by expectation of promotion in case of Captain Lightbody's removal, asserting he made the charge because he believed it his duty. He said as to Captain Lightbody's citizenship his information came from a newspaper, published in St. Clair, that he used the name Recor because he did not want his identity known in the matter and did not report the matter in person, to the local inspectors for the same reason.

Since investigation of the Hammond letter was begun, Captain Westcott has been instructed to trace out the citizenship of every licensed steamboat officer in this district. This work is under way.

NEW LIGHT ON LAKE SUPERIOR.

Split Rock light and fog signal station went into commission recently, according to announcement made by the United States Bureau of Lighthouses. The station is located on a promontory on the northern shore of Lake Superior, nineteen and one-half miles northeasterly from Two Harbors, Minn., and is in the eleventh lighthouse district, Commander C. B. Morgan, inspector.

The light will be of the third order, flashing white every ten seconds, 168 feet above the water, thirty-eight feet above the base of tower, and will be visible twenty-two and one-quarter miles in clear weather to the observer's eye, fifteen feet above the water. This illuminant will be incandescent oil vapor.

The fog signal, a first-class compressed air siren, will sound thus: Blast of two seconds' duration, silent interval of eighteen seconds.

Construction of the lighthouse was authorized by Congress February 26, 1907, and $75,000 was appropriated March 4 the same year. Construction work has been in progress more than a year, the Government itself doing a portion of the building.

SOME "WELFARE" SAILINGS.

The steamer Norman B. Ream, 600-footer Steel Trust steamer, is at a shipyard for repairs. How she was injured and where is carefully suppressed.

The steamer Rensselaer was hit by one of the Snyder boats at Ashtabula yesterday morning and four plates were damaged. The Rensselaer arrived from Ashtabula yesterday afternoon and went to the shipyard for repairs.

The steamer Alexis W. Thompson, which was aground at the entrance to Green Bay harbor, was released yesterday. She lightered a few hundred tons of coal. The boat was not damaged.

The steamer A. G. Brower of the United States Transportation Co.'s fleet is aground at the southeast shoal, acording to a dispatch from Detroit. She is bound up with a cargo of coal. The tugs Goulder and the lighter Rescue have gone from Amherstburg to release her.

As the steamer I. W. Nichols was leaving the riverbed yesterday afternoon under her own steam she collided with the dock on the east side of the river and then, backing up suddenly, she struck the B. & O. dock with much force, breaking her quadrant and rudder stock.

According to a dispatch received here yesterday the steamer Onoko, of the Steinbrenner fleet, was aground near Bailey's Harbor, Lake Michigan, yesterday morning, but she was released by tugs from Sturgeon Bay later in the day. Smoke and thick weather caused the mishap.

In making a shift between docks in the outer harbor at Ashtabula the big steamer Shenango backed against the west breakwater and broke two buckets from her wheel.

The steamer S. J. Murphy is receiving repairs to her shaft at Detroit.

The steamer Robert Fulton stopped at Detroit for repairs to her steering engine.

NEW LIGHTHOUSE.

A. Johnson, Deputy Minister of the Canadian Department of Marine and Fisheries, announces these changes in aids, of interest to Lake navigators:

A lighthouse established by the Government of Canada on the western end of island No. 10, a small island lying to the westward of Shaganash Island, Lake Superior, will be put in operation without further notice. Latitude N. 48 degrees 26 minutes 10 seconds; longitude W. 88 degrees 28 minutes 50 seconds.

The lighthouse consists of a square wooden dwelling, with a square wooden lantern rising from the middle of its hip roof, the whole painted white. The height of the building from its base to the top of the ventilator on the lantern is thirty-three feet.

The light is a fixed white light, elevated thirty-six feet above the level of the lake, and should be visible eleven miles from all points of approach by water. The illuminating apparatus is dioptric of the fifth order.

For fair products of all kinds consult the JOURNAL's ad columns!

WORK OF LAKE SURVEY.

Work of the United States Lake Survey office, Detroit, made satisfactory progress in the fiscal year, ending June 30, as shown by the annual report of Major C. S. Riche, engineer in charge. Expenditures in Detroit district aggregated $135,243.41.

At the close of the year, the status of various branches of field work as regards completion was, triangulation 79 per cent. finished, precise leveling 64 per cent., ordinary sounding 56 per cent., deep sea sounding 15 per cent., sweeping 25 per cent., hydraulic measurement 87 per cent., magnetic observation 90 per cent. on land and 7 per cent. on water.

When completed, the Lake Survey series will comprise about 104 separate charts. As a result of revisions, cancellations and additions, based on later surveys there are now in force 125 charts, of which 71 are lithographed in colors that distinguish depths of 18 to 21 feet and less in blue, enabling the observer to note at a glance where vessels may proceed in safety.

At the beginning of the last fiscal year, five field parties were out. One of these working at the south end of Lake Michigan, located seventeen isolated rock or gravel shoals, hitherto uncharted, two wrecks, several mud lumps and two extensive shoal areas with numerous outcropping rock, all near Chicago.

COST OF LOCKING BOATS.

Uncle Sam paid $102,003.59 during the last fiscal year to lock vessels through at the Poe and Weitzel docks of the St. Marys Canal. There were 13,093 vessels locked through at an average cost of $11.59 per lockage.

Two and sometimes three vessels are taken through in one lockage at the American canal, and the total number of lockages are about half the number of vessel passages. The average cost of each passage is figured to be about $7.79. Counting twenty trips for each boat, the government had to pay $155.80 to care for one boat through one season, in locking expenses.

For each registered ton passed through the canal, the expense amounted to 3.44 mills, and for each freight ton, 3.52 mills. Since there was a registered tonnage of 29,678,738 tons, and 28,651,144 tons of freight passed through the American canal, the cost can be readily figured out.

The total time used in making lockages amounted to 4,307 hours and 23 minutes. The average time for one lockage, 29 minutes and 22 seconds. The total time spent by vessels in passing the locks was 6,273 hours and 28 minutes, or about 261 days.

RUST CHANGES HANDS.

The steamer David W. Rust, owned by Gus E. Dailey, Toledo, has been sold to the Northwestern Dredge and Dock Company, Marinette, and Albert Ceal, Duluth. The Rust is a boat of 884 gross tons, and was built in 1873 in East Saginaw. She is 201 feet long, 33 feet beam and 18 feet deep. The consideration is not given.

LAKESIDE CHARTERED.

The Peninsula Steamboat Company's freight and passenger steamer Lakeside was chartered recently by the International Ferry Company, of Buffalo, and beginning July 1 will ply between Main street, Buffalo, and Erie Beach. Captain J. D. Fox will be retained as master of the vessel, which was operated last summer between Cleveland and Port Stanley by A. E. Thompson of Cleveland. The Lakeside will leave Sandusky for Buffalo on June 28. In the meantime she will be given a thorough overhauling.

WORK ON MORELAND.

The new steamer Moreland, building for the Jones & McLaughlin interests of Pittsburg, at the Lorain yards of the American Shipbuilding Company, will be launched on July 16. When this 600-footer is slipped into the water all records for the quick building of such a steamer will be broken. The average time required to construct a 600-footer from the time the keel is laid until she is launched is eleven weeks. The keel of the Moreland was laid on May 18, and it will have required eight weeks and three days to launch her.

STEEL TUG LAUNCHED.

At the Globe yards of the American Shipbuilding Company recently the new steel tug being built for the Kelley Island Lime & Transport Company, was given her initial plunge. She was named the E. C. Dempsey, and was launched without ceremony. The new tug is 87 feet long by 20 feet beam, 11 feet deep, and is equipped with fore and aft compound engines, 16, 32 and 24-inch stroke. Captain William Robinson will sail the new tug.

FOR SALT WATER SERVICE.

One of the best-known of the smaller passenger steamers on Lake Michigan, the Fannie C. Hart, is to be taken to the Atlantic for service on salt water. The steamer has been sold by the Green Bay Transportation Company of Green Bay to the Cook Steamship Company of Miami, Fla. After a rebuild at Manitowoc, which will take until August 15, the boat will proceed down the Lakes, into the St. Lawrence River, and thence into the Atlantic.

The steamer L. C. Smith, of the United States Transport Company went ashore on June 23, two miles east of Two Harbors, at Flood Bay. She ran aground up to No. 5 hatch, is out four feet forward, and her nose is practically against the shore bluff. She was built in 1902 at Bay City. She is 414 feet long, 50 feet beam and 29 feet deep, and measures 4702 gross tons. The usual excuse of "heavy fog" is given as a reason for running her ashore. At this writing (June 26) she is still on. All her tanks are full of water, and she is on rocky bottom. She will be badly damaged.

Captain Frank Rae of the steamer H. P. Bope is ill at the general hospital at Conneaut. "Nervous prostration" is the doctor's verdict. Having to sail with some of these "farewell" crews is enough to give any master "nervous prostration."

STRIKE
ON THE GREAT LAKES

COMRADES:

The strike of Sailors, Firemen and Cooks on the Great Lakes is still on. We appeal to all seafaring men to assist us in persuading seamen to stay away from the Lakes during this strike.

Any reports that the strike has been settled are false.

The Seamen of the Great Lakes are sticking together solidly, and will keep up the battle for freedom and decent conditions until the fight is won. "God Almighty hates a quitter." (So do we.)

Lend a hand, comrades, by inducing seamen to stay away from the Lakes while the strike is on.

Yours fraternally,

LAKE DISTRICT,

International Seamen's Union of America.

STRIKE ON THE GREAT LAKES

KEEP AWAY!

WILL BRING OUT NEW BOAT.

Captain Claude M. Ennes, who has been master of the steamer B. F. Jones since she came out, will sail the new steamer W. C. Moreland, which is building at the Lorain yard of the American Shipbuilding Company.

The Moreland, which is 600 feet long, will be launched late next month. She is building for Jones & Laughlin of Pittsburg, and will be managed by W. H. Becker.

CHANGE NAME OF LIGHT.

Notice has been received that the United States Lighthouse Board has changed the name of the Big Sable light station to that of Au Sable light station, which is in accord with a recent decision made by the Lighthouse Board. Au Sable light is located on the south shore of Lake Superior, just a few miles east of Pictured Rocks.

WILL RAISE SALARIES.

On and after July 1, all Government employes on the Soo Canal, whose salaries amount to $100 a month or more will be working under the merit system. Records of these employes will be compared every six months, and the records, hereafter, will be the basis of selections for promotions.

WILL BE REBUILT.

The ferry steamer Fortune, plying between Two Soos, has been sent to Bay City to be rebuilt and strengthened for ice breaking. The steamer is the first boat out in the spring, and last season she was kept running all winter, encountering heavy ice at times.

The 600-foot steamer W. C. Moreland will be launched at the Lorain yard of the American Shipbuilding Company, the latter part of July. The big freighter is building for Jones & Laughlin of Pittsburg. The steamer Willis L. King, which is building for the same firm at the Ecorse yard of the Great Lakes Engineering Works, will not come out until next season.

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Findlay J. McDonald, No. 5499, Lake Seamen's Union, is inquired for by John D. McDonald, Highland Park, Mich.

Comrade Henry Blaschke. Any one knowing the above-named comrade please communicate with Jno. Rook, Jr., 2564 E. 55th St., Cleveland.

Roy Person, No. 12522, L. S. U., is inquired for by his sister, Miss Hazel Person, 225 Chisholm street, Alpena, Mich.

Royden Keith, member Lake Seamen's Union, is inquired for by Jas. M. Gordon, Santiago de Cuba. Anyone knowing his address please notify W. H. Jenkins, Conneaut.

William Young, a marine fireman, aged 50 years, last heard of twelve years ago, is inquired for by his sister. Address, Mrs. Anna M. Mills, 644 W. 61st street, Chicago, Ill.

SHOAL AT BUFFALO.

B. L. Cowles, in charge of buoys at Buffalo, reports through the Hydrographic Office that the dredge, in her work off the north entrance, keeps throwing up bermes, considerably lessening the depth of water over the shoal. Vessels formerly neglecting this shoal should keep within the buoyed channel.

The first of the three 600-foot steamers building for the Pittsburg Steamship Company at the yard of the Great Lakes Engineering Works will not come out until August. The date has not been fixed but the steamer W. J. Olcott, which will be the first to be launched, will probably be dropped into water Saturday, July 9.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

674 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....21 High Street
Telephone Bell 175 R.

CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.

TOLEDO, O.....54 Main Street
Telephone Bell 1890.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.

SUPERIOR, Wis.....1721 Third Street
Telephone, New Phone, Broad 155 L.

BAY CITY, Mich.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
KINGSTON, Ont., Canada.....(Box 96) King Street
ERIE, Pa.....328 German Street
Telephone Bell 599 F.

CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.

SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.

SANDUSKY, O.....510 Meigs Street

HOSPITAL AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Mich.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

SEVEN MODERN WONDERS.

Of the seven modern wonder works of the world not one is American. One of them, 400 years old, has its inspiration in religion—St. Peter's at Rome, the largest church ever built. The second, 100 years old, is the greatest triumphal arch ever erected, commemorating the victories of the great conqueror Napoleon I. The other five are modern engineering works. It is typical of the changed ideal of the ages that only one of the ancient wonders was utilitarian, and only one of the modern wonders is religious, five being very distinctly utilitarian; yet noble ideals gave them all birth.

Of the utilitarian works the Suez canal easily comes first. It shortens the sea route from Northern Europe to the Orient by 5000 miles, between certain ports more than half. The canal was begun in 1859, estimated to cost $30,000,000 and to be finished in 1864. Its actual cost was $80,000,000 and it was opened in 1869. The ideal was realized, but none of the other eleven efficiency principles was thoroughly applied, most of them not at all; hence both the double time and trebled cost.

The next great engineering work was also French, the Eiffel tower, rising 1000 feet into the air, at once the highest structure erected by man and the prototype of modern American steel construction, which as a matter of course followed when passenger elevators or lifts were made practical.

The third great wonder is the Firth or Forth bridge; cantilevers, similar to three pairs of great Eiffel towers, each pair joined at its base, each half stretching out horizontally 900 feet without end support. This bridge is massive in design because wind pressure is more dangerous than train load.

The fourth modern wonder is the St. Gotthard tunnel, twelve miles long, under the Alps. There was a Brenner railroad route over the Austrian Alps, a Mount Cenis tunnel under the French Alps, but Italy, Switzerland and Germany combined to divert the century-old trade between the south and north to a shorter new route, the key to the situation being the long tunnel, more than twice as long as any American railroad tunnel.

The seventh and last of the modern wonders are twin cousin ships, the Lusitania and Mauretania, subsidized and designed to restore to Great Britain the blue ribbon of the sea. Of these seven wonders one belongs to Italy, one jointly to Italy and Switzerland, three belong to France and two to Great Britain. An ideal definitely conceived in advance and tenaciously realized is manifest in each, and in most of them other efficiency principles are applied, in some only in embryonic vestiges, in others in advanced form, notably in the two steamers, which as to cost, time of completion and performance realized expectations.—Harrington Emerson in Engineering Magazine.

The Chilean Government has under contract 698 miles of railroads at an estimated cost of $24,207,606 United States gold, of which 522 miles are being built under contract.

The submarine cables of the world, 2053 in number, would encircle it at the Equator more than ten times if laid end to end.

GROWTH OF BERLIN.

The population of larger Berlin numbered on the 1st of January, 1910, about 3,670,000 inhabitants. The forthcoming census on the 1st of December will surely show more than 3,750,000. In 1871 the whole district had only 900,000 inhabitants. Within thirty-nine years we have an increase to three and a half times the original population. Berlin proper has now 2,120,000 inhabitants and still has a preponderance over its seven suburbs with an aggregate of about 1,000,000, the remainder falling on rural districts. But at present the increase of the Berlin population is much slower than that of the suburbs; it was only 20,000 in the last year, against from 40,000 to 50,000 in former years, when it was not yet hemmed in on all sides. One reason for the rapid growth of the suburbs is the splendid tramway traffic in all directions. For a penny one is carried from the eastern to the western boundary of this enormous area. Beyond that limit one depends on the railways, that are still cheap enough in their rates, but have the disadvantage of fixed stations and a rigid timetable. It is the peculiarity of Berlin that even in the suburbs one lives on the flat system in barrack-like buildings. In these new desirable residences wealthy people have found their home and pay their rates to the suburban treasuries. Berlin proper loses year by year its rich inhabitants, who find the suburbs more attractive. It has to suffer for the shortsightedness of its authorities, who, twenty years ago, were deaf to the proposal of incorporating the suburbs. At present a federation of fully grown-up towns into a province of Berlin seems the only solution possible.—Continental Correspondence.

BRITISH SEAMEN'S MEETING.

(Continued from Page 7.)

take the only course that he possibly could take, and that was to cause a revolt in the ranks of the men who were sweated in that way. They had, however, other grievances. For instance, there was the medical examination, which was used for depressing wages and used as a means of driving many of the best of their men out of the sea service. Then they had the question of overwork of the men employed in the stokehold, and the Board of Trade statistics showed that one fireman out of every 280 in the course of a year either committed suicide or died from heart failure or from heat stroke. Under such circumstances it was the duty of the State Department responsible for the control of ships to see that that state of affairs was altered at once. Furthermore, they protested against any federation ticket. The Shipping Federation had been a curse to the men of the sea and had not been of any service to the employers, and the men felt that the time had come when they must revolt, and when they must once and for all rid themselves of the shackles of the slave and make the seamen of this country free men, the same as other workmen on shore. In conclusion, Mr. Wilson asked for a show of hands in favor of dropping their tools at once if called upon, and every man present with one solitary exception signified their approval of this policy.

Mr. Furuseth said that the poverty he saw in the streets of Liverpool was emblematic of the position of seamen and firemen. Men were not getting a living wage, and they should stand out until the employers were prepared to do justice to them.

At the close of the addresses the following resolution was unanimously adopted:

That this mass meeting of sailors and firemen, cooks and stewards desire to express our appreciation of the promise made by the Right Hon. Sidney Buxton, president of the Board of Trade, to do everything possible to bring about the formation of a National Conciliation Board; and in the event of such board not being constituted, we further pledge ourselves to empower the Executive Council of the National Sailors' and Firemen's Union to instruct their delegates to the conference at Copenhagen to support the policy of an international or national cessation of work until the employers agree to meet us.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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BACK TO THE STATES.

Good evidence of the abatement of the land speculation fever in the West is afforded by the reports of the officers of the Reclamation Service that the tide of migration from the Western and Southwestern States to Canada has turned, and that many farmers are returning to the States, while more would be glad to return if they could sell the Dominion farms they have bought and paid for. Farmers who have come back to Montana are reported as expressing unfavorable opinions of the Canadian lands, of the crops and particularly of the climate. They dislike ice and snow in August.

This northward migration of farmers has attained in recent years a volume that has attracted attention. Our Consuls have given these figures of the emigration from the United States into Canada for the past five years, ending March 31 of each year:

1906	57,919
1907 (nine months)	34,659
1908	58,312
1909	59,926
1910	103,798
Total	312,614

As speculation carried land prices in the West and in the border States to the highest figures ever recorded, it was but natural that by selling out at these inflated valuations and buying cheap lands in Alberta the farmers would think they had bettered their condition, for they would still have a farm and some cash remaining after paying the purchase price. The Commissioner of Immigration at Winnipeg estimated that these farmers from the States carried into the Dominion on an average $1000 each. On the figures of the last five years that would mean that we have been losing not only our farmers, but some $62,000,000 a year in money. For States like North Dakota, Minnesota and Washington—North Dakota lost in this way 16,000 of her population last year and the other two States named 11,000 each—this has been a serious matter.

We receive something like a million immigrants every year. We have not been accustomed to the idea that our own people could prefer any other country to this. The refluence of this Canadian wave justifies our feeling that there is no better land than our own, no Government under which a man once an American citizen would wish to live in preference to ours. As the unusual and artificial condition which stimulated and favored this northward trek shows signs of coming to an end the wanderers begin to take the home trail.—New York Times.

In the more remote parts of rural Roumania there are more than 50,000 cave dwellings, inhabited by more than 250,000 peasants, with arrangements almost as primitive as in the stone age.

A business is to be made in Calcutta of slaughtering the big brown rats of that city for their skins, which are useful for bookbinding and for a great variety of small leather articles.

German forestry along scientific lines has resulted in raising the average yield of wood per acre from twenty cubic feet per acre in 1830 to more than sixty-five cubic feet at the present time.

OLDEST SHOT TOWER.

The erection of the Bristol tower for shot-making is credited to William Watts, plumber, in 1769. It was "built" by sawing a square hole in the center of the various floors of his house and locating the well in the cellar. This tower is still in use, although it has been heightened by the addition of some stories. Watts secured a patent on December 2, 1782, and sold his London rights in 1800 for £10,000 ($48,665).

The lead from which the shot is made is melted by the present company and poisoned by their secret process at their establishment. When molten it is poured into a sieve-like receptacle at the top of the tower, and these molten drops, falling into a well 120 feet below form the shot, which are then passed through a polishing grader. They are then spilled from a hopper on to an inclined plane; the perfect shot run on to a second plane, while the imperfect drop into the opening between. The shot pass over four series of planes and only the perfect reach the last plane, whence they are weighed into sacks and sewed up by an American cord-sewing machine, ready for the market.

The tower being only 120 feet in height, a larger size than BBB cannot be manufactured by this process. The larger shot, including shrapnel for the British Government, are prepared in two different ways. For the medium-size shot a wire of the proper material is fed into a machine, which simultaneously mashes it into a ribbon shape and punches irregular formed shot. The largest shot are made by pouring the molten metal substance into long bullet molds, which, cooling, form irregular shot. The various sizes are then placed each by themselves in gins, which are revolved for six hours, when the shot come out perfectly smooth spheres.

The power for the plant is furnished by a gas engine, and the machinery is all British, with the exception of the cording machine mentioned.

CONCERNING POPULATION.

Rhode Island now has a total population of 542,674, or about the size of that of Boston in 1900. This is a gain of 26.6 per cent. from the population of 1900, which was 428,556; the number of people was an increase of 24 per cent. from the population of 1890, which was 345,506. These first official figures of the 1910 census furnish a basis for some interesting comparisons and estimates.

The population of New York City in 1900 was 3,437,202, according to the United States Census Bureau's figures; by the State census of 1905 the city was given a total of 4,014,304 people; the semi-officially estimated population on January 1, 1910, was 4,730,350. If New York City has gained as much in population in the last ten years as Rhode Island has—that is, 26.6 per cent.—the 1910 census returns ought to give her 914,295 more people than then; this would make her present population 4,351,497, or about 379,000 less than the estimated population last January. But the increase here has no doubt been at a higher rate than in Rhode Island. The population of the City of Providence, the largest city of that State, is 224,326, as compared with 175,597 in 1900 and 132,146 in 1890. The increase for that city from 1900 to 1910 is therefore 48,729, or 27.8 per cent., as compared with an increase for the preceding decade of 43,451, or 32.9 per cent. If New York City has jumped along in population since 1900 as rapidly as Providence has, she has gained 955,542 people meantime, and has to-day a population of 4,392,744. We are quite accustomed to hear of New York's "5,000,000 people," and the probability is that the metropolis is to-day closely up to that figure.

The population of the United States in 1900 was 76,303,387, according to the census returns. If the gain since then has been in proportion with Rhode Island's, the country now has a total population of 96,600,087, or a gain of 20,296,700; the gain in population from 1890 to 1900 was only about 14,000,000 people, or 21.8 per cent. If we allow only a similar increase for the last decade, the gain would be 16,634,138 people, and the total population of the country today would be 92,937,525. To set it at approximately 95,000,000 cannot be very wide of the mark.—New York Commercial Advertiser.

SUFFRAGE IN NEW ZEALAND.

The statute extending the franchise to New Zealand women was passed in 1893. Since then there have been six parliaments elected by the joint votes of the men and women of New Zealand. In all these elections the women of the country have taken their full share.

The proportion of women who voted at each election compared with those whose names were on the rolls have been almost exactly the same as that of the male voters. There are not at present in New Zealand as many women as men, and the actual voting power of the women is nearly 10 per cent. less than that of the men. Practically, however, all who can do so vote at each election.

The fears expressed at the time the franchise was given them that the result would be either that the women would vote just as their husbands and fathers told them to vote or that the new privilege would mean dissension in families and the practical degradation of the women have not been justified by the experience.

The women of New Zealand vote at elections as a matter of course just as they partake of their meals or do any other ordinary duty of everyday life. The principal change produced by the new order of things, as far as the family life of the people is concerned, would seem to be that what may be called political questions have become matters of general interest instead of being, as formerly, matters which were tacitly presumed to be outside the sphere of one-half the family.

In the matter of the extended franchise, therefore, it was not theory, but practical experience that won the day. It was not because women were human beings as much as men; it was not even because they were intelligent human beings to whom men were ready to intrust the care of their homes and families; it was because they believed on the evidence of experience that women if they could vote would take an intelligent interest in public questions and would by their votes forward the best interests of the country and its people.—North American Review.

Demand the union label on all products.

News from Abroad.

The International Peace Congress was formally opened at Stockholm on August 1 in the presence of 600 delegates.

The French Government has adopted the Wright biplane for military aviators as well as the Farman and Bleriot machines.

A strong earthquake at Santiago, Cuba, on August 4, caused much alarm. The city was severely shaken, but the damage was slight.

James Radley, an English aviator, on August 13 flew one mile in 47 2-5 seconds on a Bleriot monoplane at Lanork, Scotland. This is a world's record for speed.

The International Congress on Education, at Brussels on August 12, adopted a resolution favoring making physical instruction compulsory in all public and private schools.

Serious floods continue throughout Japan. Thousands of houses are submerged and many lives have been lost The interruption to railway service is unprecedented. There is much suffering in Tokio.

Considerable anxiety is felt for Captain Scott's Antarctic expedition ship, the Terra Nova, now sixteen days overdue at Cape Town. The vessel has not been spoken since she left Madeira on June 27.

The armored cruiser Lion, the largest, fastest and most powerful cruiser in the world, was launched at Devonport, Eng., on August 6. The keel of the giant cruiser was laid November 29 last.

The fourth international congress for the discussion of the subject of public relief and private charity opened at Copenhagen on August 9 under the presidency of former President Loubet of France.

Ceylon pearl divers are now busy in the unfamiliar waters of Tobermory Bay, Scotland. Their search is for the buried wealth of the Florencia, a treasure galleon of the Spanish Armada, lost in that rocky quarter in 1588.

The Japanese military commission, which for several months has been studying military conditions in Europe, has arranged with the company controlling the Wright aeroplane patents in Germany to buy a number of Wright machines.

The British Parliament adjourned on August 3 until November 15. During the recess the conferences to settle the differences of the Lords and Commons will be continued, and a compromise may be announced on the reassembling of Parliament.

A fleet of more than 100 warships, headed by four Dreadnoughts, will be assembled shortly by England and ordered ready to proceed around the world. The fleet's mission is in the nature of a naval pageant to announce the accession of the new sovereign.

Don Jaime, the Carlist pretender to the Spanish throne, on August 12 issued a letter addressed to the leaders of the Carlists in which he advises his followers to resist with all their force the rising tide of radicalism, but not to resort to violence.

A boycott of American goods and merchants on similar lines to the one which several years ago caused millions of dollars' damage to American trade in China, has been proclaimed at Canton in response to complaints of the treatment of Chinese in America.

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INFORMATION WANTED.

Nicholas R. West, supposed to be sailing on the Pacific Coast, is inquired for by his mother. Any one knowing his present whereabouts please notify the Russian Consulate at San Francisco.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Albrigtsen, G. J.
Allen, J.
Anderson, Einor Chr
Anderson, John -1534
Anderson, Alf.
Andersen, Andrew
Apps, P.
Armstrong, W. H.
Bausman, E. -1511
Benson, F. -1765
Berg, Edmund -1312
Berge, Johan
Berenken, A.
Bianca, F. -1661
Botherel, A.
Bryning, Walter
Brown, I.
Carlson, Harold
Carlson, G. -622
Christensen, Peter
Christoffersen, Herlof
Christensen, Otto -1213
Davidson, Jacob
Doll, Herman
Dxeyer, Herman
Elfstrom, A.
Erikson, Allan
Eskola, Henry
Fernandoez, A.
Franzell, A.
Frivald, John
Fredrickson, B.
Frose, Elias
German, R. B.
Grandal, Harry
Gronburg, Theodor
Gustav, John
Hansen, John P.
Haakonsen, H.
Hass, Wilhelm
Hansen, Hans Chr.
Hansen, Andrew
Harjes, H. -1940
Haltness, M.
Hellisen, H.
Henriksen, Adolf
Hernonen, H.
Hillig, Alb.
Holmes, Paddy
Holmes, Gus
Jensen, Hans
Johansen, C. M.-1593
Johansen, Olaf K.
Johnson, Bernard
Johnson, Chali
Johnsen, C. J.
Jorgenson, J.
Kalnow, A.
Keenan, Fred
Kenny, J.
Kliesow, P.
Kronsbrand, H. O.
Larsen, Claus
Latz, Konstanz
Lewis, Geo. H.
Lindegard, J.
Lundberg, C.
Lunder, Bjorn
Lundgren, C. J.
Lui, Theo.
Mattson, E. M.
Martin, Chr.
McAdam, J.
Miller, James
Mikkelson, M. -1584
Morgan, Ed.
Moore, J. M.
Monson, Andrew
Nielsen, N. A. -909
Nielsen, Martin
Nielsen, M. A.
Noberelt, Gustaf
Nord, G. E. C.
Olsen, Oscar, -1062
Olsen, S.
Olsen, Gabriel
Olsen, Valdimar
Olsen, B. -597
Olsson, John H.
Olsen, Hans
Omundson, Harry
Paterson, Robert
Pedersen, Olaf
Pederson, A. -1173
Peterson, A. -1223
Petterson, C. W.
Penningrud, Ludon
Porje, Anton
Randle, Dave
Ruzner, Ernest
Rickardson, Adam
Rimmer, J.
Schmidt, Alfred
Selander, John
Shane, J.
Shallow, J.
Smith, Max
Speller, Harry
Svensson, A. -1691
Swenson, L. G.
Tallopon, A. -721
Williamson, A.
Zagan, J.
Zeisler, A.
Zima, W.

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INFORMATION WANTED.

Axel Osen, a native of Orlandet, Throndjem, aged 23, is inquired for by his mother.

Anders Peter Andersen, a native of Denmark (Bogo), aged about 42, is inquired for by his sister. Address Alaska Fishermen's Union, 93 Steuart street.

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DICKSON BROS. CO.
(U. S. STORE)
GENERAL OUTFITTERS FOR MEN AND BOYS
Clothing, Furnishing Goods, Hats, Caps, Shoes, Rubber Boots, Oilskins, Blankets and Quilts, Trunks, Bags, Pipes and Tobaccos, Cutlery and Notions.
Store Closes at 6 p. m.; Saturdays at 10 p. m.
UNION STORE, UNION GOODS CARRIED, AND ONLY UNION SALESMEN EMPLOYED.
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ONLY EXCLUSIVE UNION CLOTHING STORE IN TACOMA.
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812 FIRST AVENUE SEATTLE, WASH.

OLD TOWN, TACOMA, WASH.
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Men's Outfitters, Hats, Caps, Shoes, Rubber Boots, Oilskins, Flannel Shirts, Quilts, Blankets, and Notions.
"Boss of the Road" and "Can't Bust 'Em" Overalls, 75c; Hickory Shirts, 50c. Everything Union made.
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Remember the place, one block north of Union Hall, 2320 N. 30th St., Old Town.

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Where the Best
Clothing, Furnishing Goods, Hats, Shoes, Rubber Boots and Oilskins can be had at reasonable prices.
Union Goods a Specialty.

INFORMATION WANTED.

Robert Fordyce Bowers, last heard of at San Francisco, in March, 1907, is requested to communicate with his mother Mrs. M. E. Watson, of 12 Lampton street, Bishopswearmouth, Sunderland, England.

Louis Hayot, a native of Porto Rico, about 54 years old, is inquired for by Sandalio Bernard, Sailors' Union of the Pacific, San Francisco.



Henry Fauske, a native of Norway, aged 36, last heard of on the Pacific Coast 18 years ago, is inquired for by Mrs. Emma Fauske. Address St. Helens, Wash.



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Home News.

Betting on elections became illegal in Georgia on August 8, when Governor Brown signed the Anti-Betting bill passed by the Legislature.

Robert Treat Paine, President of the American Peace Society, and widely known as a philanthropist, died at Waltham, Mass., on August 11, aged 75 years.

Cincinnati, O., has a population of 364,463, according to the recent Census. This is an increase of 38,561, or 11.8 per cent, as compared with 325,902, the population in 1900.

M. Lee Hagle, former banker and village treasurer of Lapier, Mich., was sentenced to serve twelve to fourteen years in Jackson Prison on August 1, following his plea of guilty to the charge of forgery.

St. Paul, Minn., has a population of 214,744, according to the Census, figures on which were made public on August 5. This is an increase of 51,679, or 31.7 per cent, over 1900, when the population was 163,065.

The enlisted strength of the United States Army for the present fiscal year has been fixed at 87,000 men, under the estimates by Major-General Leonard Wood, chief of staff, approved by President Taft.

Government officials and employes who pay tips to waiters on shipboard, as well as gratuities to other servants on board boats, may charge the expense up to the Government under a ruling of the Controller of the Treasury.

Houston, Tex., has a population of 78,800, according to figures enumerated for the Thirteenth Census made public on August 6. This is an increase of 34,167, or 76.6 per cent, over the population of 1900, which was 44,633.

By a vote of more than three to one Hawaii declared on July 21 at the plebiscite held that day that the Territory does not want prohibition. The total vote for the Territory stood: For prohibition, 2185; against prohibition, 7283.

Andrew Carnegie was voted a gold medal by the Pan-American Congress, now in session at Buenos Ayres. The medal was awarded to Carnegie as a "benefactor of humanity," and it will be the joint gift of all the republics of the Western hemisphere.

Magon, Villareal and Rivera, the three Mexicans sentenced to fourteen months in the Federal penitentiary at Florence, Ariz., for a violation of the neutrality law of the United States, were released on August 3, having served their terms.

The entire police force of the town of Guttenberg, N. J., with the exception of the chief, has gone on strike. The men object to doing duty on Sunday unless they are granted some other day of the week off as compensation.

Hotel-keeping as a branch of charity is to be tried by the Sage Foundation. The hotel is to be built at Forest Hills, Long Island, N. Y., in conjunction with the modern homes which the foundation is building for wrokingmen and people of moderate means.

It will be about the middle of October before the people of the United States learn their true number as revealed by the count of the Thirteenth Census. It is generally believed that the number will be about 90,000,000, and Census officials are known to share this belief.

Labor News.

The National Convention of Sheet Metal Workers in convention at Philadelphia on August 12, decided to hold its next annual meeting in Omaha.

Twenty strikebreakers for the Canadian Northern car shops at Winnipeg, who refused to take the oath of allegiance to King George, were deported to St. Paul on August 8.

The printing crafts of San Francisco will hold a convention for the purpose of organizing a new Allied Printing Trades Council in place of the former one, which has gone out of existence.

Thirty-five out of 140 members of the night police force of Columbus, O., rebelled on August 12 when called upon by Mayor Marshall to board street-cars in an effort to catch persons attacking them.

W. G. Lee, Grand President of the Order of Railroad Trainmen, is quoted as saying that there is a possibility of the different orders of railroad employes merging into one general organization.

The Second Regiment, Ohio National Guard, will give the striking street-car employes of Columbus a money donation. The Sixth Regiment soldiers and the Toledo militiamen have already given the strikers a considerable sum.

The striking cloak makers in New York City number more than 80,000 men and women, according to a brief submitted to the Supreme Court by their employers, who seek to have the union restrained by a permanent injunction.

The strike of maintenance of way employes of the Delaware and Hudson Company, which had been in progress since July 2, was settled on August 13. All the strikers will be taken back except those who have been implicated in disturbances.

After several conferences between officials of the road and its employes, the Ann Arbor Railroad at Toledo on August 11 reached a satisfactory settlement of the wage question raised by its firemen, trainmen and conductors several weeks ago.

The famous suit of D. F. Loewe & Co., of Danbury, Conn., against Martin Lawler and others, in which the plaintiffs allege that 200 members of the Hatters' Union conspired to injure their trade, has been appealed The Hatters appealed from a judgment of $22.000 given by a jury in the United States District Court.

The International Typographical Union Convention at Minneapolis adjourned on August 13. The convention passed a law giving joint ownership in the Allied Printing Trades label to the Brotherhood of Bookbinders, the International Pressmen and Assistants, the Stereotypers and the Photo Engravers. The next convention will meet at San Francisco in 1911.

A considerable increase in the number of persons killed and injured on the railways of the United States during the months of January, February and March, 1910, is shown over the corresponding period last year, according to Government statistics. The total number killed during the quarter was 1100 and 21,232 were injured. This was an increase of 466 killed and 6110 injured. These figures deal only with employes on duty and passengers.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abbors, Arne
Abrahamsen, -1263
Aga, Johan
Albregtsen, Gabriel
Albrecht, Emil
Alexis, Hakan
Allan, Wm.
Allen, Jas.
Andersen, -1620
Andersen, Emil
Andersen, -1526
Andersen, -1233
Andersen, -1310
Andersen, -1388
Anderson, Sam
Anderson, -910
Anderson, -1560
Andersson, -1126
Andersson, Nels. A.
Andersson, -1514
Andersson, -1246
Andersson, -1630
Andreasen, Hans
Andreson, Hans A.
Antonsen, Marius
Appelgren, John
Armstrong, W. H.
Asker, S. J.

Baker, C. W.
Balm, O.
Barney, Chas.
Bartman, M. H.
Bastion, W.
Behrens, Otto
Beling, Oscar
Bendixen, Nic
Berg, Mickel
Bergquist, 1395
Bergstrom, Paul
Berndt, Hugo
Bernard, S.
Bernert, Fred
Berntsen, Eilert
Beyerle Rupert
Biaca, Frank
Bietila, -1338
Bjerregaard, Chr.
Bjorn, Kristian
Blank, Geo.
Bliesath, Max
Boberg, -1008
Bogan, Patrick
Bridge, John
Browne, H. H.
Brox, Henrik
Brunwald, H.
Burdick, Chas.
Brusbard, E.
Buckov, -1566

Carlson, Dick
Carlson, Johnie
Carlsson, -1341
Chauche, J. A.
Christensen, C. D.
Christensen, E. H.
Christensen, Chr.
Clausen, C.
Coch, John
Collberg, Chas.
Cooley, Howard
Corty, C.
Coughlan, -1174
Croschet, D.
Cutler, Wm.

Dahler, Hendrik
Dahlstrom, -749
Danielsen, Sigurd
Daumgold, Ernest
Day, H. E.
De Baere, H.
De Santis, E.
Dixon, Jno.
Doense, J.
Doose, W.
Dreier, Paul
Dunn, John

Eckert, W. F.
Edman, Oscar
Egeland Olaf O.
Ekstrom, Geo.
Ekwall, G. A.
Elfstrom, Axel
Eliasen, -396
Elonen, M. H.
Ericksen, Gerhard
Eriksen, Edw.
Erickson, C.
Eriksson, C. G. A.
Eriksson, C. E.
Evans, E.

Fagerholm, Carl
Fasig, Dan
Faulkner, John E.
Fillix, Hans
Fischer, Torsten
Folvik, Ludv.
Fors, Alf.
Forsman, Frank
Foyn, Sam
Fralneso, P.
Frankovic, A.
Fransson, Frank G.
Fredriksen, B. D.
Froberg, Erik G.
Furesson, Theo.

Gardell, Joe
German, R. B.
Gerner, Hans
Gjosund, S.
Gottberg, Henrik
Gragg, E. J.
Graugaard, L.
Gronvold, Peter
Gunnarsen, John
Gunn, W. D.
Gustafson, G.
Gustafson, Oscar
Gutman, E.

Habedank, L.
Hallbeck, J. O.
Halvorsen, Milton
Halvorsen, William
Halvorsen, Severin
Hamann, Fr.
Hansen, H. O.
Hansen, Hans
Hansen, N. S.
Hansen, C. O.
Hansen, Hans M.
Hansen, Niels
Hansen, -2085
Hansen, Karl, -512
Hansen, -909
Hannus, A.
Harlow, H. A.
Haug, Hans H.
Haugan, Arthur
Havnernaas, S.
Hedinskoy, J.
Hedvall, A.
Hellwig, Franz
Helmer, Fred
Heltwood, O. S.
Hendriksen, Hj.
Hengst, Otto
Henriksson, Alb.
Hernas, -2042
Hoderman, Max
Holm, John A.
Holmberg, Olaf
Holmstrom, C. A.
Hoye, Haakan
Hunt, Gus
Huse, Edw.

Isaksen, Gunnar
Isaksson, Karl
Iversen, Carl

Jakobsen, J. E.
Jamieson, J. E.
Jamieson, J.
Jansen, Eilert
Jensen, Edward
Jensen, M. C.
Jensen, Geo. L.
Jespersen, M.
Johannessen, -1549
Johansen, Axel
Johansen, Chas.
Johansen, -2095
Johansen, -1219
Johansson, Werner
Johansson, -1821
Johansson, -1965
Johansson, -2076
Johnsen, Norman
Johnson, -1800
Johnson, Chas.
Johnson, Edw.
Johnson, J. B.
Johnson, C. R.
Johnson, -1547
Johnson, Jas. K.
Johnsson, -2016
Johndahl, H.
Johansen, A. F.
Johansen, 1191
Johansen, H. B.
Johanson, Axel B.
Johansson, H. A.
Johannesen, Arthur
Jones, Harry
Jordfald, Theo.
Jorgensen, Johan
Jorgensen, Wm.
Jorgensen, 1498

Kaho, H. C.
Kaold, John
Karlgren, Gus
Karlson, Richard
Karlsson, Alf
Kaspersen, O. Chr.
Kaus, L.
Kavanagh, Jas.
Kayser, Chas.
Keskula, John
Kiel, P.
Kiesel, A. C.
Kinerman, Chas.
Kliebingat, F.
Klintberg, Chas.
Knudtsen, Rangval
Knudsen, Lars
Koch, John
Kolter, L.
Koning, R.
Kopatch, Chas.
Kristensen, -1203
Kristophersen, Jacob
Krogstad, H. E.

Lagerberg, P.
Lahr, Otto
Laine, Wm.
Langvardt, Chris.
Larsen, Emil, -1344
Larsen, Louis
Larsen, Emil
Larsen, Jacob
Larsen, Maxie
Larsen, -1008
Larsen, Harry
Larsen, -1290
Larsen, Martin
Larsson, -1508
Larson, Lars M.
Larson, Bernhard
Latz, Constantine
Lausman, John
Laws, J. B.
Laws, Harry
Le Bloa, Sylvain
Lehto, Emil
Leishman, Jas.
Leithoff, Carl
Lemmel, Chas.
Lepsoe, Oscar
Lersten, J. O.
Lewis, G. H.
Lexberg, Gust.
Lind, Gust. A.
Lindekrantz, F.
Lindstrom, A.
Lindstrom, John
Lofland, -2121
Lorin, Kristian
Louis, Martin
Lundqvist, Oscar
Lyngaard, Jorgen
Lynch, Jas.

Magnusen, E. W.
Martin, H.
McCarthy, T.
McLouglin, M.
Markmann, H.
Markus, Bernhardt
Mathiesen, Lady
Mathisen, Martin
Matre, Nels J.
Matthews, F.
Mattson, J.
Mattson, -709
McAvoy
McBratney, Hugh
McClelland, Thos.
Meyer, Frank
Michaelson, Johs.
Mikkelsen, Chr.
Moe, John M.
Moller, Nils
Monsen, Andreas
Monsen, Cornelius
Monson, Alfred
Monteiro, J.
Morken, Kristian
Morken, J. L.
Muir, F. W. D.
Mullen, Joseph
Murray, E.

Nanjack, G.
Nastrom, Gottfried
Nelsen, -654
Nelson, A.
Nelson, Martin
Nelson, -552
Nelson, John
Nelsson, Nels
Nerbrugge, D.
Nielsen, Neil
Nielsen, -909
Nielsen, Neil
Nielsen, A. H.
Nilsen, Andrew
Nilsen, Daniel
Nilsen, -1060
Nilsen, -520
Nilsen, -888
Nord, G. E.
Nordlof, Sigurd
Nylund, Hans J.

Ohls, Johan
Ohlson, Ole
Olafson, M.
Oliver, G.
Olman, P.
Olsen, -1112
Olsen, Otto
Olsen, Peder
Olsen, Sam
Olsen, Ole, Chr.
Olsen, Jens
Olsen, Chas.
Olsen, Olaf D.
Olsen, Sakarias
Olson, Ernst
Olsson, Olof
Olsson, -705
Olsson, Ernst
Olsson, J. W.
Olsson, A.
Olsson, -910
Osborne, Chas. W.
Osmundsen, K.
Oterbeck, Hans H.
Ottenhausen, Carl

Palmroth, J.
Pearson, J. T.
Pedersen, -1015
Pedersen, -1263
Pedersen, -1289
Pedersen, Laurits
Pemberton, Dave
Persson, H. W.
Petersen, H. C.
Petersen, Chr.
Petersen, -936
Petersen, Frank V.
Petersen, -1154
Pettersson, -1062
Pettersson, -1065
Petterson, John B.
Pietschman, Geo.
Pierson, Andrew
Pihpik, M. C.
Pitkanen, J. V.
Plaskette, M.
Poppe, Geo.
Post, Albert
Prescott, Richard

Raahange, J. F.
Rasmussen, Emil
Rasmussen, Johan
Reese, Wm. H.
Reilley, L. W.
Reutern, Axel
Rintzo, John
Rosenwald, Isak
Ross, Wm.
Runak, Hans
Ryan, Jas. M.
Rylander, Rudolph

Salvesen, Fred
Saul, Th. A.
Scarabosio, M.
Schager, E. L.
Schevig, A. B.
Schlachte, Alf.
Schmalkuche, Fritz
Schmah, M.
Schmidt, -2128
Schmidt, Fritz
Scholl, Karl
Scholtens, Ben
Schutz, Ludv.
Schuschke, -2360
Schultman, J. H.
Schultman, Johan
Schulz, Ernst
Seberg, C.
Seiger, Joe
Seland, Harry
Siem, Cornelius
Silvia, John
Simpson, Louis
Soderlund, Anton
Sorensen, Theo.
Sorensen, Ed.
Sorensen, -1492
Soto, Santos
Stein, John
Stewart, J. L.
Stolzer, Aug.
Strand, Emil
Strom, C.
Stuhr, H. M.
Sunde Albert
Sund. Alex
Sundberg, K. K.
Sutton, Chas.
Swansson, Gus.
Sweeney, John
Svenson, Algot
Swanson, Ims.
Swanson, Martin
Swanson, -2184

Terwedow, Richard
Tetter, Anton
Thomson, G. E.
Thulin, C. J.
Tillman, A. E.
Tillman, -763
Torgersen, Kaspar
Torbjornsen, O.
Tuft, Edw.

Ursin, Kasper

Valbo, Harry P.
Valbo, Hans
Valeur, Marius
Virtanen, S. H.

Wahlberg, Rudolph
Wanquist, E.
Wehde, Fred
Wells, Geo. A.
Wetteland, Johan
Wiad, H. I.
Wiberg, John
Wiess, Wm.
Wigsten, Hjalmar
Wikstrom, Wm.
Wikstin, Arvid
Wikstrom, Emil
Wilson, Julius
Winge, Hilmar
Winsen, Pete
Winther, Hans C.
Wittenborn, Hans

Zimmerling, F.
Zornow, F. C.
Zweygberg, John T.

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Andersen, -1609
Anderson, K. O. E.
Bergstrom, Frank
Christensen, Christen
Christansen, N.
Damiano, Alex.
Dyeness, L. E.
Eckert, W. F.
Forsman, Frank
Halvorsen, Eugene
Hansen, -1229
Hanssen, O. R.
Hardmere, C.
Jensen, -1342
Jensen, -2014
Hengst, Otto
Johansen, Niel -2071
Johanson, -1677
Johannessen, -1863
Kaald, John
Kimeral, H.
Kirst, Hans
Larsen, Anton
Larson, G. A.
Lewis, H.
Lundman, Carl
Martin, H.
Matisen, Nils
Mattler, Franz
Nielsen, A. -342
Pedersen, Chas.
Pedersen, Karl
Petersen, N. -782
Rignell, Eric
Schager, E. L.
Schmidt, Hans
Siegurd, J. I.
Smith, J. V.
Strand, Emil
Swanson, Martin
Thompson, A.
Torgersen, Kaspar

ALASKA FISHERMEN'S LETTER LIST.

San Francisco, Cal.

Letters at the Alaska Fishermen's office will be advertised for six months only and will be returned to the Post Office at the expiration of seven months from date of delivery.

Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

Andersson, Oskar
Albertsen, Paul H.
Belzani, Pietro
Benson, John
Benoor, Fred
Cutino, G.
Christiansen, Alf.
Di Mauro, G.
Ellis, Wm.
Frazer, James
Flynn, Wm.
Green, John
Huisinga, A.
Hagen, G. L.
Hanez, L.
Hansen, A. E.
Johnsson, Harry
Johnson, G. P.
Johannesen, E. A.
Lofgren, Hjalmar
Munroe, W.
Monteith, R. V.
Olsen, Fred
Olsen, Antone
Petersen, Gust.
Rensen, A.
Roehl, Fred. G.
Romero, R.
Swanson, Chas.
Schjele, B. O.
Tonnessen, Gorgen
Thompson, A.
Ylanes, L.
YCanes, L.

Portland, Or., Letter List.

Antonsen, Fred
Anderson, John
Anderson, P. Risor
Baxter, W. J.
Belzen, Ivan
Backman, Ernest
Buchtman, Fritz
Brown, Chas. R.
Bjomsgaard, Kristen
Carnie, Robert
Carlsson, Aldon
Conwell, James
Drennan, Albert Ed.
Ekblom, Alfred
Erikson, J. E.
Fristrom, Ivar
Frivold, John
Goodman, Carroll
Haaversen, Otto
Handloss, Paul
Hanson, Hans -1250
Harbeck, Ted
Hakansson, Ingvar
Hansen, Hans Chr.
Helenius, Oskar
Ilwes, I.
Johnson, Gust
Jensen, M. C. -2022
Jessamine, Alex.
Jacobson, Gus. -1092
Klein, John 378
Knopff, Fritz
Kusik, J.
Kuutan, Alexander
Lewis, Geo. Henry
Leesi, A.
Mattson, E. -1510
Muller, Oscar
Meyer, Dirk
Matheson, Nils
Morris, Maynard
Mattson, Julius
Ness, Aksel
Nisson, Karl John
Nilson, Chas.
Nelson, Fred
Norman, Ludwig
Nelson, Dan
Nielsen, Geo. -884
Oilgreen, Carl
Okvist, Gust
Olson, Anton
Ponni, Anton
Purje, Anton
Perkins, John
Ryeberg, Sverre
Suhr, John
Steen, Hilmar
Scott, Wm.
Schaab, Anton
Stephan, M.
Tyler, Wm. B.
Turner, W. A.
Tamm, P.
Thomasen, Paul
Venn, Otto
Wallenius, Chas.
Wishard, John
Winters, Fred
Whittol, J.

Pt. Townsend Letter List.

Bianca, F.
Carlsson, -1044
Carlsen, H. G.
Harmening, Fritz
Hillig, Albert
Kustel, V. J.
Oling, G.
Simonsen, Sam
Smidt, A., -938
Schnell, Heinrich
Tramm, Hans

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INFORMATION WANTED.

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Phone Douglas 315 San Francisco
Maritime Matters and Criminal Law a Specialty.

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Capital actually paid up in cash $ 1,000,000.00
Reserve and Contingent Funds ..$ 1,555,093.05
Deposits June 30th, 1910..... 40,384,727.21
Total Assets 43,108,907.82

Remittance may be made by draft, post office, or Wells Fargo & Co's money orders, or coin by express.
Office Hours: 10 o'clock A. M. to 3 o'clock P. M., except Saturdays to 12 o'clock M. and Saturday Evenings from 6:30 o'clock P. M. to 8 o'clock P. M. for receipt of deposits only.
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Domestic and Naval.

The British steamship Holland, which arrived at Philadelphia recently from Lulea, reports having passed two icebergs on July 16 in latitude 43.40 north, longitude 48.10 west. The largest was 50 feet above water.

The Inspector of the Third Lighthouse District announces that the wreck of an unknown coal barge, sunk to the southward and eastward of the Statue of Liberty, New York, Upper Bay, has been removed.

Official reports from the speed trial of the new battleship Delaware received at the Navy Department on August 8, are that the ship exceeded her contract speed on all tests. She averaged twenty-one and a half knots per hour.

The Hamburg-American line has made formal announcement of its entry into the trade between the United States, Cuba and Jamaica. The two 5000-ton steamships, Prinz Eitel Friedrich and Prinz Sigismund, will be employed.

The Norwegian steamship America, at Philadelphia recently, reports having passed a tangled mass of masts, yards and rigging, with a mast projecting about ten feet out of water, on July 19 in latitude 20.47 north, longitude 74.12 west.

For heroism that saved three lives, Earl L. Stout, ordinary-seaman in the Navy, has been commended by Rear-Admiral Mason, acting Secretary of the Navy. Stout saved a woman and two children from drowning while attached to a training-ship at Norfolk, Va.

The frigate Portsmouth, one of the last old square-rigged participants in the Civil War still afloat, weighed anchor at New York on August 8 on the first leg of her last journey. She will shortly sail for Seattle, where she is to be transformed into a naval museum.

In consequence of the pressure brought to bear on it through Irish and other influences, the Cunard line has decided to revert to Queenstown as a port of call on eastbound journeys. All steamers except the Lusitania and Mauretania will put in at both Queenstown and Fishguard, commencing September 1.

An all-Irish deputation, including the Lord Mayors of Dublin and Belfast and prominent representatives of commerce, will sail for New York on the steamer Oceanic September 22 to confer with Frank H. Hitchcock, the American Postmaster-General, on the question of inducing the big Cunard steamers to resume calls at Queenstown.

The steamer El Oriente, one of the four freight and passenger steamers under construction at Newport News, Va., for the Southern Pacific Steamship Company, was launched on August 6 by the Newport News Shipbuilding and Dry Dock Company. The El Oriente is of 7600 gross tonnage, 410 feet long, and will have a speed of seventeen knots.

August 4 marked the one hundred and twentieth anniversary of the establishment of the United States revenue-cutter service. The event was observed in an informal way by all vessels of the service, no matter where they were stationed. Ships were in "full dress," resplendent with flags and bunting, and while the crews were mustered on deck a brief history of the revenue-cutter service was read by executive officers.

With the Wits.

Explained.—"What're ye comin' home with your milk pail empty for?" demanded the farmer. "Didn't th' old cow give anything?"

"Yep," replied his choreboy; "nine quarts and one kick."—Metropolitan Magazine.

A Difference.—A negro came running down the lane as if the Old Boy were after him.

"What are you running for, Mose?" called the Colonel from the barn.

"I ain't a-runnin' for," shouted back Mose. "I'se a-runnin' from."—Exchange.

A Fixture.—"That's a beautiful girl you have in your store," said the man acquaintance. "I've seen her in the window several days as I passed."

"She isn't an employe," the milliner answered wearily. "She's a woman trying to decide on a new hat."—Buffalo Express.

Too Long a Pause.—"Is Mr. Gluggins in?" inquired the caller.

"Not just now."

"Will he be in pretty—er—soon?"

"Yes, sir," answered the typewriter girl, with a blush and a frown; "but I'll thank you not to call me 'Pretty.' My name is Miss Hammerwell."—Chicago Tribune.

Where It Falls.—"You're in for a siege," declared the fashionable physician.

"Quit your kidding," responded the malefactor of great wealth.

"It's a fact. You're going to be sick. You have violated nature's laws, and must pay the penalty."

"Aw, can't you get me off on a technicality, doc?"—Kansas City Journal.

Still With Us.—Mrs. Stubbs (reminiscently)—Ah, for the good old days, John!

Mr. Stubbs—What old days, Maria?

Mrs. Stubbs—Why, the days of our grandparents, when there were so many brass knockers.

Mr. Stubbs—H'm! Maria, there are plenty of knockers around now and all of them seem to have an abundance of brass.—Chicago News.

Children's Accounts

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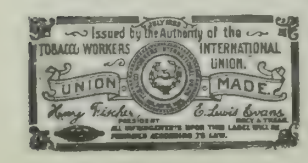
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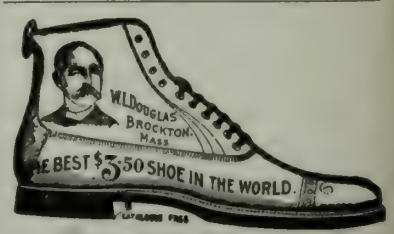
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FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXIII, No. 49. SAN FRANCISCO, WEDNESDAY, AUGUST 24, 1910. Whole No. 2083.

CONCILIATION FOR SEAMEN.

A PROMINENT feature of the agitation now being carried on by the British Seamen's Union for improved conditions is the request made to the Board of Trade for the establishment of a Conciliation Board for the settlement of disputes between the seamen and shipowners. In support of this request a delegation recently visited the President of the Board of Trade. The following account of the meeting is reprinted from the Liverpool Journal of Commerce:

At the offices of the Board of Trade, yesterday (July 29) afternoon, a deputation representing men from all the ports of the United Kingdom, and including a large number of Members of Parliament, waited upon Mr. Sydney Buxton for the purpose of urging upon him the necessity of forming a Conciliation Board in connection with the shipping industry.

Mr. G. H. Barnes, M. P., introduced the deputation, which, he said, comprised seamen from every port in the United Kingdom. The Members of Parliament who were present in large numbers sympathized with the seamen, and were ready, as far as possible, to assist them to improve their conditions of life, which at present, he said, were so hard. He had in his hand a statement of the men's grievances, and he particularly wished to direct attention to the question of the branding of the seamen by the Shipping Federation. That seemed to be infamous, and really ought to be stopped. All the grievances, however, were really subordinate to the machinery by which they could be rectified. Seamen would always have grievances until they had an organization strong enough to protect them, supplemented by assistance, which the Board of Trade could give. The chief object of the deputation, he continued, was to see how the common sense of the owners and the seamen could be applied to rectification and improvement of the seamen's lot.

Mr. Havelock Wilson said that for many years the seamen had desired a Conciliation Board. Quite recently they sent to the shipowners of the country a letter, which could not be called offensive in any way, asking them to constitute a Conciliation Board, with a view to considering certain grievances of the seamen. Five hundred copies of the letter were sent out, and between forty and fifty replies were received. Three of them were entirely favorable to the establishment of a Conciliation Board, and others intimated that the matter would be considered, but in the majority of cases it was stated that the question would be referred to the Shipping Federation. The general manager of the Shipping Federation had also made public statements to the effect that the Shipping Federation would not consider any proposals whatever for the establishment of a Conciliation Board. Therefore, backed by a large number of Members of Parliament, the men had come to ask whether the Board of Trade could use their good offices with the shipowners in regard to the matter. Many of them were well intentioned, good-hearted men, who were anxious to do the best they could for the sailors and firemen, but, on the other hand, there were those who never should be shipowners. Such men would buy ships for £33,000, and insure them for £55,000, and the first voyage those ships made was their last. He was rather afraid that the owners who took up a hostile attitude toward conciliation were men of that class. The Shipping Federation apparently had an idea that the Seamen's Union only represented a minority of the men who went to sea. It was remarkable, however, that during the last four weeks he must have addressed over 40,000 men, and that all of them, unionists and non-unonists, were in favor of conciliation. The position now was that the shipowners had made no overtures, and the Shipping Federation had declared against conciliation. Working men were often blamed for strikes, but in the present instance the men had asked for and been refused conciliation. The grievances of the seamen must not go unredressed. They were too serious. He did not know whether he would be allowed to mention them.

Mr. Buxton said he thought on the whole they had better exclude any question of grievances. It was quite obvious that no Conciliation Board was required if there were no grievances.

Mr. Wilson, continuing, remarked that after the President's ruling he would only mention that the list of grievances was a formidable one. He was, however, really of opinion that if a body of intelligent men could be got together the whole of the matters could be set right without any great expense to the shipowners. If the men could not get a Conciliation Board, the only thing they could do was to strike. They did not want to do that. They knew the serious conditions in which the shipping trade had been for the past two years, and he did not come there to say that the owners were making big fortunes. The men, however, did want things put right, and if that was not done by a sensible and intelligent method, they must fight. If there was a fight they asked for no special favors, but if against their wish they were forced to come into conflict with their employers, they desired the Board of Trade to administer impartially the sections of the Merchant Shipping Act relating to the employment of men. The had felt recently that in some matters the Board had not acted impartially, but if they were impartial in future, and could bring about conciliation, the men would be most thankful.

Replying, Mr. Buxton said he thought all had a warm corner in their hearts for seamen, and were anxious that justice should be done to them and their lot made as little burdensome as possible. He ruled that that was not the time for the consideration of special grievances, because he did not wish to prejudge the merits of such matters. In reference to the branding of men with the Shipping Federation's stamps the Board had no information, but if such action was being taken—and he trusted there was exaggeration in the reports—he hoped that at any rate it did not affect British sailors. The most satisfactory feature of the work of the Board of Trade was that from time to time, with public opinion behind them, they were able to arrange for agreements, arbitrations, and various matters of that sort, between the warring elements of society, between capital and labor. The conclusions arrived at were often satisfactory to the parties, and certainly satisfactory to the public at large. The desire of the Board would always be to bring about peaceful relations in such matters, and therefore it was hardly necessary for him to say that he cordially and heartily agreed with the general principle urged by the deputation. It was, however, no use to disguise the fact that in these matters difficulties necessarily cropped up, and when they had to be removed both sides must be considered. So far as he could use his good offices, he must deal with the shipowners as well as the men, and the subject would require delicate handling. If the general principle of the Conciliation Board was to be applied to the shipping industry, there must be good will on both sides, and proper representation. In regard to good will, it had been mentioned that there were black sheep on the side of the shipowners, but he believed they were few in number. There might also be black sheep among the seamen, but there again he believed they were few in number. The Board would give the whole matter their careful consideration, and if they could do anything to bring the two sides together, in order to form something of the nature of a Conciliation Board, they would be only too glad to place their services at the disposal of those who were advocating conciliation. It had been mentioned that that desire was universal among union and non-union men, and that was a fact of considerable weight. He deprecated any precipitate action in regard to disputes. The last thing they desired was a strike. They wanted reasonable and just arrangements. Mr. Wilson had asked the Board to maintain an impartial attitude in regard to the various Acts affecting seamen in the event of a dispute between them and their employers. He (the speaker) could only assure them that the Board would endeavor to administer such Acts with absolute impartiality. Mr. Wilson had said that according to his information there had lately been instances in which the Board's administration had not been absolutely impartial. If he would send particulars, the Board would look carefully into them, and see how far his information was correct. It would always be their desire and intention to act impartially. Though the task might be difficult and the Board had no compulsory powers, they would see how far it was practicable to obtain in the shipping world what had been obtained in other directions.

Mr. T. Burt, M. P., moved a vote of thanks to Mr. Buxton.

Mr. Havelock Wilson, in seconding, referred again to the branding of seamen's bodies. "As a matter of fact," he said, "every year for the last three years 10,000 men of the Port of Antwerp have been branded on their bodies before being engaged on British ships, and in addition to that the very men responsible for the branding made the men pay fees averaging 10s to £5 for the right of employment."

Mr. T. R. Ferens—Some have thought that the branding is with red-hot irons, but I think an india-rubber stamp is used.

Mr. Wilson—We say it is immaterial what stamp is used. When it gets down to branding men we object. (Hear, hear).

The vote of thanks was heartily accorded.

Mr. Buxton, in reply, said the last statement about branding had eased his mind. At the same time the matter was quite new to the Board, who were not even aware that any operations of that sort were carried on at Antwerp or anywhere else.

BRITISH LABOR LAWS.

The Workmen's Compensation Act of 1906 provided for relief in a great many instances which did not come within the provisions of any of the existing laws. By its terms compensation, when liability is established, is extended to all occupations where the employment is by way of manual labor, clerical work, or otherwise, with the exception of persons employed otherwise than by manual labor whose remuneration exceeds $1216 a year; persons whose employment is of a casual nature and who are employed otherwise than for the employer's trade or business, members of police forces, persons in the naval or military service of the crown, outworkers, and all members of the employer's family dwelling in his house.

The period of disablement which entitles the injured party to compensation is reduced from a fortnight to one week, and compensation is extended to injuries caused by certain industrial diseases.

The Workmen's Compensation Act further provides for returns by employers, in such industries as the Secretary of State may by order direct, of the number of injuries in respect of which compensation has been paid, the amount of the compensation, and such other particulars as may be required.

The total number of persons employed in the factories covered by these returns was 5,500,000 in 1908. The employes injured in the factories numbered 136,357, who received compensation amounting to $3,213,355, an average of $23.60. The factory fatalities numbered 951, for which $635,107 compensation was paid, an average of $667. Compensation amounting to $17,617, an average of $735, was paid in 24 fatal cases resulting from industrial disease, and $37,068, an average of $68, in 542 disablement cases caused by industrial disease.

With reference to dock employes, $103,432, an average of $662, was paid in 156 fatal cases; $317,393, an average of $29.93, in 10,591 disablement cases; and $1236 for injuries resulting from industrial disease. The total number of dock employes covered by the returns was 67,929.

The total number of mine employes covered by the returns was 1,047,862; $1,200,929 compensation, averaging $847, was paid in 1301 fatal accidents; $2,928,893, an average of $21.41, in 137,622 non-fatal accidents; and $66,123 for industrial disease.

Returns for constructional work—railways, tramways, canals, harbors or docks, bridges, tunnels, waterways, sewers, roads, and other works of engineering—are not as complete as in other departments. Construction of buildings is not included in this review, except when forming a part of an engineering work. The whole number of employes returned for the year amounted to 127,106. Compensation amounting to $65,946, an average of $555, was paid in 119 fatal cases; $186,326, an average of $27.25, in 6805 disablement cases; and $525 on account of industrial disease.

In railway returns, the clerical staff and persons employed in any subsidiary occupations of the railway companies, such as constructional work, carriage building, etc., are excluded. The returns cover 396,884 employes, to whom $328,562, an average of $715, was paid in 458 fatal cases; $403,550, an average of $19.46, in 20,649 disablement cases; and $350 in cases of industrial disease.

Twenty-four kinds of industrial disease are now included under the Workmen's Compensation Act. In the seven groups of industries from which returns were required, there were 2056 cases of disablement from industrial disease during the year 1908, and 26 cases of death. The majority of these cases, 1550, occurred in the mining industries. There were 421 cases of lead poisoning, 15 cases of arsenic poisoning, 20 cases of chrome poisoning, and 10 cases of compressed-air illness.

Before a claim can be made in respect of disablement caused by an industrial disease, the workman must either have been certified by a certifying or other appointed surgeon to be suffering from and disabled by the disease, or have been suspended from his employment under special rules or regulations, made under the Factory Act, on account of having contracted the disease.

In many instances the settlement of a claim is made by the payment of a lump sum in lieu of a weekly payment. In 1908, out of 323,215 accident cases, 14,114 were thus disposed of, either upon the happening of the accident or in a period during which a weekly payment was made. In the 7204 cases which were settled at once without any previous weekly payment, the average sum paid was not quite $44. In the 5135 cases which were settled after weekly payments had been made for a period of less than 26 weeks, the average sum paid was about $102; and in the cases where settlements were effected after payments had been made for more than 26 weeks the average payment was $384.

There were 3795 disputed cases to the Workmen's Compensation Act in 1908, of which 3602 were decided by judges, 47 by special arbitrators, and 146 by acceptances of money paid into court. In addition to the cases thus dealt with there were 1563 cases which were either withdrawn, settled out of court, or otherwise disposed of in such a way that no definite statement can be made concerning them.

SCOTCH COOPERATIVE SOCIETIES.

The eleventh annual conference of the Scotch section of the Cooperative Union, on April 23, showed 295 cooperative societies in Scotland, with a total membership of 405,129.

During 1909 the total sales amounted to $110,539,671, or $1,969,759 less than in 1908. The capital invested in the societies by members at the end of the year was $25,528,782, an increase of $348,587; and the societies held $21,044,577 deposits, an increase of $186,888. Much of the capital and most of the deposit funds were dividends which members had allowed to accumulate at interest. The total profits earned during the year reached the large sum of $15,260,030. From this bonus on wages of workers, grants to educational and charitable purposes, etc., were paid, and the balance of $13,883,078 was allotted as dividends in proportion to the amount of members' purchases during the year. The societies had aggregate reserve funds of $5,829,687 and owned land, buildings, machinery, and fixed stock to the amount of $15,574,581. The wage bill for the year was $7,602,708.

Demand the union label on all purchases.

BRITISH EMIGRATION.

In the past twenty-three years nearly 4,000,000 British subjects have emigrated from the United Kingdom, of whom about 40 per cent went to the English colonies and 60 per cent to the United States.

It was shown at the conference that the Central (Unemployed) Body for London had sent out since 1906 more than 8000 emigrants to Canada and 1000 to Australia, at a cost to the ratepayers of $364,987. Of that sum $121,662 had been advanced by way of loans, but so far only $17,033 had been refunded. The following resolution was adopted by the conference:

"That this conference respectfully suggests to the Government the desirability of holding, as soon as possible, in accordance with the first resolution of the imperial conference of 1907, a subsidiary conference to consider the subject of emigration from the United Kingdom to the dominions beyond the seas."

The suggestion was made at the conference, and received with considerable favor, that the Imperial Government should appropriate a large sum—the amount of £10,000,000 ($48,665,000) was suggested—for the furtherance of colonization. It was further suggested that the crown should appoint a minister of emigration and colonization entirely independent of party politics, and that he should have full authority to formulate and direct a policy of emigration which would be on broad and wise lines. It was advocated that such policy should be carried out in cooperation with the colonial governments and with adequate national instead of private funds.

It was represented that Victoria was sending a mission to England in order to secure, if possible, 40,000 British settlers, whom they wished to place on irrigable land, which was ready for occupation. In the event that Englishmen could not be secured, the endeavor would be made with Italians and, failing these, it was stated that it would be the purpose of the mission to go to the United States.

While no positive action was taken the result of the conference would seem to be an awakened interest on the subject of sending a desirable class of emigrants to British colonies and dependencies, and a determination to urge the Imperial Government to render large financial assistance and to directly further this scheme of sending English settlers to English colonies.

HOMES FOR BAVARIAN WORKMEN.

The Bavarian Diet has appropriated $2,380,000 for building houses for the employes of the state railways.

Since 1890 about $3,689,000 has been appropriated for this purpose, resulting in the building of 3267 sets of family apartments, of which 957 were built by the state and 2310 by building associations for the state.

The city of Munich has guaranteed about $1,420,000 in loans for building purposes by philanthropic building societies.

The municipal society of house owners has decided to form a mutual insurance against losses of apartment rentals. The contribution of house owners is 2 per cent of the annual rentals, and the indemnity paid for losses amounts to 60 per cent, if the dwellings are vacant no longer than one year.

CATCHING EARTHQUAKE RECORDS.

Earthquakes are recorded by means of the horizontal-pendulum seismograph. The best example of horizontal pendulum in everyday use is a common hinged door. The earthquake instrument is a heavy weight pivoted delicately on a frame, which is swung at an upright hinge line, so that the faintest movement in the post will be communicated to the frame. A light lever with a pen, at the outer end of the weighted frame, makes on a paper moved by clockwork a magnified record of the movements of the earth's crust. The pen is a bristle, and the paper is glossy and smoked, so that the record is a scratch. The weight tends to stand still as the earth waves move the post, and the pen writes an autograph of the movement, which takes place about the weight as a center. Every second an electric ticker connected with a clock scratches a mark on the side of the moving paper, so that the exact time of any earthquake autograph may be calculated.

Let us stop a moment to watch what happens when an earthquake wave passes through the earth. The weight is still, its pen is lightly in contact with the paper, and as the latter moves by clockwork there is left written a straight line. Slowly, as we watch, the writing finger moves sidewise, and begins to make little wave marks. This lasts several minutes. Then the pen begins to creep out until it is very slowly scratching long, sweeping zig-zags. In the course of half an hour this slowly diminishes. Not a single tremor has been felt. The waves passing through the ground were too broad and slow for sensation, but they have come thousands of miles from a place where walls were falling and people were rushing frantically into the streets.

When we consider that every strong earthquake may be recorded all over the globe, and that one occurs somewhere every week or two, the sport of earthquake-catching becomes fairly exciting. If the interest attaching to seismology were better known there would be many amateurs. An Omori seismograph may be bought for about $100, and any cellar on any sort of ground will catch the passing earthquakes. —Professor Jagger in Century Magazine.

ROME AND AMERICA.

In many legal details, likewise, I have found ancient Rome reappearing in the United States; for example, in the power possessed by magistrates. In the eyes of Europeans the right of the American Judge to issue injunctions seems most blameworthy and contrary to the spirit of the times. To Europeans, used to the judicial administration of a strictly bureaucratic state in which the bureaucracy is permanent, and, while subject to no control or oversight, cannot act outside the strict limitations of the law, this discretionary power of the American magistrate seems an instrument of intolerable tyranny. A very intelligent European, who has lived for a long time in the United States, but who, nevertheless, preserved his European point of view, said to me one day: "In this country there is a tyranny far exceeding that of any European tyranny; it is the tyranny of the judicial power."

A historian of the ancient world is better able to comprehend this apparent contradiction. The injunction is nothing more nor less than the edictum of the Roman magistrate—the power which he possessed, in common with the American Judge, to issue such orders to the citizens as he deemed necessary for the protection of justice and the rights of the public—orders which were obligatory upon the citizens, even if not based upon any written law.—Guglielmo Ferrero in Atlantic.

SLEEPING SICKNESS IN UGANDA.

We passed many islands, green with meadow and forest, beautiful in the bright sunshine, but empty with the emptiness of death. A decade previously these islands were thronged with tribes of fisher folk; their villages studded the shore, and their long canoes, planks held together with fiber, furrowed the surface of the lake. Then, from out of the depths of the Congo forest came the dreadful scourge of the sleeping sickness and smote the doomed people who dwelt beside the Victorian Nile and on the coasts of the Nyanza lakes and in the lands between. Its agent was a biting fly, brother to the tsetse, whose bite is fatal to domestic animals. This fly dwells in forest, beside lakes and rivers; and wherever it dwells after the sleeping sickness came it was found that man could not live. In this country between and along the shores of the great lakes, 200,000 people died in slow torment before the hard-taxed wisdom and skill of medical science and governmental administration could work any betterment whatever in the situation. Men still die by thousands and the disease is slowly spreading into fresh districts. But it has proved possible to keep it within limits in the regions already affected, yet only by absolutely abandoning certain districts, and by clearing all the forest and brush in tracts which serve as barriers to the fly, and which permit passage through the infected belts. On the western shores of Victoria Nyanza and in the islands adjacent thereto the ravages of the pestilence were such, the mortality it caused was so appalling that the Government was finally forced to deport all the survivors inland, to forbid all residence beside or fishing in the lake, and, with this end in view, to destroy the villages and the fishing fleets of the people. The teeming lake fish were formerly a main source of food supply to all who dwelt near by; but this has now been cut off, and the myriads of fish are left to themselves, to the host of water birds and to the monstrous man-eating crocodiles of the lake, on whose blood the fly also feeds, and whence it is supposed by some that it draws the germs so deadly to human kind.—Theodore Roosevelt in Scribner.

GOLD IN NEW GUINEA.

The discovery of a new alluvial gold area in British New Guinea has been reported. A prospecting party, after an absence of nine months, has returned with some fine gold secured 60 miles up the Lake Kamu river, near the borders of German New Guinea. Miners from northern Australia are moving into the new gold fields.

The Brazilian Government has determined to develop the iron and steel industry to make use of that republic's vast ore deposits, and the President has asked substantial aid of Congress.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Union, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 214 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Holdbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques y puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

Labor News.

The "Federated Labor Party" is the name of a new political organization formed in New York under the auspices of a number of labor men.

The San Francisco Labor Council has engaged a number of attorneys to defend the striking iron-workers of Los Angeles charged with violating the Anti-Picketing ordinance.

Mills in New England employing fifty thousand operatives have posted notices announcing further curtailment. In the Southern States more than 3,000,000 spindles will be idle one week in September.

Notice was served on union labor employed in the building trades in Winnipeg on August 18 that a lockout would be enforced by the building contractors on the following day. Thousands of men are affected.

A special meeting of the printing trades of San Francisco was held recently for the purpose of organizing a new Allied Printing Trades Council, which will be officially recognized by the National Joint Conference Board.

The Circuit Court of Portland, Or., on August 17, denied an application by the labor unions of Portland for an injunction to prevent payment of the July salaries of special policemen employed during the recent teamsters' strike.

An unusual lowering of the water in Lake Winnepesaukee, one of the principal sources of the Merrimac River, threatens to tie up millions of spindles in the textile cities along the Merrimac, in Massachusetts and New Hampshire.

Four hundred Punjabs and Hindoos have sailed from Calcutta for San Francisco, according to advices which have reached the Department of Commerce and Labor. Two hundred others sailed a week previously for the same port.

Eighty Russian laborers, dissatisfied with conditions at Honolulu, sailed for San Francisco on August 17 on the steamer Wilhelmina. These men are part of a large number of Russians who were brought to the Islands to work on the sugar plantations.

Eighty thousand conductors and trainmen employed on Western railroads will vote within the next two weeks on the proposals for an increase of pay submitted by the convention of the Western Association of Railway Trainmen in St. Louis.

J. W. Chamberlain, President of the Insurance Agents' Union, Local No. 1, of Wilkesbarre, Pa., said recently that "unless the Metropolitan Insurance Company of New York grants higher commissions to its agents in the Wilkesbarre district, the fifty-three agents will strike."

The thousands of operatives in Olneyville, the largest woolen-mill center in Rhode Island, were notified on August 18 that the mills of the American Woolen Company, which have been on a four and five days a week schedule for several months, will run on full time.

A strike of union employes in the Salem (Mass.) shoe factories was begun on August 16 and it was expected that more than 1000 workers will quit their benches. The United Shoe Workers of America demands that the companies reinstate several union employes alleged to have been locked out by the companies.

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MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INFORMATION WANTED.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

INFORMATION WANTED.

Soren P. Nielsen, a native of Aarhus, Denmark, born 1887, is inquired for by his sister. Address, Danish Consulate, New Orleans, La.

Edward Monsen, a native of Skudesnes, Norway, about 38 years of age, last seen in New York in 1907, supposed to be on the Pacific Coast, is inquired for by his brother-in-law, K. Moklef, 150 Noe street, San Francisco, Cal.

San Pedro Letter List.

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Pacific Coast Marine.

Charles Gustafsen has been appointed master of the steamer Gold, vice John Lauritzen, and George H. Enos of the steamer Transit, vice Lewis Fielden.

The five-day schedule of the steamer Breakwater between Portland and Coos Bay, recently inaugurated, has been found impracticable and the old-time seven-day schedule again restored.

The Pacific Mail steamer Siberia, from Hongkong to San Francisco, was detained in quarantine at Yokohama on August 20, on account of a case of Asiatic cholera. The steamer sailed after undergoing disinfection.

W. P. Fuller & Co., filed a libel in the United States District Court at San Francisco on August 19 against the ship Dirigo to recover $425 damages to cargo of acetic acid by reason of careless stowage.

C. J. B. Boye has been appointed master of the steamer Samoa, vice M. J. Madsen; Adolf Frieber of the schooner Henrietta M., vice W. B. Poulsen, and George Jepsen of the schooner Sonoma Valley, vice George B. Generaux.

The following vessels were enrolled at the San Francisco Custom-house on August 18: Stern wheel steamer Telephone, J. Richardson, master; screw steamer Umatilla, T. Reilly, master, and schooner A. M. Baxter, Olaf Isaachsen, master.

The boiler of the steam-schooner Phoenix exploded off Point Arena on August 13. Four men were killed, Thomas Houston, chief engineer; Andrew Rasmussen, second-mate; Chris Hansen, fireman, and William Nicholson, fireman. The vessel was totally wrecked.

The steamship Senator arrived at Seattle on August 15 from Nome with $228,000 in gold bullion. Passengers on the Senator report that Mount Shishaldin, which has been in violent eruption at frequent intervals this summer, was quiet when the vessel passed Unimak.

John McLaughlin filed a libel in the United States District Court at San Francisco on August 17 against the barkentine Arago and her owners, to recover $73 wages alleged to be due, and $5000 damages for a broken leg caused, he alleges, by the negligence of the mate in loading the cargo.

For the first seven months of the year Tacoma's ocean commerce shows a gain of over seven million dollars compared with last year. Water shipments, foreign and coastwise, have exceeded fourteen millions. Receipts by water have exceeded eleven and a half millions.

The Pacific Hardware and Steel Company filed a libel in the United States District Court at San Francisco on August 19 against the steamship J. L. Luckenbach to recover $1675 damages to a cargo of merchandise while on the way from New York to San Francisco. Careless stowage is alleged.

The passenger service between San Francisco and Columbia River points is very brisk, according to officials of the San Francisco-Portland Steamship Company. The new steamers Bear and Beaver are running full every trip on the northern run, and business to Southern California is also very good.

Two passengers attempted to hold up the steamer Buckman on August 20 during the passage from Seattle to San Francisco. In the struggle Captain E. B. Wood was shot and killed. The murderer. F. Thomas, afterward jumped overboard. His companion was arrested and brought to San Francisco.

Peter Soderman has been appointed master of the schooner Heckley vice A. V. Anderson; Peter Hansen of the steamer Resolute, vice F. J. Murphy; David Hansen of the schooner Montezuma, vice Peter Soderman; W. T. Oden of the schooner Modoc, vice Peter Baker; Andrew Olsen of the steamer Margaret, vice Daniel Hansen.

The capsized hulk of the ill-fated steam-schooner Phoenix, which was blown up on the night of August 13, off Point Arena, arrived at San Francisco on August 20 in tow of the steam-schooner Sea Foam. The hulk will be righted at the Union Iron Works, and it is hoped to find the bodies of the two firemen who were killed by the explosion.

Four mules only, out of 1400 carried by the British steamer Waitemata from San Francisco to the Fiji Islands died. The Waitemata arrived at Suva on August 6, after an uneventful passage from the Golden Gate. That four only of the animals succumbed to the hardships of the trip is considered remarkable. The mules are to be used on the sugar plantations of the Fijis.

A meeting of the stockholders of the Dollar Steamship lines was held at San Francisco on August 20 for the purpose of voting for the amalgamation of the lines under the incorporation of the Dollar Steamship Company, for which the articles were filed on the previous day. The idea of combining the four companies is to make business matters more simple.

Charles Carsen has been appointed master of the schooner Andrew Jackson vice C. Haroldsen, and Henry Gerland of the schooner Nellie Rich vice Anton Anderson. The following vessels were enrolled at the San Francisco Custom-house on August 19: Steamer Marshfield, Julius G. Ahlin, master; steamer Doris, H. E. Olsen, master; schooner Prosper, Max Bliesath, master.

Captain W. P. Stokey, in charge of the United States Engineer's office in Los Angeles, has written the Chamber of Commerce of that city for suggestions regarding the need of greater depth of water in the outer harbor. The last session of Congress made an appropriation for the survey as a preliminary step toward dredging appropriations. It is expected that the entire outer harbor will be dredged to a depth of thirty feet.

As the result of an interview with an official of the Alaska Treadwell Mining Company, C. J. Jones, traffic manager of the Alaska Steamship Company, says there is no truth in the report that the mining company is to establish a steamer service to handle its own traffic and compete for Alaska business. It was rumored that the Alaska Treadwell Company was to absorb a smaller line —presumably the Humboldt—and add several vessels.

Advices received during the past few days from Seward, following the arrival at Seattle of the steamship Dora G. Westward, stated that the pack in nearly all districts except Cook's Inlet has so far been far below last year's output, and nowhere near up to this season's expectations. The season has ended on Bristol Bay. The pack of nineteen canneries is 834,000 cases, as compared with 1,147,595 last season and 1,170,285 in 1909.

The well-known ship Alex Gibson has bidden farewell to Pacific waters, having left the Coast on what is to be the last voyage she will make under her own canvas. The old windjammer sailed from the Sound recently laden with huge timbers, some of them the largest ever shipped from the Coast. The Gibson will be sold on her arrival at New York and will join the barge fleet on the Atlantic, which is composed of many once-famous clipper ships.

The American ship S. D. Carleton took a berth at Howard-street wharf, San Francisco, on August 28, and alongside of her was shifted the hulk of the old Pacific Mail liner City of Peking. The Peking is being broken up, and it is the intention to ship the remains of the oldtimer as scrap iron in sailing vessels to the Atlantic Coast. Two hundred tons of plates and other parts of the vessel already detached will be stowed into the Carleton's hold as ballast.

The following changes of masters and enrollments were made at the San Francisco Custom-house on August 20: Steamer City of Panama, R. Drennan, vice C. E. Stewart; schooner Melvina, Alfred Larsen, vice Henry Gerland; Crowley No. 11, E. Del Norte, vice E. M. Clarke; steamer E. P. Ripley, J. H. Hackey, vice John Nelson; schooner Emily Lundt, E. H. Salisburg, vice Earl Archer; schooner Robert Henry, J. Desseker, vice L. Larsen. A. Kirkwood was enrolled as master of the Standard Oil Barge No. 93. Licensed, schooner Robert Henry, J. Desseker.

Negotiations are under way for the purchase by Bates & Chesebrough of a schooner to be used in wrecking operations on the Pacific Mail steamer Indiana, stranded at Point Tosca. The name of the vessel is kept private, but it is reported that when Bates & Chesebrough are through with her she will be used by Gifford Pinchot, former Chief of the Bureau of Forestry, and members of the Smithsonian Institute for a scientific cruise to the South Seas. Bates & Chesebrough will begin breaking up the Indiana in October and it is said that the South Seas trip is planned to begin in December.

The British steamer Spithead is to join the other vessels of the Waterhouse fleet on the Australian run. The Spithead is a sister-ship of the Needles, which also has been chartered by the Waterhouse Company and is well known on the Pacific Coast. The Spithead is now on her way from Java with 7500 tons of sugar from the Dutch Island. Her new charter commences September 5. The Spithead will load at Vancouver and Seattle before proceeding to San Francisco to start the mail run on September 28. The Spithead belongs to the Clyde Shipping Company of Glasgow and is 401 feet long, with a beam of 50 feet and depth of 28 feet. She is 4697 tons gross and 2993 net register and was built by the London and Glasgow Engineering Company in 1899.

NOTICE.

The undersigned, M. J. Hynes, special administrator of the estate of N. C. Jensen, deceased, will on the third day of September, 1910, sell to the highest bidder the scow-schooner "Evelyn" belonging to the above-named deceased. Bids will be accepted at the office of the special administrator, Room 858 Phelan Building, San Francisco, up until twelve o'clock noon, Saturday, September 3rd, 1910. M. J. HYNES.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

Affiliated with

AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer,
1½ Lewis St., Boston, Mass.

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ASHTABULA HARBOR, O., 74 Bridge St.
CLEVELAND, O., 929 Superior Ave.
CHICAGO, Ill., 242 South Water St.
MILWAUKEE, Wis., 317 Virginia St.

Sub-Agency:

CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

WALTER MACARTHUR.....Editor
PAUL SCHARRENBERG.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, AUGUST 24, 1910.

MISREPRESENTING GOMPERS.

A favorite form of diversion by statesmen, economists, and journalists during the recent past has been that of quoting President Gompers, of the American Federation of Labor, as an authority for the maintenance of high tariff. Probably these gentlemen get a good deal of fun out of the contemplation of Brother Gompers' looks when he sees himself thus set up as a champion of the Standpatters. However that may be, the JOURNAL is free to acknowledge a certain sense of the ridiculous in the attempt of the Protectionist crowd to claim Gompers for their very own. We think it likely, too, that Brother Gompers himself rather enjoys the situation.

The following press item affords an idea of the "line of talk" indulged in by the persons referred to:

Mr. Gompers, President of the American Federation of Labor, made a visit of some months in Europe, where he investigated trade conditions, and as he had no party interest to serve, what he says is entitled to great weight. Speaking of the cost of living in the United States as compared with European countries, he says: "If the immigrant to this country is willing to continue living here on the same level he was obliged to accept in his native land he can find it for the same money." That is the truth. In fact, on the same level he can live for less in the United States, while his wages will be several times greater. This is the reason a million and more immigrants come to this country annually. Mr. Gompers, in his report to the Federation of Labor, says:

"Living is cheap to the wage worker in Europe only because he does without what in America soon becomes a necessity to him—food in good quantity and quality, presentable clothes, and a comfortably furnished home, and in general a larger and freer life. Meat is usually from 25 to 100 per cent higher than in the United States. The immigrant coming to America finds that if he can buy in quantity (and in cases where he need not) his flour, fuel, potatoes, oil, sugar, coffee, salt—the essentials for his plain table—all cost less than they ordinarily do in the land he left. The cheapness and abundance of many varieties of fruits and of our melons and tomatoes is a surprise to him."

Gompers goes on to point out the things that are cheaper in this country than in Europe—cotton clothing, shoes, newspapers, amusements, education, etc. He says that in no city in Europe did he find rents any cheaper, wages considered, than in the United States, while an American would be surprised over "how little the European renting wage worker gets for his money." As to wages, Gompers tells with surprise of the demands made at the British Trade Union Congress at Ipswich, where it was stated railway workmen got $4.25 a week, agricultural laborers, 12 shillings (2.88), builders' laborers, 9 cents an hour, and so on. And yet there are hundreds of thousands of workmen seeking employment in the United Kingdom even at such pitiable wages.

Why this enormous difference from the wages paid in the United States? Britain is a Free-Trade country and the United States is under a Protective tariff. That is the cause of the difference in wages. And yet the Democrats and Insurgents want to reduce American workmen to the European level.

Assuming the correctness of the quotations from President Gompers' views on labor conditions in Europe, we fail to find in them anything to justify the conclusion suggested. When Mr. Gompers says that wages are higher in the United States than in Europe he states the obvious fact. That the standard of living is higher in the former than in the latter locality is simply another way of stating the same proposition. And, of course, no one need be told that the American workingman who is content to live on the European standard can do so as cheaply in the United States as in Europe. These propositions are clearly true, and clearly beside the issue.

To say that these propositions bear out the theory of Protection, to say that Protection is the cause of these conditions, is to beg the question and to ignore the chief element that differentiates labor conditions in the United States and other countries. There is no room for dispute upon the proposition that were the workingmen of the United States generally content to live upon the European standard, their wages would shortly descend to the level of the latter country. Wages are higher in the United States because the standard of living is higher. Other conditions—natural opportunities, sparseness of population, etc.—aid in the maintenance of the standard of living. Protection is least of all, if at all, responsible for the high standard of living and the consequent high standard of wages.

To note the real and immediate operation of Protection as a factor in the wage question, we need but look at those industries chiefly affected by that system. There we find that wages are lowest and labor conditions generally worst. This fact is due not so much to the principle as to the practice of Protection. In a word, Protection is the "Mother of Trusts," and trusts are the enemies of labor, as of the people at large. The effect, or non-effect, of Protection upon the conditions of labor may be noted both by a comparison between labor conditions in the protected and unprotected industries of the United States and by a comparison of the conditions prevailing in other countries under Protection and Free Trade, respectively. Such comparison uniformly shows that labor conditions are determined neither by Protection or Free Trade.

Whatever may be the views of President Gompers upon Protection as a matter of Governmental policy, it is a safe assumption that that gentleman is under no delusion as to the real causes of the difference in labor conditions in the United States and other countries. Those who think to make political capital at the expense of President Gompers' reputation as an authority on political and industrial questions underestimate his standing as a man of common sense. Those who think to enjoy a little fun at the expense of the head of the labor movement ought to realize that the joke is on themselves.

For fair products of all kinds consult the JOURNAL'S ad columns.

Demand the union label on all purchases!

THE HINDOO INVASION.

Washington, August 11.—Assistant Secretary Benjamin S. Cable, speaking for the Department of Commerce and Labor to-day announced a policy of increased restrictions as regards the immigration of Hindoos, and so emphatic was his attitude that he seemed to regret that he had no power to enact an absolute exclusion law forthwith. The report from Calcutta of an influx to the Pacific Coast, occasioned by widespread rumors that America was a "good land" and that there every husky hand had a chance to get on the police force, prompted the Assistant Secretary to declare that it was about time the country awakened to the importance of such a threatened invasion.

Cable feels himself on safe grounds so far as international relations are concerned, for he needs but point to the attitude of the Canadian Government toward the fellow-subjects of the British Empire. He expresses concern about the requirements of migratory labor for the various harvests in the West, but the problem of the farmers and the railroads as well, he declares, must be solved by other means than resort to immigration of the very undesirable East Indians. The department can but enforce the laws on the statute books and can not stop immigration. It can, however, apply measures of restriction with broader construction of the law than generally obtains, and if a Hindoo flood comes it will in large part be halted.

It is satisfactory to know that the authorities at Washington are alive to the danger of the Hindoo invasion, and propose to stop it if possible. Any measure of protection in this regard will be welcomed, even if only by "broader construction of the law than generally obtains." While we regard the regulative or restrictive method of protection against Asiatic immigration as defective and likely in the end to cause friction and trouble of various kinds, such method is at least better than none at all. After all, perhaps the chief result of the attempt to restrict Hindoo immigration by "broader construction of the law" is to demonstrate the futility of such methods, and consequently to prove the need of an Exclusion law which by its plain terms, without need of special "construction," will effect the absolute debarment of Asiatics.

Referring to the views expressed by President Gompers upon labor conditions in Europe, we suggest that every student of industrial affairs should read the book, "Labor in Europe and America," by President Gompers, containing a full account of his observations during his recent visit to Europe. Mr. Gompers is a keen and experienced observer, and his work on conditions in Europe is a valuable contribution to the literature of the labor movement. The members of the labor movement particularly should make a point of reading President Gompers' book. Those unable to secure copies of it for their own exclusive use may find the work in the public libraries throughout the country.

The Women's Union Label League, recently organized in San Francisco, is doing active work in promoting the demand for the union label. A number of public meetings have been held, at which the various labels, illustrated by stereopticon views, have been described. The interest thus aroused is certain to result in a constantly increasing demand for the label on the part of the general public. Trade-unionists ought to be encouraged by this movement to increased activity upon their own part.

The organized women of San Francisco are among the best trade-unionists in the city, ever alert and active in the cause of the labor movement. Garment Workers, Laundresses and Waitresses are entitled to the fullest support of their brothers in the cause. Look for the labels and buttons of these crafts upon all occasions!

COURTS, AND RESPECT FOR THEM.

We are persuaded that, ordinarily, men resting under charges are often not really tried by the courts; rather they are tried by rumor. The statute they offend is prejudice. The bottom complaint against them is that they have provoked the indignation of somebody, or some class. The testimony bearing on them is reiterated calumny in print. The chief trick of the counsel pleading for their conviction is to "give the dog a bad name." The jury, what is dubbed "the public," is deceived by garbled, distorted, and irrelevant testimony. Such are the constitution and practices of the High Court of Rumor. This court, however, has jurisdiction only among the class of people interested, in any particular case, in the conviction of the accused. Hence, the jurisdiction expands or contracts, or flits here and there, accordingly as any portion of society calling itself "public opinion" seizes upon the offices of the court and performs its functions.

For example, the Manufacturers' Association, possessing itself of the machinery of rumor which works at high speed among people of the manufacturing class, some time ago convicted certain labor representatives of "defiance of the courts," "disrespect of the law," "contempt of the bench," and sundry other similar counts expressive of vicious performances and wickedness of heart on the part of the accused.

Now, it is our belief that while resting under these horrible accusations we have comported ourselves with civility toward our accusers and respect to the general public, and, above all, deference to the lawfully constituted courts. In our character as one of the accused we have been rendered somewhat acute in our power of observing the attitude of other folks toward the courts —not the rumor courts, which are habitually flouted by their opponents, but the grave dispensers of justice who wear the judicial ermine on the honorable bench. The result is, we marvel at our own discretion and reserve, while we are amazed at the reckless aggressiveness of certain models of good citizenship in attacking courts which have given them disagreeable decisions. Here is the Philadelphia Press, for instance, talking up to the highest tribunal of its State:

"The judgment reached by the Supreme Court of the State of Pennsylvania in the strip ticket case is one of the most outrageous decisions that could be handed down to a community. It is decisions of this character by the courts that are bringing criticism on the judiciary and are creating a loss of confidence in the bench on the part of the people.

"It was hoped that the highest court in the State of Pennsylvania would view this matter so that the intent of the contracting parties would be carried out, the interests of the people of this community properly be protected, and the confidence in the court strengthened and sustained. Every layman understood clearly the agreement between the city of Philadelphia and the Rapid Transit Company to be other than this decision declares, and no amount of legal verbiage or technicalities will remove from their minds the injustice of the judgment which the Supreme Court has rendered.

"As the decision of Common Pleas No. 2 was when originally rendered here reviewed and rebuked by the clearly reasoned and convincing dissenting opinion of Judge Wiltbank, so the Supreme Court's judgment has to meet the penetrating criticism and severe comment of Justice Mestrezat. His opinion, published elsewhere in The Press, is strong, luminous and compelling, and should be read by every one. He shows that the interpretation of the contract made by his colleagues is contrary to both reason and precedent and contradicts the company's own interpretation of it in its address to the people of Philadelphia. 'Why,' he asks, 'if the company had but a single rate of fare, 5 cents, when this contract was framed, did the parties contract that the present "rates of fare" instead of "rate of fare" should not be changed?' His colleagues do not answer this. They can not. The facts, the law and the common understanding of the contract are all against them.

"It is impossible to have any respect whatever for the decision of the majority of the court in the face of Justice Mestrezat's dissection and condemnation of it."

The Philadelphia Times thus roars its defiance at the same court in regard to the same case:

"The Supreme Court of Pennsylvania having affirmed the decision of the Common Pleas Court of Philadelphia in the suits brought by the city and certain citizens against the Rapid Transit Company, the strip ticket issue is settled. The people lose. The contract between the company and the city does not mean what the company, the councils, and the people understood it to mean at the time of its negotiation. On the contrary, it means what the company subsequently determined that it ought to mean in order to make possible a sudden increase in its revenues."

Only a few weeks ago a grand jury in New York twice ignored a court's orders to indict an association of employers. This judge, in discharging the jury, reminded the district attorney that the criminal code gives him the power to challenge a juror whom he suspects of "a state of mind" equivalent to partiality. But nothing followed this threat, and the grand jurymen went to their homes to live in safety despite their "defiance of the court."

Only the other day the New York Times contained this reference to a manipulation of the courts:

"The Journal of Commerce, which pursues its way serenely far aloof from the madding political world, is dazed by recent events at Washington. The timeliness of what was done in relation to the primaries in Iowa has no allurements for a journal with a single eye to the commercial bearings of laws and proposals of law. The Journal only perceives that a legal process was used under false pretenses, with a boldness unparalleled in anything that Mr. Gompers ever complained of, and it shudders to think of the possibility of such an abuse of the courts by a bad President. However, that milk is spilled, and it is useless to weep over it."

Positively, either light allusion to the courts or heated condemnation of them distresses us. Our ideal of a court of justice is a very high one. We wish to cherish that ideal. That extremely dignified grand juries and very great editorial writers should insult, browbeat, and insinuatingly impugn supreme courts gives us pain.

The United States Senate recently refused to recognize the jurisdiction and authority of Justice Wright of the Supreme Court of the District of Columbia. He issued an order to one of the Senate's committees to show cause why a mandamus should not be issued compelling the committee to do a certain thing—the committee reported the order to the Senate and that body directed its committee to ignore the order. Well, why did not Justice Wright cite the Senators forming the committee for contempt of his order and the United States Senate for directing, aiding and abetting that contempt and defiance of the order? An order of the court, "wright or wrong," said the court in the Mitchell-Morrison-Gompers case, "must be obeyed."

In connection with this, we recall the fact that our challenge to the editor of the Century Magazine to go over the matter of the American Federation of Labor difference with the Buck's Stove and Range Company and indicate to the indicted "labor leaders" wherein they "defied the courts," remains unanswered. Of course, as we have reason to know, monthly publications come out only once a month. But, we submit, the Century has had time since our request was made of it to insert in its pages a little paragraph putting us finally, convincingly, and irretrievably in the wrong—if its editor could.—American Federationist.

MERCHANT MARINE OF CANADA.

On December 31, 1909, there were 7768 vessels in the Canadian merchant marine, measuring 718,533 tons, an increase of 166 vessels and 16,229 tons as compared with December 31, 1908. During 1909 there were built and registered 327 vessels with 25,306 tons. Sailing ships numbered 4539, with 204,591 tons; steamships, 3229, with 513,962 tons. During the last thirty-five years there has been a decided decrease in the Canadian merchant marine, as the following tonnage statistics show: 1874, 1,158,363; 1879, 1,332,094; 1884, 1,253,747; 1889, 1,040,481; 1894, 869,624; 1899, 679,352; 1904, 682,838; 1909, 718,553.

The tonnage, by provinces, on December 31, 1909, was as follows: New Brunswick, 62,984; Novia Scotia, 160,286; Quebec, 175,370; Ontario, 208,652; Prince Edward Island, 10,154; British Columbia, 92,746; Manitoba, 5087; Yukon district, 2984; Saskatchewan, 290.

In tonnage the merchant marine of Canada takes tenth rank. It is estimated that 36,430 men and boys, including masters, were employed on registered Canadian ships during 1909. Prince Rupert, in British Columbia, was constituted a port of registry. During the year 246 vessels were stricken from the registry for the causes given: Sold to foreigners, 14; wrecked, 27; stranded, 17; lost, 12; broken up, 75; abandoned at sea, 7; collision, 2; missing, 1; foundered, 8; burned, 33; condemned, 9; transferred to St. Johns, Newfoundland, 13; transferred to Bridgetown, Barbados, 6; reported out of existence, 21; register surrendered, 1.

The Arabs were the first to practice the modern process of distillation, and their words, alembic and alcohol, still are used in the industry.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Aug. 22, 1910.

Regular weekly meeting was called to order at 7:30 p. m., E. A. Erickson presiding. Shipwreck Benefit was ordered paid to 7 members wrecked in the steam-schooner Phoenix. The claim of Shipwreck Benefit by members who lost their clothing through fire in the steamer F. A. Kilburn was referred to a committee. The following were elected delegates to the convention of the California State Federation of Labor: John W. Ericksen, E. A. Erickson and Paul Scharrenberg.

E. ELLISON, Secretary pro tem.

44-46 East St. Pacific Phone Kearny 2228. Home Phone J 2228.

Vancouver, B. C., Aug. 16, 1910.

General situation good.

JOHN PEARSON, Agent.

122 Alexander St. P. O. Box 1365.

Tacoma Agency, Aug. 15, 1910

No meeting; no quorum. Shipping very dull.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Aug. 15, 1910.

Shipping and prospects poor.

P. B. GILL, Agent.

1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Aug. 15, 1910.

Shipping and prospects poor. Owing to sickness of Agent Moller, Aug. Mullich was elected Agent pro tem.

AUG. MULLICH, Agent pro tem.

229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Aug. 15, 1910.

Shipping medium; prospects uncertain.

HARRY COOK, Agent.

P. O. Box 6. Tel. 225.

Portland, Ore., Agency, Aug. 15, 1910.

Shipping good.

D. W. PAUL, Agent.

51 Union Ave. Tel. East 4912.

Eureka Agency, Aug. 16, 1910.

No meeting; no quorum. Shipping slack; prospects fair.

JOHN W. ERICKSEN, Agent.

227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Aug. 16, 1910.

Shipping rather dull; prospects poor.

HARRY OHLSEN, Agent.

P. O. Box 67. Tel. Main 662.

Honolulu Agency, Aug. 9, 1910.

No meeting; no quorum. Shipping and prospects poor.

CHAS. SORENSEN, Agent.

P. O. Box 314.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Aug. 18, 1910.

Regular weekly meeting was called to order at 7:30 p. m., T. Ellis in the chair. The Shipwreck Benefit was ordered paid to two members of the steam-schooner Phoenix. Secretary reported shipping fair.

EUGENE STEIDLE, Secretary.

Phone Kearny 5955.

Seattle Agency, Aug. 11, 1910.

No meeting; shipping slow.

LEONARD NORKGAUER, Agent.

P. O. Box 1335.

San Pedro Agency, Aug. 15, 1910.

Shipping slow; prospects uncertain.

ED. BARRY, Agent.

P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Aug. 15, 1910.

Strike situation good.

ALEX. McKECHNIE, Sec'y pro tem.

674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Aug. 16, 1910.

Shipping fair.

WM. H. FRAZIER, Secretary.

1½A Lewis Street.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

WEEK'S RECORD FOR "WELFARE."

On August 4 the scab steamer Lake Shore hit the gates in the Poe lock at the Soo, and only good luck prevented the greatest accident of the times. The usual excuse of "misunderstood signals" and "slipping reversing gear" was given.

The scab steamer Douglass Houghton came to the front with a mutiny on Lake Michigan in which Captain John Parke stands out a hero in the estimation of himself and certain others. The Lake Carriers have been telling us what fine crews they obtain under the "Farewell" plan, and how prompt and obedient they are. In the mutiny of the Houghton we find the true conditions.

The scab car-ferry No. 15, off Conneaut, hit the tow-barge Pellett. The tug W. B. Sanders was towing the barges Kelley, Pellett and Cutter, bound for Buffalo. The Pellett was the middle barge, and the scab steamer, with the whole Lake to choose from, could not keep off.

The scab steamer Tacoma, another Gilchrist craft, "went dead" in Lake Erie between Lorain and Cleveland; both boilers burned out.

The scab steamer D. G. Kerr walked ashore. The scab steamer Briton smashed the barge Moran.

Altogether, the "Hellfare" plan is a great success. The scab "seamen" are proving how "not" to do a seaman's work. Farmers, children, hunkies, college scabs—all kinds but real men. The scab car-ferry No. 15 is using 250 scabs a month. More power to her! W. H. JENKINS.

Conneaut, O.

CONTRACTS FOR FREIGHTERS.

Contracts have been closed for two big freighters for next year's delivery and both vessels were ordered by shippers. The American Shipbuilding Company will build a 10,000-ton steamer for the Buffalo & Susquehanna Steamship Company of Buffalo. This ship will take the place of the steamer F. H. Goodyear, which was lost this season. She will be built at Lorain. The Jones & Laughlin Steel Company of Pittsburg has placed an order for a 600-foot steamer with the Great Lakes Engineering Works of Detroit.

The shipbuilders say that no figuring for freighters is being done and they are not banking on many orders. The lake yards will probably have the usual amount of repairs to make. Work of that kind has been pretty heavy this season.

Plans for a passenger steamer for Ashley & Dustin of Detroit are being prepared and will be in the hands of the shipbuilders in a short time. It is expected that the order for this ship will be placed before the close of the passenger season. The new boat will be operated between Detroit, Put-in-Bay and Sandusky, and will take the place of the steamer Frank E. Kirby on that run.

Cleveland parties are figuring on building two steamers for the package freight trade. The boats, if ordered, will be fitted for handling steel rails, ingots and heavy freight of that class.

NO FORTUNE IN WRECK.

Wreckers who are reported seeking a fortune of $400,000 in the hulk of the old side-wheel steamer Atlantic, sunk in collision with the steamer Ogdensburg in 158 feet of water, three miles south of Long Point, Lake Erie, in 1852, will find little besides the bones of her 150 dead passengers, says C. H. Westcott, Supervising Inspector of Steam Vessels for the Eighth district.

"I remember hearing all about that wreck when I was a boy," said Captain Westcott recently. "Along in 1865, when I was sailing as cabin boy on the old steamer Forest Queen, owned by Captain Eber Ward of Cleveland, I used to know a man named Green. He was the diver who went down a year or so after the Atlantic sank and made a rope fast to her safe. Before he could get the safe out he was overcome by the enormous pressure of the water at that great depth and was obliged to leave it. Not long afterward another sailor brought the safe up.

"Green was all crippled from his experience in the deep water. He made a number of trips with us. Captain Ward had given orders that he should be taken without any charge whenever he wanted to go. I have heard him frequently telling how he went down after the Atlantic's safe."

The steamer Forest Queen of which Captain Westcott speaks had a short career as a steamboat. The Detroit Free Press says: She was built at Newport, now Marine City, Mich., in 1855, and was a light, speedy craft. As a steamboat she was deficient in carrying capacity and also in stiffness, so in 1865 she was transformed into a barge and her machinery was placed in the steamer Saginaw.

The steamer Atlantic also was built at Newport, in 1849. She was a vessel of 1,100 tons, a large boat for her time, and was but three years old when she was sunk by the Ogdensburg. In the litigation after she sank, the Northern Transportation Co., owner of the Ogdensburg, was compelled to transfer three of its fleet of twenty-five or thirty vessels to the owner of the Atlantic to make good her loss.

MASTERS GIVEN WARNING.

As a result of the many accidents that have occurred in Canadian waters within the past few weeks, James J. Foy, Attorney-General of Ontario, has sent out a notice warning vesselmasters and vesselowners that if they show any negligence in the management of their vessels they will be prosecuted to the limit of the law.

Getting tired of Welfare seamen evidently!

The Plain Dealer of July 26 says: "There are still more vessels than cargoes, and a number of vessels will have to go to the dock." No business, eh? Still the business of building new freighters goes merrily on. Evidently the Lake Carriers expect to settle the strike some time. Then there will be plenty of business, because they can get men.

ORDER FOR NEW BOAT.

The Detroit & Cleveland Navigation Company will place an order for a new boat for 1912 delivery which will be the largest ship of her class on the Lakes. Frank Kirby, the Detroit engineer who has looked after the building of most of the side-wheel boats that have been turned out at Detroit, is at work on the plans, which will be ready for the shipbuilders by the first of the year.

It will take a year to build the big passenger steamer and work on her will be started early in 1911. The new boat will be larger than the City of Cleveland, but otherwise the dimensions will be about the same.

The City of Cleveland was built for the Cleveland route, but if the present plans of the officials of the company are not changed the City of Cleveland and the new boat will be operated between Detroit and Buffalo. That will place the steamers Eastern States and Western States on the Cleveland-Detroit run.

The City of Cleveland, which has big power, has been trading between Detroit and Buffalo for the past few weeks and it has not been necessary to crowd the big side-wheeler to make the schedule for the long run. It was the easy manner in which the Cleveland made the run that made the officials of the company decide to make the change.

On the short run between Cleveland and Detroit the big side-wheeler is at the dock most of the time, while the steamers Eastern States and Western States have to be crowded to make the run from Detroit to Buffalo on time.

Frank Kirby is also working on plans for a passenger steamer for Ashley & Dustin of Detroit to take the place of the steamer Kirby on the Detroit-Sandusky run. It is expected that the specifications for this ship will be in the hands of the builders by the middle of September.

NOTICE TO MASTERS.

Newly revised editions, in colors, of the following charts on the Mercator projection, prepared by the Hydrographic Office, bureau of equipment, United States Navy, have been printed by and are for sale at the United States Lake Survey office, Detroit, Mich., viz: general chart of Lake Superior, general chart of Lake Michigan, general chart of Lake Huron and Georgian Bay and general chart of Lake Erie and Lake Ontario (and south part of Lake Huron).

BARGE WHITNEY SUNK.

Run down by the steamer Ogdensburg about three miles below Bar Point light, shortly after 11 o'clock on the night of July 30, the wooden barge Grace Whitney was sunk in nearly thirty feet of water. Mrs. Carrie Heath, wife of Captain Ross Heath, Marine City, master of the barge, and Frederick Heath, their nine-year-old son, went to death in Lake Erie.

Demand the union label on all purchases.

TWO NEW MINES.

The New York State Steel Company is preparing to open two new mines in the Iron River district at the western end of the Menominee range, in Michigan. These are the Gleason and Goodman properties.

The tracts are a short distance north of the village of Iron River and in the vicinity of the Mineral Mining Company's St. James mine, which is proving one of the best properties on the western Menominee. Large deposits of ore of good grade have been found.

The sinking of permanent shafts will be started as soon as the material can be assembled. One shaft will be lined with steel and will be equipped with a steel headframe.

CHANGE IN BREAKWATER.

Colonel William T. Rossell, Major Herbert Deakyne and Major W. J. Barden of the board of Government engineers, accompanied by Lieutenant Colonel John Millis, district engineer, came to Ashtabula recently to confer with local interests relative to proposed change in the west breakwater.

The tug Quest was sent there to convey the party, which included railroad and city officials, to the scene of the controversy. The Pennsylvania company desires to have the proposed extension of the breakwater shoreward changed from a direct line to the beach to another line connecting it with the company's jetty.

PLAN FOR NEW FOURTH LOCK.

Under authority conferred by recent Act of Congress the War Department has appointed three members of the engineer corps to determine the necessity for a new fourth Lock at the American Soo and prepare specifications on the probable cost of such an improvement should the board find it is required. This board comprises Col. C. McD. Townsend, engineer in charge of Detroit district; Major H. C. Newcomer, engineer of the Pittsburg district, and Major C. S. Riche, engineer of Grand Rapids district and head of the Lake Survey office.

HARBOR BEACH IMPROVEMENTS.

The United States Government will expend an additional $275,000 at Harbor Beach, Mich., in an effort to make the protection against the Lake Huron storms at that point as effective and durable as possible. Extensive reconstruction work on the main pier, costing nearly a million dollars, was completed in 1908, and Congress has recently allowed $100,000 with which to commence work on the remaining piers. The work will be done under the supervision of Colonel C. McD. Townsend, United States engineer in charge of the district.

Two heavy charges of dynamite were exploded at the Philadelphia & Reading coal docks in Superior on August 2. The docks were nearing completion. A steel unloading rig weighing 580 tons and costing $80,000 was thrown down and partly wrecked.

The captain of the Canadian lightship at Southeast Shoal has been instructed to keep the submarine bell in operation between the hours of 7 a. m. and 6 p. m. during the month of August.

STRIKE
ON THE GREAT LAKES

COMRADES:

The strike of Sailors, Firemen and Cooks on the Great Lakes is still on. We appeal to all seafaring men to assist us in persuading seamen to stay away from the Lakes during this strike.

Any reports that the strike has been settled are false.

The Seamen of the Great Lakes are sticking together solidly, and will keep up the battle for freedom and decent conditions until the fight is won. "God Almighty hates a quitter." (So do we.)

Lend a hand, comrades, by inducing seamen to stay away from the Lakes while the strike is on.

Yours fraternally,

LAKE DISTRICT,

International Seamen's Union of America.

STRIKE ON THE GREAT LAKES
KEEP AWAY!

MASTER FINED $200.

For failing to blow one blast of the whistle while passing abreast of Everens Point in St. Marys River, at 8:32 a. m., July 15, A. J. Talbot, master of the steamer J. J. Hill, was assessed $200 by Collector of Customs L. M. Willcuts.

The violation of the rules governing navigation in St. Marys River was reported to the collector of customs by the revenue-cutter at the Soo. The Hill is owned by the Pittsburg Steamship Co.

WILL BUILD A TUG.

Laird & Sons of Ashtabula have secured contracts for immediate construction of a fish tug and a lighter. The tug will be for Lightheiser Bros. of Vermilion and will have a sixty-five-foot keel.

The lighter is ordered by the Inland Waterways Improvement Company. It will be sixty feet long and is primarily intended for use in the work in connection with the construction of the Great Lakes Engineering works, drydocks and shipyard here.

STEAMER MORELAND LAUNCHED.

The last launching of the summer at the Lorain local plant of the American Shipbuilding Company took place on July 27, when the steamer William C. Moreland was dropped into the water. The new vessel is building for the Jones & Laughlin Steel Co. of Pittsburg and will be managed by W. H. Becker of Cleveland. She is 600 feet long, 58 feet beam and 32 feet deep. She will have a capacity of 12,000 tons.

Captain Claude Ennes of Cleveland, master of the steamer B. F. Jones, will bring out the Moreland, and her chief engineer will be H. J. Reynolds of Cleveland.

The Moreland will be completed and ready for business September 10. The steamer Willis L. King, which is a duplicate of the Moreland, will not come out until next season. She is building at the Ecorse yard of the Great Lakes Engineering Works. The two big freighters were ordered last May.

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Findlay J. McDonald, No. 5499, Lake Seamen's Union, is inquired for by John D. McDonald, Highland Park, Mich.

Comrade Henry Blaschke. Any one knowing the above-named comrade please communicate with Jno. Rook, Jr., 2564 E. 55th St., Cleveland.

Roy Person, No. 12522, L. S. U., is inquired for by his sister, Miss Hazel Person, 225 Chisholm street, Alpena, Mich.

Royden Keith, member Lake Seamen's Union, is inquired for by Jas. M. Gordon, Santiago de Cuba. Anyone knowing his address please notify W. H. Jenkins, Conneaut.

William Young, a marine fireman, aged 50 years, last heard of twelve years ago, is inquired for by his sister. Address, Mrs. Anna M. Mills, 644 W. 61st street, Chicago, Ill.

ANCHORS RECOVERED.

Welfare crews probably have not missed these anchors yet! The big steamer E. Y. Townsend, Captain Edward Sullivan, picked up an anchor in Allouez Bay. The Townsend dropped her hook to wind for the ore dock, and when it was lifted the anchor was fast to the chain. Captain Sullivan brought the anchor to Cleveland.

Two anchors, valued at several hundred dollars apiece, were found recently in the Limekiln crossing, by the tug Jean, which was grappling for machinery lost from a dredge. It is not known how they came there, but both are of the type used on the modern Lake freighters.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)
674 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....21 High Street
Telephone Bell 175 R.

CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.

TOLEDO, O.....54 Main Street
Telephone Bell 1890.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.

SUPERIOR, Wis.....1721 Third Street
Telephone, New Phone, Broad 155 L.

BAY CITY, Mich.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
KINGSTON, Ont., Canada.....(Box 96) King Street
ERIE, Pa.....328 German Street
Telephone Bell 599 F.

CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.

SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.

SANDUSKY, O.....510 Meigs Street

HOSPITAL AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Mich.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

GROWTH OF CANADA.

The wonderful growth of the Dominion of Canada is made apparent in the following general statistics:

The clearing-houses of fourteen leading cities of the Dominion for 1909 showed a total transaction of over $5,000,000,000. The banks have a total paid-up capital of $100,000,000, a reserve fund of nearly $80,000,000; notes in circulation, $82,000,000; deposits aggregating nearly $900,000,000 and assets of over $1,000,000,000. In less than fifteen years the exports of wheat from Canada to the British Empire have grown from 9,000,000 bushels to 46,000,000, and the exports to other countries in the same time from 9,000,000 to 50,000,000 bushels.

The total agricultural development for the year 1909 was 30,000,000 acres of land, yielding crops valued at $532,000,000. This was an increase of over $100,000,000 over the previous year. During 1909 Canada imported goods to the value of $300,000,000, two-thirds of which came from the United States. The exports reached $244,000,000, of which Great Britain took $127,000,000 and the United States $85,000,000. The silver production for 1908 was $11,000,000 and that of copper, nickel and cobalt, $25,000,000.

During the same year the electric railroads transported 300,000,000 of people and 730,000 tons of freight on 11,000 miles of track. The electric roads showed earnings of $14,000,000 and working expenses of $8,000,000 on a capital of $88,000,000. The steam railways, with 23,000 miles of track, carried 34,000,000 passengers and 63,000,000 tons of freight, at an earning of $147,000,000 on a capitalization of $1,250,000,000.

During 1909 the number of declared settlers who arrived in Canada was 152,071. Of this number 72,349 came from the United States, 47,580 from the United Kingdom and the rest from other countries.

LOCKJAW CAN BE CURED.

The popular belief that a wound from treading on a rusty nail is very likely to cause tetanus is quite correct. This is not because it is a nail or is rusty, but because by lying on the ground it has become infected with the germs of lockjaw. Moreover, as the punctured wound caused by the nail bleeds but little and this blood dries up and excludes the air, the most favorable conditions for the development of tetanus exist, for, as Kitasato, the Japanese bacteriologist, proved, the absence of oxygen is most favorable to the growth of this germ.

The germ itself looks very much like a tack, according to a writer in Harper's Monthly; it is so virulent that its toxin in doses of 1-200,000th of a teaspoonful will kill a mouse. It has been found by experiment that the poison is carried up to the spinal cord not by the absorbents or the blood vessels, as are other poisons, but through the motor nerves.

Fortunately an anti-poison or antidote has been developed, but so prompt is the action of the poison that in an animal two minutes after the injection of a fatal dose of the poison twice as much of the remedy is required as if it had been administered with the poison; after eight minutes ten times the amount and after ninety minutes forty times the original amount is necessary. This antitoxin is entirely harmless.

As a result of antiseptic methods lockjaw is now almost unknown except after neglected wounds, instead of being frequent as it formerly was. When it is feared the antitoxin is used as a preventive and when it has developed as a cure. In animals, for naturally horses suffer enormously more frequently than man, the same antitoxin is used. In 163 horses that had operations performed on them, but were protected by the antitoxin, but one developed tetanus, whereas of eight cases unprotected by the antitoxin five developed tetanus.

PHYSICIANS IN GERMANY.

Medical statistics show that physicians have increased out of all proportion to the increase of the population in many parts of Germany:

The percentage increase in population and physicians from 1883 to 1903 was as follows: Province of Brandenburg, population 55 per cent, doctors 302 per cent; Posen, population 17 per cent, doctors 106 per cent; Berlin, population 69 per cent, doctors 155 per cent. The following shows the number of the population to each physician: Berlin, 776; Posen, 3246; West Prussia, 3102; Reuss, 3725.

In Saxony in 1906 there were 2257 doctors as compared with 999 in 1883; there was one doctor to 2016 inhabitants in 1906, against one to 3081 in 1883. The increase of the population was 47.86 per cent, that of the doctors 125.93 per cent.

There is a much smaller increase in chemists. In Brandenburg, where the increase of the population was 55 per cent from 1883 to 1903, the number of chemists increased only 48 per cent. In Posen the increase of the population stands at 17 per cent and the chemists 39 per cent. In Berlin the population increased 69 per cent while the chemists increased 128 per cent. In 1906 in Berlin there was 1 chemist to 12,051 inhabitants, and the same numbers are shown in East and West Prussia.

The statistics of the hospitals for 1906 gave the percentage of 1 hospital to 27,115 people in Berlin; in Saxe-Altenburg 1 hospital to 52,067 people; and in Reuss 1 hospital to 48,394 people. In Berlin there is 1 hospital bed to 205 people, in Reuss 1 to 715, and in Schaumburg-Lippe 1 to 853.

SUNDAY IN MEXICO CITY.

The chamber of commerce at Mazatlan, Mexico, has decided on closing all places of business on Sundays. No work whatsoever shall be done, except that for a steamer leaving on Sunday an employe may remain at the office of the steamship company until the vessel has been dispatched. Hitherto all places of business have been open on Sundays from 8 till 12 in the morning, allowing only one-half holiday to employes in the whole week.

TOY TRADE IN GERMANY.

Statistics show that during 1909 Germany exported toys to the value of $18,000,000, the total exportation in 1898 aggregating only $9,000,000. German toys go to all countries of the world, regardless of standards of culture, and their manufacture furnishes employment and means of living to many thousands of men, women and children in the Fatherland.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 44-46 East St.
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ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

ALASKA FISHERMEN'S UNION.

Headquarters:
SAN FRANCISCO, Cal., 93 Steuart St.
Agencies:
SEATTLE, Wash., 1312 Western Ave., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

INSURANCE IN DENMARK.

Compulsory insurance by Danish employers against accident or loss of life of workmen in certain employments is provided for by law. The law requiring insurance of workmen has, since its passage, January 7, 1898, been in continuous operation, apparently to the mutual satisfaction of both employer and employe. Although the law does not deny the employer the right of taking the risk of the insurance himself, that is, virtually constituting himself an insurance company, as a general rule Danish employers prefer to insure their workmen in an insurance company licensed by the state to assume such risks.

In different classes of employment the premium varies considerably. For most employments, however, the premiums range between 12 and 30 crowns ($3.22 and $8.04) per workman per annum. In some cases it is as low as four to five crowns ($1.07 to $1.34), while in hazardous work it is as high as 60 to 80 crowns ($16.08 to $21.44).

While it would appear that the compulsory insurance of workmen constitutes a direct tax on the manufacturer, experience here shows that the consumer practically pays the insurance premium, it being included by the employer in estimating the cost of production. The advantages of the Danish law are:

(1) Absolute protection of the workingman; (2) avoidance of all litigation connected with injuries received from accidents; (3) the knowledge on the part of the employer that so long as the insurance is paid he need fear no losses from damage suits, etc.; (4) if a workman is injured, those depending on him are protected from such want or privation as might be caused by the cessation of his wages. The settlements are made promptly and the sufferer and his dependents are caused as little inconvenience as possible.

The law covers a great variety of employments, such as work in factories where machinery is used, shops where explosives are made or used, stone quarries, most building works, shipbuilding, railway, bridge, and canal construction, erection and repairs of telegraph, telephone, and electric wires and lightning rods, railway, street railway, and omnibus service, etc. It also includes in its application not only private firms employing workmen in the lines it specifies, but also state and city corporations acting as such employers.

The insurance, according to this law, applies to every person who, for wages or on contract, is employed in Denmark continually or temporarily in the technical-mechanical part of the business, or who has been engaged by the employer for a certain sum to supervise or manage this part of the business, if the compensation does not exceed 2400 crowns ($643) yearly.

If a workman engaged in any of the employments covered by the law suffers an accident which has temporarily or continually decreased his working capacity, he is insured against the sustained loss of his working capacity. If the accident causes death, and the workman leaves a widow, she is entitled to the insurance, if the marriage took place before the accident and they had not ceased to live together.

If the workman does not leave a widow who is entitled to the insurance, his children are entitled to it, if he was liable for their support or did support them at the time the accident took place. If the workman leaves neither wife nor children, it will be decided by a council whether the insurance shall be due to others who at the time of the accident were supported by the workman. The same rules apply to female employes who leave children or others supported by them.

Survivors who at the time of the accident did not live in Denmark have not the right to claim compensation.

BRITISH COLUMBIA SALMON.

It is stated 56 canneries will be operated in 1910, of which 22 are located on Fraser River, 12 on Skeena River, 8 on Rivers Inlet, 4 on Naas River, and 10 in outlying districts. The pack of all kinds of salmon on the Fraser River this season is expected to range from 175,000 to 250,000 cases, the difference in the figures representing the different opinions of various canners. The pack of sockeyes on the Fraser is variously estimated at from 100,000 to 150,000 cases. The estimated pack of all kinds of salmon for British Columbia is between 500,000 and 600,000 cases. At the 22 canneries which will be operated on the Fraser River arrangements are being made now for the opening of the sockeye fishing season. Preparations are being made for establishment of two salmon hatcheries on the west coast of Vancouver Island.

Under the direction of an American scientist of California, for the past eight years, the salmon-packing industry of British Columbia has been developed to greater extent than ever before. This American expert, however, having recently received the appointment of State fishery commissioner of California, has resigned his position in British Columbia, to take effect August 1, 1910. His official report of the pack for 1909 in British Columbia was 967,920 cases salmon of 48 pounds each, of the approximate value of $5,600,000.

WIRELESS IN GERMAN FISHERIES.

Three Cuxhaven steam trawlers are now equipped with apparatus, and the service is so satisfactory that efforts are being made to increase it. The most marked advantages resulting from the use of the wireless telegraph in this business are the ability of captains to advise with each other at sea as to their respective catches, and the transmission of similar reports to Cuxhaven a number of hours before the return of the ships to port. Thus vessels of the same fleet which have found poor fishing are sometimes able to join other vessels more fortunately located, in time to return with good catches. All the vessels are then able to inform the managers of the public markets respecting the quantity of fish to be placed on sale, in such manner that in the event of unusual catches arrangements can be made in advance for distributing supplies in the least possible time. The receipt and transmission of hydrographic intelligence and reporting of breakdowns in engines, or other accidents of navigation are also features of importance.

A European syndicate has secured control of sixteen of Ceylon's best gem mines, from which the richest rubies, sapphires, moonstones and catseyes are obtained.

WOMEN AS LAWMAKERS.

Women not only vote in Finland, but they hold office, and Finland and Denver are held up as shining examples of progress by the suffragette.

The Finland Diet has grown so used to its women members that their presence has ceased to become a novelty and one scarcely ever hears the recognition of women there referred to in the dispatches.

In 1906 women were adjudged to be as eligible to represent their localities in legislative assemblies as men, and two years ago there were more women voters than men. Finland is not a very large province and the vote stood, women, 19,640, and men, 15,156.

Here was a splendid chance for femininity to depose masculinity. Women might have deposed men and made them outcasts and social Ishmaelites. They might have passed to the "sterner sex" a little of the treatment accorded them since the days the cave man captured his bride by the hair of her head and dragged her to his cave.

But did the women do it? No. The majority of the women voted for the man candidate. After the smoke of battle cleared away the feminine strength of the chamber was only one-tenth.

In spite of this apparent weakness of the skirted minority, the women were extremely active. They fathered, or rather mothered, many bills.

There were three different bills for the abolition of the guardianship of the husband over his wife, and a new woman's property act; one for more rights of mothers over their children; four for raising the age of protection of girls; two for raising the age of legal marriage for women from 15 to 17 or 18; four in regard to the legal status of illegitimate children; two petitions for more extensive employment of women in state service; for a state subsidy in behalf of schools for domestic training; for an annual subsidy of 20,000 marks for temperance; for obliging municipalities to appoint a midwife in each parish; for an amendment of the paragraph of the agrarian law which stipulates that sale of an estate annihilates all lease contracts; for encouragement and extension of co-education; for abolition of the law on domestic service; for the construction of a specified railway; for the establishment of a maternity insurance fund; for the appointment of women as sanitary inspectors; for amendment of the law on litigation in so far as women shall be granted the same rights as men in regard to legal assistance; for subventions to the distribution of free meals to school children; for pardoning the Finns that took part in the Sveaborg revolt; for the abolition of disciplinary punishments in prisons; for making it a penal offense to insult a woman on the public roads or in any other public place.

Only three of these became laws.—Butte Evening News.

If the proposed international candle as a unit of light be adopted by electric lamp manufacturers of this country, what are now known as 16-candle power lamps will be rated at 16.26 candle power.

Official figures placed the population of the German empire on June 30 at 63,886,000, a gain in one year of 896,000, and since the founding of the empire, in 1871, of about 23,000,000.

News from Abroad.

A heavy earthquake shock was felt at Montiers, France, on August 16. It lasted twenty-seven seconds.

From July 31 until August 6, 20,668 cases of cholera were reported throughout Russia, with 8679 deaths.

Many buildings of the Exposition at Brussels were destroyed by fire on August 14. The loss is estimated at several millions.

Florence Nightingale, the famous nurse of the Crimean War, known in England as the "Queen of Nurses," died at London, Eng., on August 14, aged ninety years.

The epidemic of cholera in Southern Italy is steadily showing an increase in the districts affected, particularly in the town of Tani, where the number of deaths up to August 19 was more than thirty.

National rejoicing on an unusually extensive scale on August 18 marked the eightieth birthday of Emperor Francis Joseph, the venerable sovereign of Austria and Hungary and dean of all the European monarchs.

The bronze replica of Houdon's celebrated statue of Washington in the State House at Richmond, Va., presented by the State of Virginia to the French Republic, was dedicated at Versailles, France, on August 18.

Casualties from the great floods which recently inundated many districts in Japan and almost submerged two of the principal wards of Tokio, were given out after official investigation, as 1112 dead and missing.

One week's cholera record for Russia shows 23,944 new cases of cholera and 10,723 deaths, bringing the total number of cases in Russia this year to 112,985. Of these 50,287 have died, the mortality percentage being 44.5.

Fifteen soldiers are reported to have been buried by a premature explosion of dynamite during the maneuvers of pioneering troops at Seichtsheimerberg, Germany, on August 19. The pioneers were practicing blasting operations.

United States Senator Elihu Root, in the Newfoundland fisheries case, which is now before the international arbitration tribunal at The Hague, concluded his arguments on August 12 with a notable presentation of the American side.

As a means of relieving the congestion of traffic, the French Government has decided to electrify the belt railroad of Paris, and the railway service out of St. Lazarre station. The estimated expenditure involved is $40,000,000.

The Pan-American Congress at Buenos Ayres has unanimously approved a new convention obligating the republics of America to submit to arbitration all pecuniary claims they are unable to settle amicably through diplomatic channels.

The Asiatic Society of Bengal has received three leaves of manuscripts lately discovered by the Japanese traveler, Tachibana, in Central Asia. The manuscripts are on a brownish paper and contain passages written in an unknown tongue.

Captain Elmar Mikkelsen's expedition, which sailed June 20, 1909, on the Danish Arctic ship Alabama, to search for the bodies of the Erichson Greenland expedition, was wrecked during the winter on the coast of East Greenland, according to advices received at Copenhagen on August 18.

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Seattle, Wash.

INFORMATION WANTED.

Nicholas R. West, supposed to be sailing on the Pacific Coast, is inquired for by his mother. Any one knowing his present whereabouts please notify the Russian Consulate at San Francisco.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Albrigtsen, G. J.	Kalnow, A.
Allen, J.	Keenan, Fred
Anderson, Einor Chr	Kenny, J.
Anderson, John -1534	Kiesow, P.
Anderson, Alf.	Kronsbrand, H. O.
Andersen, Andrew	Larsen, Claus
Apps, P.	Latz, Konstanz
Armstrong, W. H.	Lewis, Geo. H.
Bausman, E. -1511	Lindegard, J.
Benson, F. -1765	Lundberg, C.
Berg, Edmund -1312	Lunder, Bjorn
Berge, Johan	Lundgren, C. J.
Berenken, A.	Lui, Theo.
Bianca, F. -1661	Mattson, E. M.
Botherel, A.	Martin, Chr.
Bryning, Walter	McAdam, J.
Brown, I.	Miller, James
Carlson, Harold	Mikkelson, M. -1584
Carlson, G. -622	Morgan, Ed.
Christensen, Peter	Moore, J. M.
Christoffersen, Herlof	Monson, Andrew
	Nielsen, N. A. -909
Christensen, Otto -1213	Nielsen, Martin
	Nielsen, M. A.
Davidson, Jacob	Nobereit, Gustaf
Doll, Herman	Nord, G. E. C.
Dxeyer, Herman	Olsen, Oscar, -1062
Elfstrom, A.	Olsen, S.
Erikson, Allan	Olsen, Gabriel
Eskola, Henry	Olsen, Valdimar
Fernandoez, A.	Olsen, B. -597
Franzell, A.	Olsson, John H.
Frivald, John	Olsen, Hans
Fredrickson, B.	Omundson, Harry
Frose, Elias	Paterson, Robert
German, R. B.	Pedersen, Olaf
Grandal, Harry	Pederson, A. -1173
Gronburg, Theodor	Peterson, A. -1223
Gustav, John	Petterson, C. W.
Hansen, John P.	Penningrud, Ludon
Haakonsen, H.	Porje, Anton
Hass, Wilhelm	Randle, Dave
Hansen, Hans Chr.	Ruzner, Ernest
Hansen, Andrew	Rickardson, Adam
Harjes, H. -1940	Rimmer, J.
Haltness, M.	Schmidt, Alfred
Hellisen, H.	Selander, John
Henriksen, Adolf	Shane, J.
Hernonen, H.	Shallow, J.
Hillig, Alb.	Smith, Max
Holmes, Paddy	Speller, Harry
Holmes, Gus	Svensson, A. -1691
Jensen, Hans	Swenson, L. G.
Johansen, C. M. -1593	Tallopon, A. -721
Johansen, Olaf K.	Williamson, A.
Johnson, Bernard	Zagan, J.
Johnson, Chall	Zeisler, A.
Johnsen, C. J.	Zima, W.
Jorgenson, J.	

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Home News.

The population of Danville, Ill., is 27,871, an increase of 11,517, or 70.4 per cent, as compared with 16,364 in 1900.

The population of Sioux City, Ia., is 47,828, an increase of 14,717, or 44.4 per cent, as compared with 33,111 in 1900.

The population of Detroit, Mich., is 465,766, an increase of 180,062, or 63 per cent, as compared with 285,704 in 1900.

Chicago's population is not less than 2,500,000, according to the figures of the publishers of the 1910 city directory.

The population of Des Moines, Ia., is 86,368, an increase of 24,229 or 39 per cent as compared with 62,139 in 1900.

Five hundred more troops have been called for by the forestry service to fight the forest fires now spreading in Southern Oregon.

The seismograph at St. Ignatius Observatory at Cleveland, O., on August 12 showed that an earthquake, probably 2000 miles distant from Cleveland, occurred on the previous day.

Dr. John B. Rich, who was in his 100th year, and was known as the oldest native citizen in New York, died at New York City on August 13. He was a distinguished physician and writer on medical subjects.

The Supreme Court of Idaho on August 11 held the Direct Primary law enacted by the last Legislature to be constitutional. The court held that the provision of the law for voting for second choice candidates is mandatory.

Mayor Gaynor, of New York, was shot and seriously wonded on the deck of the steamer Kaiser Wilhelm der Grosse, at Hoboken, N. J., on August 9. His assailant, James D. Gallagher, was formerly employed by the city government.

Thomas Dailey and F. C. McDonald, Great Falls Census enumerators, pleaded guilty to padding Census returns in the Federal Court at Helena, Mont., on August 11, and were sentenced to twenty-four hours in jail and fined $1000 each.

Allegations that the rates exacted by the Pullman company for upper berths in sleeping-cars are exorbitant and unreasonably discriminatory, were made in a petition filed on August 12 with the Interstate Commerce Commission by the State of Indiana.

The Canadian Pacific Railway on August 8 announced that the dividend of the company has been increased from 7 to 8 per cent annually. The current half yearly dividend is announced as 3½ per cent on railway earnings and half of 1 per cent on land sales.

The seismograph at the Georgetown University, Washington, D. C., on August 13 recorded an earthquake shock which lasted twenty-three minutes, beginning at 8:02 a. m. The indications are that the disturbance was about 2500 miles southeast of Washington.

An expression of sympathy of the American Government and the people of the United States with Japan in the flood calamities in which hundreds lost their lives in Japan in the last few days, was telegraphed by the State Department to the American Embassador at Tokio on August 18.

World's Workers.

Organized labor in New South Wales is making a big move for the release of Peter Bowling and his union mates, who are still in jail.

A quarry at Port Partow (S. A.) has closed down owing to the men asking for 1s. per hour. Starve or submit is the fiat of capitalism to the wage-earner.

The crimson thread of labor: The coal miners at the Bluff, N. Z., took up a subscription on last pay day on behalf of the sufferers by the recent disastrous colliery disaster at Whitehaven, Eng.

The Queensland Government evidently means to play the capitalist game by shutting down the railway construction works on the Herberton line, when the navvies are only asking for standard rates of wages.

The Australian Typographical Union at its Brisbane Conference took a step in the right direction by declaring for the principle of amalgamating all branches of the trade. Strength united is always stronger.

Secretary Colborne, of the Brisbane branch of the Queensland Typographical Association, has correctly voiced the opinion of employes in the trade by saying that wages boards do not afford anything like entire satisfaction to them.

The Employers' Federation of the shipbuilding trades in Great Britain has notified the eighteen trade-unions which signed the agreement arrived at in March, 1909, that on the next stoppage of work, every member of the unions will be locked out.

For ameliorating the condition of all the lace workers and lending support to one of the oldest and most attractive of Belgian industries, a new school has been organized that will consolidate all existing schools and employ those teachers now working separately.

At a meeting of the Australian Sugar Producers' Council at Cairns recently, it was resolved to ask the Commonwealth and State Parliaments to prohibit forthwith the production of sugar cane by colored men, either as growers or as the employes of others engaged in the sugar industry.

The strike and counter-lockout in the shipbuilding industry in Germany are spreading. The Vulcan and other yards locked out 5500 men on August 11. The Wehr Shipbuilding Works have dismissed 60 per cent of their employes and 1000 others have given legal notice of their intention to quit work.

The secretary of the New South Wales Labor Council, at its meeting on June 23, read letters from various New Zealand unions which had accompanied contributions to the fund for the maintenance of the families of imprisoned unionists. The Otago Tramways Union sent £2/2/, the Otago Slaughtermen the same amount, and the Wellington Building Trades Laborers £2/2/6.

At Adelaide, Australia, recently, W. T. Forrester was sued by the Amalgamated Society of Engineers for £7/4/8, due as fees, levies, fines and dues. Defendant acknowledged his liability, and the magistrate made an order for the amount, with £1/17/ costs, to be paid within one year. A similar case against Tasman Lakeman for 19/5 resulted in an order for the payment of that amount, with £1/17/ costs.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abrahamsen, -1263
Alander, K. W.
Albregtsen, Gabriel
Allan, Wm.
Allen, Jas.
Andersen, -1620
Andersen, Emil
Andersen, -1233
Andersen, -1310
Andersen, A. C.
Andersen, Albert
Anderson, Robert
Anderson, -1474
Anderson, David
Andersson, John
Andersson, -1126
Andersson, -1514
Andersson, -1246
Andreasen, Hans
Annuss, Alex.
Appelgren, John
Arnold, E. B.
Asker, S. J.
Asplund, Aug.

Baker, C. W.
Balm, O.
Barney, Chas.
Bartman, M. H.
Bastion, W.
Beahan, Edw.
Beausang, E.
Behrens, Otto
Beling, Oscar
Bendixen, Nic
Berg, Mickel
Bergstrom, Axel
Berndt, Hugo
Bernert, Fred
Berntsen, Eilert
Beverle Rupert
Bietila, -1338
Bjerregaard, Chr.
Bjorn, Kristian
Blank, Geo.
Boberg, -1008
Bogan, Patrick
Bourbigou, Louis
Brams, C. S.
Brandt, Oscar
Brandsten, E.
Brattetvedt, H. U.
Brekke, Hans
Bridge, John
Broden, Julius
Brox, Henrik
Brunwald, H.
Burr, C. C.
Burdick, Chas.
Brusbard, E.
Buckov, -1566

Carlgren, -644
Carlsen, Martin
Carlson, A.
Carlson, Dick
Carlson, Johnie
Carlsson, -1341
Ceelan, John
Chaler, B.
Chauche, J. A.
Christiansen, L. P.
Christensen, C. D.
Christensen, E. H.
Christensen, -905
Christensen, -1126
Christensen, -1332
Coch, John
Collberg, Chas.
Cooley, Howard
Corty, C.
Coughlan, -1174
Croschet, D.
Cutler, Wm.

Dahlman, Axel
Dahlstrom, -749
Danielsen, Sigurd
Daumgold, Ernest
De Agnello, P.
De Baere, H.
De Santis, E.
Dixon, Jno.
Doense, J.
Doose, W.
Dreger, Jack
Dreier, Paul
Dunn, C. W.

Eckert, W. F.
Edman, Oscar
Ehlert, Aug.
Eklund, Johan
Ekstrom, Geo.
Elfstrom, Axel
Eliasen, E.
Elonen, M. H.
Engberg, Oscar
Eriksen, Chr.
Eriksen, Edw.
Eriksson, Konrad
Eriksson, C. E.
Evans, E.

Fagerholm, Carl
Fasig, Dan
Faulkner, John E.
Fersch, Wm.
Fillix, Hans
Flodin, Jno.
Fischer, Peter
Foley, J. J.
Folkman, John
Folvik, Ludv.
Forsman, Frank
Foyn, Sam
Fralneso, P.
Frankovic, A.
Fransson, Frank G.
Fredriksen, B. D.
Frieberg, P.
Froberg, Erik G.
Furesson, Theo.

German, R. B.
Gibbs, Harry
Gillholm, A.
Gjosund, S.
Gronvold, Peter
Gunn, W. D.
Gundersen, -899
Gustman, C.
Gustafson, G.
Gustafson, Oscar
Gustavson, Frank
Gutman, E.

Habedank, L.
Hagberg, Gus.
Hallbeck, J. O.
Hallgren, Johan
Halverson, -595
Halvorsen, Milton
Halvorsen, William
Halvorsen, Severin
Hamann, Fr.
Hansen, H. O.
Hansen, Hans
Hansen, N. S.
Hansen, C. O.
Hansen, Hans M.
Hansen, Niels
Hansen, -2085
Hansen, Emanuel
Hansen, John
Hansen, Adolph
Hansen, Hans
Hansen, Christ.
Hansen, -1060
Hansen, -1638
Hansson, Chas. G.
Hannus, A.
Hardin, M.
Harlow, H. A.
Haug, Hans H.
Havnernaas, S.
Hedinskoy, J.
Hedvall, A.
Helmer, Fred
Heltwood, O. S.
Hendriksen, Hj.
Hernas, -2042
Hoderman, Max
Hogelid, Tom
Hogstrom, Axel
Holmberg, Olaf
Holt, Karl C.
Hoye, Haakan
Hunt, Gus
Huse, Edw.

Isaksen, Gunnar
Iversen, Carl

Jakobsen, J. E.
Jamieson, J. E.
Jamieson, J.
Jansen, Eilert
Jensen, Edward
Jensen, M. C.
Jensen, Geo. L.
Johansen, Axel
Johansen, Chas.
Johansen, -2095
Johansen, -1219
Johansson, Werner
Johansson, -1821
Johansson, -1965
Johansson, -2076
Johnsen, Norman
Johnson, -1800
Johnson, Edw.
Johnson, J. B.
Johnson, C. R.
Johnson, -1547
Johnson, Jas. K.
Johnsson, -2016
Johndahl, H.
Johansen, H. B.
Johanson, Axel B.
Johansson, H. A.
Johannesen, Arthur
Jones, Harry
Jordfald, Theo.
Jorgensen, Johan
Jorgensen, Wm.
Jorgensen, 1498

Kaho, H. C.
Kaold, John
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Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

Andersson, Oskar
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Belzant, Pietro
Benson, John
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Cutino, G.
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Flynn, Wm.
Green, John
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INFORMATION WANTED.

Jose Alonzo and Chas. Domingo, marine firemen, and Antoine Silvia and Jose Requeiva, oilers, are requested to leave addresses with E. A. Erickson, 1st Patrolman, care of Sailors' Union.

Louis Hayot, a native of Porto Rico, about 54 years old, is inquired for by Sandalio Bernard, Sailors' Union of the Pacific, San Francisco.

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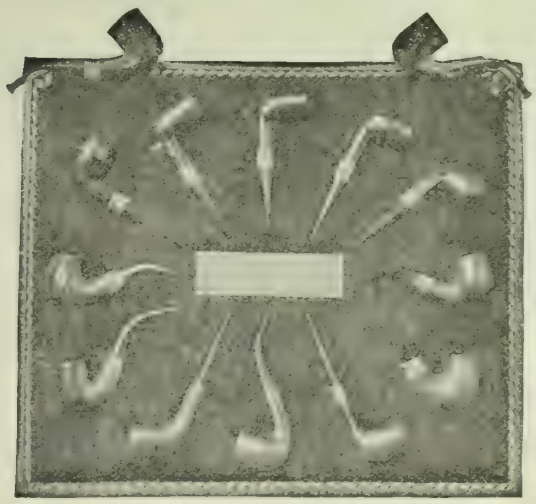
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INFORMATION WANTED.

Nils Edmund Johansen, a native of Tansberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address Martin Johansen, 839 Centennial avenue, Alameda, Cal.

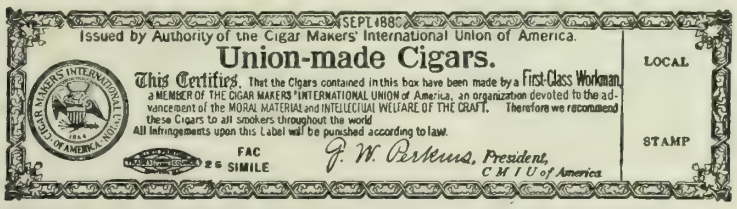
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Domestic and Naval.

The schooner Edith Olcott, from New York for Porto Rico, was abandoned on August 7 in latitude 37.03 deg. north, longitude 65.30 deg. west. The crew of 11 men arrived in New York on August 9 on board the British steamship King Edward.

The United States Marshal at Mobile, Ala., was authorized on August 16 to arrest J. Harry Steeves of the fishing smack Albarella and the entire crew, charged with having inflicted corporal punishment on John Roguli, a fifteen-year-old boy.

Found guilty of leaving his post of duty before being relieved, and of sleeping on watch, Lieutenant Grafton A. Beall, United States Navy, of New York, was reduced thirty-one numbers and publicly reprimanded by the Secretary of the Navy on August 19.

Captain Anfindsen, of the British steamship Menominee, at Boston from Antwerp, reports having passed the derelict schooner Anna R. Bishop on July 31, in latitude 48.47 north, longitude 22 west. The derelict lies directly in the track of westbound steamships.

The announcement that the Hamburg-American Company is to build a large cargo liner, whose twin propellers will be driven by oil engines, indicates that the long-standing contest between the gas engine and the oil engine as a means of marine propulsion is pretty well concluded.

Gifts of wine to warships of the American Navy are not to be tabooed, despite the protests of the Women's Christian Temperance Union, which recently protested against the presentation of 100 cases of California wine to the cruiser California by an association of California wine men.

The steam yacht Seneca or Segana was passed on fire at sea on August 3, fourteen miles east of Tucker's Light, by the Cuban steamship Camaguey, which arrived at New York from Cienfuegos. The crew of the yacht were alongside in boats and no assistance was asked.

A cablegram from Panama states that the Peruvian steamship Huallaga, Panama for Peru, burned off the Peruvian coast on July 26, three of her crew perishing. A sister-ship, the Ucayali, which arrived in time to assist in saving the passengers, will tow the Huallaga's hull to Callao.

The Bureau of Navigation reports that 124 sail and steam vessels, of 38,372 gross tons, were built in the United States during July. The largest steam vessel included in these figures is the W. J. Olcott, of 7568 gross tons, built at Ecorse, Mich., for the Pittsburg Steamship Company.

Captain Roberts of the British steamer Benedict reports that when thirty-five miles southwest of Mobile Light he passed a barge marked No. 4048, about 100 feet long, loaded with lumber and abandoned, a menace to navigation, being directly in the path of vessels from New Orleans to Mobile.

There are now over 130 North Atlantic ships flying the British, French, German, Dutch, Italian, United States and Greek flags making regular use of wireless telegraphy. The Postmaster-General is contemplating erection of further coast stations in the British Isles merely for communication with ships. On the South Atlantic route development has not been so great, but recent activity has been marked.

With the Wits.

Definition. Love.—An Institution for the Blind!—Puck.

An Afterthought.—"Your honor, I don't see how I can pay so much alimony as that."

Judge.—"Why in the world didn't you think of that before you married?"—Life.

Mercenary.—Elsie (aged seven)—Ma, I want a nickel.

Mother—What for, dear?

Elsie—I asked Willie Jones to play we're getting married, and he says he won't do it unless I have a dowry.—Boston Transcript.

For a Rainy Day.—"In your pursuit of pleasure," said the serious citizen, "you should not neglect to lay something by for a rainy day."

"Of course," replied the light-hearted man. "Nearly every member of our fishing club brings along a pack of cards."—Washington Star.

Off the Line.—Kahns—What became of Butz' educated goat?

Labuls—He had to dispose of it.

Kahns—What was the trouble?

Labuls—The neighbors thought the goat was learning too many human accomplishments, and there was a crisis when the animal began to take in washing.—Chicago News.

Methods of Calculation.—"Scientists are not usually successful business men."

"No. They think they are doing very well if they come within a few hundred thousand miles of the exact measurement. You can't figure on dollars that way if you are doing business with a bank."—Washington Star.

Would Try Simple Life.—"Say, Uncle Hiram," queried the city nephew, "if some one should give you half a million dollars, what would you do?"

"Wall," replied the old man, "th' fust thing I'd do arter gittin' th' money would be to sell th' farm an' retire tew th' city an' lead er quiet life, by grass!"

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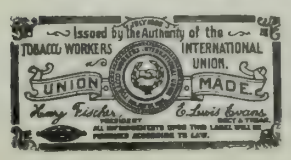
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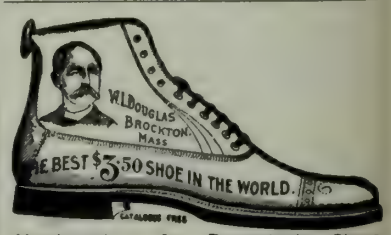
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXIII, No. 50. SAN FRANCISCO, WEDNESDAY, AUGUST 31, 1910. Whole No. 2084.

LABOR DAY IN THE SCHOOLS.

AT THE REQUEST of the San Francisco Labor Council, the Board of Education of that city has decided to present a Labor Day lesson to the pupils in the public schools. As the principal feature of the occasion the following review will be read by the teachers:

Labor Day expresses the recognition by the American people of their dependence, both as individuals and as a nation, upon the application of labor to the natural resources of the earth as the only means of human subsistence and advancement.

The first Monday of September in each year is declared a holiday by law or proclamation in almost every State and Territory of the United States, in order that the people may do fitting honor to that function of life upon which human progress, and even existence itself, depends.

The significance of Labor Day is unique among all other holidays throughout the world. Other occasions of public celebration convey a meaning religious, political, or, as in certain instances, mainly personal in character. Labor Day is dedicated to a conception much broader, and in a sense much greater, than that of any other day, namely, that labor being at once a natural attribute and the common heritage of man and the prime condition upon which he may maintain life, to honor labor is to honor the chief support of life and the means whereby life may be made more and more worth living.

Other holidays signalize past events of limited bearing upon the destinies of mankind. Of such are the festivals in commemoration of the great events in religious and political history, events in themselves worthy of the highest honor among men. Labor Day signalizes not so much the event of the past as the hope of the future, the hope of the individual man, inspired by a true appreciation of the power of which he is possessed, rather than reverence for the achievements of others.

In a word, Labor Day is dedicated to the future in which the relations of man to each other shall be established and maintained upon a basis of equity in the production and distribution of the products of labor.

The origin of Labor Day is strongly suggestive of its real significance. The conception of a day dedicated to labor originated in a gathering of American workingmen, and the day remains a distinctively American institution, thus exemplifying in an appropriate way the honorable position occupied by labor in the mind of the American people.

The movement to set apart a day in honor of labor took form in a gathering of carpenters held in New York City, in 1882. It was proposed, as a feature of the gathering, that a parade be held, with the dual object of paying honor to the craft and attracting public attention to the unity of purpose prevailing among its members. After some discussion as to the name by which the occasion should be distinguished, it was decided to designate it "Labor Day," thus happily attaching the broadest possible significance to the event.

The first Labor Day parade was held on Monday, September 4, 1882. The day thus chosen has ever since been adhered to, so that the first Monday of September in each year has come to be generally recognized as Labor Day.

The third annual session of the American Federation of Labor, held in New York City in 1883, adopted a resolution favoring the observance of Labor Day on the first Monday of September in each year. Three years later Samuel Gompers, President of the Federation, referring to this action, said:

"This met with a response that exceeded the most sanguine expectations. In our great manufacturing and distributing centers, thousands of workingmen marched in procession and participated in the festivities at the picnic grounds, where the most skilled mechanics, and workers in professions, and laborers united in a common celebration, exchanging friendly fraternal greetings, while they listened to the champions of labor discussing the economic and political questions of the day. The good effects of this are so well understood that we recommend its more general observance still, until it shall be as uncommon for a man to work on that day as on Independence Day."

The recommendation of President Gompers met with a hearty response among the organized workers of the country, and the hope of general observance has since been increasingly realized. In response to public sentiment, many State Legislatures have declared Labor Day a legal holiday. The Legislature of Oregon led in this action in 1887. The law making Labor Day a legal holiday in California was enacted by the Legislature of 1893.

While the celebration of Labor Day is held under the auspices of the labor movement, the spirit of the occasion embraces all classes of men and women engaged in useful employment of head or hand.

The labor movement itself, comprising nearly three millions of workers in the manual crafts, is but representative of the great body of citizenship to whom labor is the daily lot in life. The labor movement is the concrete expression of the needs and hopes of all classes of humanity at large.

The tread of the organized hosts which parade the streets of every city in the United States on Labor Day gives forth the echo of the march of mankind from earliest times. The voices raised on Labor Day speak not alone for those who hear them, but also, and in a larger degree, for the great body of the people, who although not identified with any labor organization, have equal interest in and derive equal benefit from the achievements of the organized workers.

The Labor Day parade serves the purpose of demonstrating the idea of strength in unity and numbers. The public display of the organized workers, arrayed in the emblems of their respective crafts and accompanied by devices symbolical of their daily labor, recalls to the mind of the spectators the importance of each trade in the sum of social life. Thus each craft receives the honor due it for its part in ministering to the comfort and advancement of society. The combination of the various trade-unions in the marshaled host betokens the spirit of fraternity, of common interests and purposes, that actuates the working class, and to which is due the progress achieved by the labor movement in the betterment of the conditions under which the workers earn their daily bread.

The chief feature in the plan of the Labor Day celebration is that of education. The display of numbers in the parade is but a prelude or incident to the larger purpose in view, namely, that of reviewing the past and deriving therefrom inspiration and guidance for the future.

In this review we see the history of labor, and in that history we note the progress of mankind from earliest times. The leading events of all times, when regarded in their relation to the working class, assume a new aspect. So regarded, we see in these events the real lesson of history, namely, that the activities of men, whether in the field or forum, have had their chief results in the changed conditions of the people.

From remotest Biblical times down to the present day the history of the world is the story of the march of labor, of the common people, from savagery and slavery to civilization and freedom. From the trials of the Israelite brickmakers under Pharaoh, down through the "Servile War" in Rome, and the "Peasant Revolts" in Germany and England, and including the labor movement of the present day, the same purpose and objective is apparent, namely, the determination of man to free himself from bondage and to achieve the ideal of freedom and equity.

In this review we note the frequent defeat of labor's aspirations, followed in many instances by terrible retaliation at the hands of the conquerors. These defeats, however, have proved but temporary. The rising tide of human progress, like the tides of the ocean, may sweep backward from the shore, but each successive wave reaches a higher mark than its predecessor. The rulers of Rome crucified thousands of slaves on the Appian Way, but the ideal for which the men fought and died with Spartacus has continued to inspire humanity until the present day.

Thus the reflections of Labor Day afford inspiration to the mind and strength to the arm of those engaged in the great work of improving the conditions of labor. In this work every citizen, of whatever station in life, may find a useful part. The destiny of the nation, its progress and stability, must ever be dependent upon the establishment and maintenance of justice in the relations between employer and employe.

The labor movement, organized and conducted to achieve this end, is but the representative of the people at large, whose whole lives are affected for better or worse by the conditions under which they earn their livelihood. The Labor Day celebration is but the expression of a purpose and a hope. In that purpose and hope every American citizen has equal share. The interests of the labor movement are the common interests of the American people in the perpetuation of free institutions and the maintenance of a constantly ascending plane of social life, by the constant improvement of the conditions of labor, upon which the whole structure of society rests.

ALASKA AND PACIFIC COAL.

In the recent hearings before the joint committee that investigated the Interior Department and the forest service, A. H. Brooks of the United States Geological Survey testified that the accessible coal of the best Alaskan fields—the Bering River and Matanuska—was worth half a cent a ton in the ground. To some persons this meant that the coal lands of Alaska had no value whatever; but the value stated by Brooks is higher than that of most coal lands in the Eastern States, notwithstanding their nearness to lines of transportation and to markets. In fact, good bituminous coal in some well-developed Eastern fields has recently been sold for one-thirteenth of a cent a ton in the ground.

Priced at the rate given, the best Alaska coal lands are worth from $50 to $500 an acre, values far above the average price of bituminous coal lands in the United States.

The markets for the coals of Alaska will be found within the Territory itself and in the Pacific States. The present market for coal in Alaska can not support the huge mining operations required for commercial success. The Pacific States are now supplied by the coal fields of California and Oregon, and, in minor part by the fields of the Rocky Mountain region and those of British Columbia and Australia. Some Pennsylvania and West Virginia coal is also shipped to the Pacific Coast. Alaska's coal must compete with these, and especially with fuel oil from California.

During the ten years between 1899 and 1908 the ratios of mineral-fuel consumption in the Pacific States were as follows: Coal, 41.1 per cent; coke, 1.9 per cent; fuel oil, 57 per cent. Of this coal, 77 per cent was derived from domestic sources, and of this the Washington fields supplied about 85 per cent.

Notwithstanding their large use of fuel oil, the Pacific States and Territories now use about 4,500,000 tons of coal and about 130,000 tons of coke. It is reasonable to assume that during the next decade the California oil pools will not make the same rate of increase in output that they have made during the last decade, and therefore that Alaska's immense store of coal may find profitable demand on the Pacific Coast.

The completion of the Panama Canal may enable Eastern operators to deliver high-grade coals on the Pacific Coast at prices about the same as those that can be offered by operators in Alaska. Other competing fields will be those of Vancouver Island and New South Wales.

The continuation of the present prosperity of the mining industry in Alaska is dependent on the cheapening of operating costs by the improvements in means of transportation. The present industrial advancement of inland Alaska is small compared with that which will take place when railway communication with tide-water has been established. As it is, the coal, which will furnish the export tonnage necessary to support railways built for opening the coal fields, is of first importance to the entire Territory. Alaska has now about 370 miles of railways distributed among nine different systems. Construction work is proceeding on two lines, and some progress has been made on a number of other transportation enterprises.—Geological Survey.

WOMEN WORKERS IN GERMANY.

Those who feel anxiety over the growing competition by women with men in the world's labor market may find grounds for their fears by examining the German official labor statistics which have just been published by the Reichsarbeitsblatt. Some of the striking facts pointed out are the following:

In 1907 the number of male workers in Germany showed an increase over the previous year of 2.20 per cent; the female workers an increase of 7.38 per cent.

In 1908 the male workers decreased by .16 per cent; the female increased by 3.87 per cent.

In 1909 male workers decreased by 1.62 per cent; the female again increased by 4.23 per cent.

In the first semester of 1910 male workers increased by 4.24 per cent and female by 6.54 per cent.

It will be seen that in Germany's trade revival the women have relatively benefited by over 50 per cent more than the men.

Both the demand for and the supply of female labor, the Reichsarbeitsblatt points out, have risen greatly of late, and the supply remains far below the demand, notwithstanding the fact that the number of women registered at labor exchanges as seeking work has increased this year by 13½ per cent.

The German hausfrau may find it difficult to believe it, yet statistics show that there is a fractional increase in the number of hired girls, housekeepers and "mothers' helps" wanting employment. Textile trades apparently have far less attraction for women applicants this year, offers having declined from the proportional figure of 106.03 last year to 85.84.

Woman's economic progress in Germany is further illustrated by the half yearly university statistics. The German universities are attended by 3396 women students, of whom 2170 are fully matriculated. Since the winter semester of 1908-09, when women were first admitted for matriculation in Prussia, their numbers have risen by 50 per cent each term.

The greatest number of women studying at a single university is 626, in Berlin. Just about half of all German women students choose philosophy, philology or history, less than a quarter go in for medicine, and the rest is made up of women mathematicians, lawyers and theologians. A curious modern feature, at least in Germany, is a little group of fifty-six girls who want to graduate in dentistry.

Russia contributes the largest contingent of women students of non-German nationality at German universities; they number 131, and the United States comes next with forty-six.—New York Sun.

PUBLIC LANDS IN MEXICO.

A decree was issued by the Mexican Government, in December, 1909, to the effect that no more public or government lands would be disposed of for the present. In view of the fact that companies were able to secure large tracts of such lands in the past, for colonization purposes, at very low prices, and that many inquiries are still being made concerning the same, the announcement of their withdrawal from the market will save much useless correspondence.

MYSTERY OF SARGASSO SEA.

The Sargasso Sea owes its existence to the great ocean rivers that encircle it. On the charts this huge system of ocean rivers forms an irregular circle. In the center of it is a great ellipse more than 1000 miles east and west, and 2000 miles north and south. It is like a vast lake in the center of the Atlantic, but one whose shores are ever-moving waters instead of stable land. It is like the calm center of an immense whirlpool. The far-off deep-sea currents that sweep around its circumference do not disturb the stagnant waters within its boundaries. These weed-covered waters are forever placid, except at rare intervals, when some vagrant storm swoops down from the heavens and ruffles their surface. The atmosphere above is usually as calm as the seas below. The great rivers of the air, the trade winds, pass this region by.

All sorts of small aquatic and insect life flourish around the borders of the Sargasso sea. There are numberless varieties of fish, molluscs, shrimps, crabs and water fleas. Almost invariably this life takes on the protective color of the masses of yellow weeds in which it lives.

Some of these inhabitants of the Sargasso Sea are found nowhere else. There is a transparent shrimp that has wondrous eyes on the end of long pedicels. These eyes are many-faceted, and each facet sheds a brilliant greenish light and sparkles like a splendid gem. The water fleas are extraordinary also. Some are totally blind, while others go to the opposite extreme and are nearly all eye. Even the fishes are unique. There are some that build nests in which to hatch their young. They form the weed into huge balls about the size of a Dutch cheese. The fish binds these together with glutinous threads which it exudes from its body. These threads are so strong that a man cannot pull them apart with his hands. One explorer who brought up in a net one of these fish nests found six small fish inside.—Thaddeus S. Dayton in Harper's Weekly.

INITIATIVE IN SWITZERLAND.

An initiative petition, similar to one rejected in 1900, signed by 142,507 voters, was recently presented to the Swiss Nationalrath, or House of Representatives, calling for an amendment to the constitution, replacing the present system of electing members to that body—one representative for each 20,000 population—by the proportional system, each canton and half canton to represent a district. The petition was recommended by the Federal Council for rejection, for a number of reasons, among which were the following: All systems of proportional representation have proved deficient, artificial and defective; the freedom of the elector is lost thereby, for his vote, if it is to be of value, must be cast for the entire list of one political party, otherwise his party is weakened; the proportional systems are more or less complicated, and not clear to the masses; the present system secures a majority as the necessary basis for parliamentary and executive action, without excluding representatives of the minority parties, which have always been represented in the Nationalrath, etc. It is expected that the amendment will be placed before the people during the current year.

BRITISH COOPERATIVE MOVEMENT

The forty-second annual congress of the Cooperative Societies of the United Kingdom recently concluded its sessions.

The report of the central board showed how far-reaching the cooperative movement is in Great Britain. At the close of 1909, 1561 cooperative societies were in existence. This was only an increase of one as compared with the previous year, but the membership in 1909 aggregated 2,585,293, being 60,000 more than in the preceding year. The total share capital was $166,122,669, being $4,335,974 more than in 1908. The trade transactions for 1909 reached a total of $530,021,533, being an increase of $6,626,275 over 1908, and at the same time the profits for the year were $58,452,130, which was $1,374,669 more than in 1908.

The agricultural cooperative movement is stated to be making steady and substantial progress. Surprise was expressed that little had been done by the cooperative societies to secure for their members the advantages of the small-holdings act, and it was urged that cooperative societies in districts where agricultural land could be obtained should make application under the small-holdings act for allotments.

An interesting feature is that between 400 and 500 of these cooperative societies have building-mortgage departments, and up to this time about $50,000,000 has been spent in providing members with houses. The loans from the societies are repaid in a manner that is not a burden upon the borrowers. In addition to loaning money to members for building purposes, the cooperative societies have built and retained in their own possession nearly 8500 houses, costing about $9,246,350. They have built and sold 5600 houses to their members, at a cost of $6,083,125.

The cooperative movement has attained such proportions in Great Britain that it can now be regarded as one of the permanent features or institutions of the country. A cooperative store is found everywhere throughout the length and breadth of the country and is liberally patronized by the working people. They feel in a sense that it is their store and have a definite pride in its success.

Through the manufacturing and wholesale cooperative undertakings large quantities of goods and produce are handled, and the effort is exerted to bring these ultimately to the private consumer at a cost to him which will only realize a reasonable profit to the societies.

BERI-BERI.

Eminent physicians have been engaged in the Straits Settlements in making thorough tests of the "bad rice" theory of the cause of beri-beri. Experiments on fowls show that milled rice produces beri-beri because the outer cover of the grain is destroyed in the polishing process, which removes the phosphorus, and it is believed that the disease can be prevented by substituting rice in which the polishing process has been reduced to a minimum for the white polished rice. As nearly 2000 deaths were caused by this disease in the colony last year, and as 30 to 35 deaths monthly are caused thereby in Singapore, if this discovery proves effective it will be of the highest importance here and wherever else beri-beri prevails.

NON-ALCOHOLIC BEER.

There has been recently placed on the British market a beverage which it is claimed is non-intoxicating, and still resembles and tastes like the intoxicating beer. It is brewed from malt and hops only and has no preservative in it. It does not look unlike beer, and the taste is very similar. It is made of precisely the same materials as the best English home-brewed ale, but alcohol is almost entirely eliminated, and it is stated that there is no chemical admixture of any kind. The amount of alcohol produced by the brewing process in this beverage is given as nine-tenths of 1 per cent, which is less than the percentage to be found in any of the ginger ales, stone beers, and other temperance beverages.

The process by which this beverage is made is the invention of a French scientist, while certain modifications were made by one of the professors of the Paris Pasteur Institute and an English brewer. Two kinds are made, ale and stout. The ale, it is claimed, has the flavor of a light beer, and the stout tastes almost exactly like a good quality of London stout.

STRASSBURG LABOR EXCHANGE.

The Strassburg labor exchange is assisted by the government of that German city and ample funds are provided to secure its successful operation. The benefits paid the unemployed by the various unions and coming from the city funds are stopped if the unemployed workman, who is registered at the labor exchange, refuses to accept any position offered him that he is competent to fill. He may re-register, however, if he fails to give satisfaction in any temporary position he has accepted, especially if he is not working at his own trade. The greatest possible publicity is given the list of unemployed. One method is to post in railroad stations large placards stating the occupation of all the men and women seeking employment through the labor exchange. By consulting these lists employers may ascertain whether or not they can secure the workmen desired by notifying the exchange of the postions open. The city also operates a sick benefit fund for laboring men.

MATCHMAKERS' REGULATIONS.

The British Board of Trade was empowered to establish boards in scheduled trades for fixing a minimum rate of wages. It came into operation on January 1, 1910, and affected a number of wholesale trades. The act is intended to prevent what is known as "sweating," and the only trades at present falling under its provisions are the ready-made and wholesale "bespoke" tailoring and its branches; paper, cardboard, and chip-box making; machine-made lace and net finishing and mending; and hammered and dollied or tommied chain making. Power is given to the Board of Trade to make provisional orders, subject to confirmation by Parliament, including other trades within the provisions of the act.

The act which was passed in 1908 prohibiting the manufacture, sale, and importation of matches made with white phosphorus came into operation, as regards the wholesale trade, on January 1, 1910, but in the retail trade it does not take effect until January 1, 1911.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Union, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 214 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Holdbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques y puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

World's Workers.

Eight hundred New South Wales miners downed tools at the Pelaw colliery recently in defense of their rights.

A general strike throughout Spain was proclaimed by the Workmen's Federation on August 26 in behalf of the miners already out.

The number of British paupers relieved on one day in June in thirty-five urban districts corresponded to a rate of 216 per 10,000 of the estimated population.

The number of fatal accidents to British seamen reported during June was 71, a decrease of 13 as compared with the previous month and of 11 as compared with a year ago.

Judge Burnside, in giving the arbitration award in the matter of the timber merchants' employes of Western Australia, said he would in future exercise his own judgment when fixing the living wage. The employers in this case offered 7s. 6d. He fixed the minimum at 8s. per day for forty-eight hours per week.

The Solicitor-General of New South Wales, in reply to a petition, has intimated that the Governor is unable to make further remissions in the sentences of coal strike union prisoners. The sentences will be completed on the following dates: Brennan, Burns, Gray and Lewis, August 10, 1910; Bowling, January 25, 1911.

As a result of the fight between the German shipbuilders and their employes, all the shipyards of Germany except the Government works are now idle, so far as new construction is concerned. The men demand an increase of 10 per cent in wages and a fifty-five-hour week. About 35,000 men are idle.

A new effort is being made by the labor exchanges department of the British Board of Trade to deal with the problem of unemployed women and girls. It has been found that women and girls hold aloof from the exchanges. A women's exchange has therefore been established and it is said to attract hundreds of women and girls in need of work.

The total number of cases of poisoning and of anthrax reported to the British Home Office during June was 46, consisting of 37 cases of lead poisoning, 3 of mercurial poisoning, and 6 of anthrax. Two deaths due to lead poisoning were also reported. In addition, 18 cases of lead poisoning (2 of which were fatal), were reported among house-painters and plumbers.

A thousand dockers at Avonmouth, England, struck recently in sympathy with the strikers at Newport, and the warehouse and grain men also went on strike. One steamer sailed leaving a portion of her cargo behind. Home Secretary Churchill said in the House of Commons that the danger of riot was so great at Newport that it had been temporarily necessary to prevent Houlder Brothers importing laborers.

The various clothing industries in Victoria, in 1908, employed an average of 34,278 hands. But their average wage was only £43 5s. per hand, making a total of £1,482,980. In New South Wales the average employment in these industries was 22,406 hands, but the wages paid reached £1,210,677, or an average per hand of over £54. The other four States together only employed 13,391 hands in these industries, and the wages paid were £661,355, or an average of £49 8s.

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INFORMATION WANTED.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

INFORMATION WANTED.

Soren P. Nielsen, a native of Aarhus, Denmark, born 1887, is inquired for by his sister. Address, Danish Consulate, New Orleans, La.

Edward Monsen, a native of Skudesnes, Norway, about 38 years of age, last seen in New York in 1907, supposed to be on the Pacific Coast, is inquired for by his brother-in-law, K. Moklef, 150 Noe street, San Francisco, Cal.

San Pedro Letter List.

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Pacific Coast Marine.

Edward M. Clark has been appointed master of the steamer Skimmer at San Francisco, vice John F. Swan.

Charles Winters was shot and killed by Joseph T. Liddy in the Sailors' Union Hall, San Francisco, on August 23.

The steam-schooner F. A. Kilburn caught fire at Oakland Long Wharf on August 22. The vessel suffered much damage before the flames were extinguished.

The new steamer Zealandia of the Canadian-Australian line arrived at Honolulu on August 16 en route to Vancouver and Victoria on her maiden trip. She brought a large number of passengers from the Colonies.

The Danish bark Danmark, Captain Nielsen, arrived at Honolulu on August 12 from Leith after a passage of 142 days. A seaman named William Anderson lost his life during the passage, falling from the main yard into the sea.

C. W. Anderson has been appointed master of the schooner Eva, vice Niels Thomsen; William Meins of the schooner Mary Francis, vice Robert Ferguson. The steamer Nehalen, L. Nelson master, has been enrolled at San Francisco.

The steam-schooner Phoenix was righted at the Union Iron Works, San Francisco, on August 27. The body of William Nicholson, a fireman, was found in the wreck, but no trace has been seen of the remains of Chief Engineer Houston.

Frank Hans has been appointed master of the steamer Buckman, vice E. B. Wood, deceased; H. D. Lawson of the steamer Argyle, vice Richard Dickson, and N. P. Nelson of the steamer Captain Webber, vice George H. Goodell.

John Bash has been appointed master of the steamer Quinault, vice P. M. Koffold. The enrollments at San Francisco on August 25 were as follows: Schooner Polaris, O. B. Lindholm, master; schooner Star, J. P. Peterson, master.

The river steamer Capital City was launched from the yards of the Schultze-Robinson-Schultze Company at South San Francisco on August 27. The new craft has accommodations for 200 passengers and will travel fifteen knots per hour.

F. S. Polhemus, assistant United States engineer, reports that the Columbia River jetty has been completed for a distance of six and three-quarters miles out to sea. A few more lengths will be built and filled in with rocks this season.

The schooner Repeat was sold at San Francisco on August 22 by the Simpson Lumber Company to Lewers & Cooke of Honolulu on private terms. The schooner will probably be used among the islands. She has long been in the coastwise trade.

The following changes of masters and enrollments were made at the San Francisco Customhouse on August 27: Changes of masters, steamer George Loomis, W. F. Daniels, vice John S. Smith; enrollment, barkentine S. G. Wilder, C. Jackson, master.

Beginning with the steamship Tacoma Maru, due at Tacoma on October 6, the Osaka Shoshen Kaisha steamers will make Victoria a port of call on both outward and inward voyages. The object is to compete for the heavy steerage business to British Columbia.

The Pacific Coast Coal Company filed a libel in the United States District Court at San Francisco on August 23 against the steam-schooner Phoenix, to recover $1298, the value of a cargo of coal lost by reason of the explosion of the boilers of the vessel.

The bark Edward May, which has been laid up in Oakland Creek for several years, has been purchased by the Pacific Coast Coal Company. The contract for converting the old-timer into a coal hulk with hoisting gear for handling the coal was let for $1600.

The new life-saving station at Neah Bay will be ready for occupancy within a few days. It is one of the best equipped institutions of its kind in the United States. Since February seventy vessels and forty-six lives have been saved by the crew of the life-saving station at Neah Bay.

Because of the dense smoke from forest fires hanging over the Columbia River, deepwater shipping in and out of Portland has been greatly handicapped. The pilots are reluctant about going out on the vessels at night. Several vessels are anchored in the river awaiting the lifting of the smoke.

Captain Thomas Crang, general manager of the Union Oil Company at Portland, reports that his concern has purchased the dredge Thomas in New York for conversion into a tank steamship. She will be brought around to the Pacific Coast and placed in service between San Francisco and Portland.

The British barkentine Helga, Captain Daniel Wall, is a total loss off Waikiki, T. H., according to late advices received and it will be impossible to save any of the vessel or the coal cargo. The Helga was long overdue at San Francisco when she ran ashore after a series of trying experiences.

M. A. Mattson has been appointed master of the steamer Katherine, vice D. Jorgensen; J. A. Peterson of the steamer Napa City, vice Charles Gustafson, and A. R. Brown of the steamer Fighting Bob, vice C. F. Phipps; Standard Oil Company's schooner barge 93, master, Alexander Kirkwood.

When the British bark Battle Abbey was putting to sea from Eureka on August 26 one of her men, William Lazomut, got his hand caught in the block and was badly injured. He was brought to port by a tug and taken to the hospital. The vessel will make her trip to the United Kingdom one man short.

The steamer Roanoke will be laid up one trip on account of having unshipped her rudder on the Columbia River, and the North Pacific Company will have no steamer calling at San Pedro until the next trip of the steamer George W. Elder on September 5. The Roanoke will have to be put into drydock for repairs.

The American-Hawaiian Steamship Company, owner of the largest fleet of cargo vessels under the American flag, has accepted the freighter Georgian, built at Sparrows Point, Md. The big steamship arrived at New York last week after being delivered to her owners at the builders' yards. She will be placed on the San Francisco-Honolulu route.

The New Zealand Government has concluded arrangements with the Union Steamship Company for mail service between New Zealand and San Francisco by way of Rarotonga (Cook Islands) and Papeete, Tahiti. The service will start from Auckland October 22, and mails will cross the Pacific in twenty-two days and reach London in thirty-two days.

The Southern Pacific Company has filed suit in the United States District Court at San Francisco to recover $4105 damages from the barkentine Fullerton, for damages alleged to have been inflicted upon the steamer Transit in a collision on December 13, 1909, while crossing the bay in a dense fog. The complaint alleges that the Fullerton failed to give the required fog signals.

After her passage was practically completed and she was proceeding from London to Liverpool to discharge a portion of the lumber cargo she took from Portland, the British bark Kelburn, Captain Milne, was wrecked off the Mersey River on August 26. When abandoned she was completely dismasted. With 2,000,000 feet of lumber the Kelburn left Portland for London on March 7.

Maritime libels were filed in the United States District Court at San Francisco on August 22, as follows: Emil Munder, Hugo Munder and Henrietta Munder against the schooner Eveline, to recover $159 for repairs and material; Peter Christensen vs. steam-schooner Iaqua, to recover $3500 for cargo of barley and $4000 for loss of the scow-schooner John Nagle, run down and sunk in the San Joaquin River a week ago by the Iaqua.

The Portland-Alaska Packers' Association steamer North King, Captain Volstadt, arrived at Astoria on August 27 from Nushagak River, Bristol Bay, Alaska. The North King sailed from the northern port on August 15, and made the run down in eleven days. She reports that the ships Berlin and St. Nicholas sailed for the Columbia River, and the Alaska Packers' Association schooner Premier sailed for San Francisco on August 15.

With the sailing of the steamship Roanoke from Portland on August 24, the North Pacific Steamship Company inaugurated a regular line between Portland and San Diego, the first service of the sort ever established from Portland. The Roanoke will be followed a week later by the George W. Elder. It is announced that from now on one of these steamers will be leaving Portland for San Diego every Wednesday night, via San Francisco and Los Angeles.

The Portland-Alaska Packing Association steamer North King arrived at Astoria on August 27 from Nushagak River, Alaska. She reports the total salmon pack on that river as 425,000 cases, or about 25 per cent less than last year. Superintendent Dally of the Association says that his company's cannery was burned on the morning of August 10. The cause of the fire is unknown. The company had packed 53,000 cases of fish and 28,600 cases of it were burned. The run of fish was very heavy, but continued only for twelve days.

The vessels of the salmon fleet still remaining in the Nushagak River on August 15 were the bark Star of India, Star of Iceland, the ship India, and the steamer Nushagak, belonging to the Alaska Packers' Association, and the ship St. Francis, the bark W. B. Flint, and the steamer North Star belonging to the Alaska Fishermen's Packing Company. The latter vessels expected to sail about August 25. The estimated number of cases put up by the individual companies operating along the Nushagak are as follows: Alaska Salmon Company, 31,000; Northwestern Fisheries Company, 43,000; Columbia River Packers' Association, 44,000; Alaska-Portland Packers' Association, 53,000; Alaska Fisheries Packing Company, 35,000; Alaska Fish Association, 18,000; North Alaska Salmon Company, 30,000.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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MILWAUKEE, Wis., 317 Virginia St.

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(Continued on Page 10.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, AUGUST 31, 1910.

SAILORS IN PARADE.

The Labor Day celebration in San Francisco will probably surpass all records. The parade, comprising the full membership of the local labor movement, will contain between 40,000 and 50,000 men and women. In numbers and impressiveness the march of labor's army will add new honors to the day. Altogether, the coming Labor Day will prove one long to be remembered with pride, especially by those who participate in it.

The Sailors' Union of the Pacific will turn out in full force. Always a conspicuous feature of the parade, the Sailors will this year be more than usually prominent by reason of the leading position which they will occupy. The Sailors will head the second division, containing the organizations exclusively affiliated with the Labor Council. This position is appropriate in view of the fact that the Sailors' Union is one of the oldest and largest bodies in the Council. At the same time, this arrangement places upon the Sailors an obligation to make the best possible showing both as to numbers and marching order. The experience of past years warrants the prediction that the Sailors will do full justice to themselves, the labor movement and Labor Day.

The committee on arrangements of the Union announces the following programme: Grand Marshal, Ed. Andersen; aides, Paul Scharrenberg and W. Vortman; captain of advance-guard, E. A. Erickson; captain of company, Robert Tunnell. Members of the Union in uniform will assemble at Headquarters at 8 a. m. on Labor Day (next Monday). Headed by the advance-guard of twenty-four men, the Union will march uptown to the starting point of the parade. Schuppert's Band of twenty-four pieces will escort the Union from Headquarters and accompany it in the parade.

Drill will be held in the Union Hall on Thursday, Friday and Saturday afternoons of this week from 2 to 4 o'clock, when Comrades Andersen and Erickson will be present to instruct the members. Uniforms will be distributed at Headquarters on Saturday and Sunday. LABOR DAY IS A LEGAL HOLIDAY, AND EVERY MEMBER IN PORT IS EXPECTED TO TAKE PART IN THE PARADE.

Labor Day is the greatest day of the year from the standpoint of the industrial world, the one day set aside by law and custom in honor of labor's power and progress. Every member of the labor movement should take full part in the ceremonies of that day. The Sailors' Union of the Pacific, itself one of the greatest forces in the labor world, should be foremost in honoring the great movement of which it is a part. Every member of the Union should make it a matter of personal pride to show his appreciation of Labor Day and to uphold the traditions of his craft.

GET IN LINE ON LABOR DAY FOR THE HONOR AND GLORY OF LABOR'S INVINCIBLE CAUSE!

SCOPE OF LABOR DAY.

The celebration of Labor Day this year is likely to pass the mark established in past years. This is to be expected from the simple fact of growth in the labor movement. In this respect alone the prospects are gratifying, as an evidence of the constantly increasing strength of the labor movement in numbers and enthusiasm.

In another sense, however, the coming Labor Day promises to afford a significance broader and deeper than that conveyed by any physical demonstration. In addition to the celebration proper by the labor movement itself, Labor Day will this year be signalized by the participation of the public in various forms. For instance, "Labor Sunday" will be observed much more generally than at any time since the establishment of that form of observance. Churches and congregations of all denominations throughout the country will devote part of the Sunday preceding Labor Day to a service illustrative of the principles upon which the labor movement is founded. By this means interest in Labor Day and the principles and purposes for which that day stands will be extended into circles which otherwise would remain untouched by any sense of interest in or responsibility for the welfare of labor. The certain results of "Labor Sunday" in broadening the vision and vitalizing the thought of the religious world can not be overestimated. These results will strengthen both forces—Labor and Christianity—and increase their power for good in the establishment and maintenance of right relations among men.

Another, and possibly more important accession to the usefulness and dignity of Labor Day is that inaugurated by the Board of Education of San Francisco. At the suggestion of the Labor Council of that city the educational authorities have decided to present a Labor Day lesson to the pupils. For that purpose a brief review of the origin and meaning of Labor Day has been prepared and will be read by the teachers on Friday of this week. The material to be presented to the schools (see page 1 of this issue) may or may not be up to the requirements of the occasion, but there can be no doubt of the value of such a lesson to the children and through the latter to the coming generations. It would be difficult to suggest a more fitting means of broadening the scope of Labor Day, of making that day an occasion of real significance in the lives of the whole people, than this of presenting it to the school children in a manner calculated to inspire their respect and to imbue them with a proper understanding of the relations of labor to life itself. From the seed thus sown we may expect the richest harvest of strong, broad-minded citizenship.

By these means the scope of Labor Day is constantly broadening so as to embrace the whole people within the sphere of its influence. The labor movement continues, and will probably always remain the chief exponent and visible manifestation of labor's principles and purposes. But the labor movement is no longer the sole participant in the spirit of Labor Day. That spirit has entered and taken hold of humanity at large. We are rapidly approaching the realization of the hope expressed by Samuel Gompers twenty-four years ago, when "it shall be as uncommon for a man to work on that day (Labor Day) as on Indepence Day." Moreover, we are rapidly approaching the time when Labor Day shall cease to be regarded as a day of special significance to any one class and shall come into its own as the Nation's—the world's—day of blessing for the power that makes man the master of his own destiny and the equal of all his fellows on earth.

SEAMEN IN CONFERENCE.

Copenhagen, August 26.—Delegates from all seamen's unions of America and Europe at the International Congress of Sailors and Marine Firemen in session here, with the exception of the French association, voted to-day to declare an international strike unless the shipowners of every country concerned agreed to the formation of a board of conciliation to deal with the grievances of the men.

The proposal of the strike has been a subject of heated discussions at the Congress, the delegates of several of the continental countries having opposed the suggestion of the British union for a strike. The convention also approved a resolution for the formation of an international seamen's union, which was the subject of a heated discussion yesterday.

In the discussion before the Congress a date two or three months hence was given as the time at which the strike probably would be called unless the grievances with the employers were adjusted.

The foregoing brief press dispatch was published in the newspapers of the 27th inst. As to the real purport of the action taken by the International Seamen's Conference at Copenhagen, it is impossible to speak definitely at this time. Full particulars of the proceedings will be published in these columns as soon as they are received from the officials of the Conference. In the meantime those who are disposed to throw fits at the prospect of a general strike which shall tie up the commerce of the world and possibly produce a bloody revolution or something of that sort may possess their souls in patience. Nothing serious will happen for a day or two at the very earliest.

Information concerning the proceedings of the International Transport-Workers' Convention, which met at Copenhagen August 23-24-25-26, must also be awaited in patience, pending the pleasure of printing office and postoffice. For the present we are able to give our readers an outline of the subjects discussed by the convention, as set forth in the advance notice of the programme, as follows:

The International Seamen's Union of America introduced the following motion:

Resolved, that this Congress demand the following changes in the maritime law, to wit:

1. Abolish all imprisonment for leaving a vessel in any safe harbor.
2. Abolish all imprisonment for refusing to obey command while laying in a safe harbor, substituting therefore the payment of such money as has been paid to any one who has been engaged to do the work refused.
3. Abolish all continuous discharge certificates, which are kept by the master. Establish in its place a certificate of efficiency to be kept by the seaman himself.
4. Abolish all payment of advance wages either directly or indirectly.
5. Abolish all allotment of wages, except to near and dependent relatives.

6. Adoption of a standard of efficiency for sailors providing for at least three years' service at sea on deck.

7. Adoption of a standard of efficiency for firemen, providing for at least six months' service as trimmer.

8. Manning scale under which at least 75 per cent of the deck crew, exclusive of officers, must be able-seamen and understand sufficient of the language of the officers to obey the commands.

The Algemeene Nederlandsche Zeemansbond introduced the following motion:

1. It is considered the first duty of every organized seaman to fight with all his means against the use of alcoholic drinks. Reason: It is probably generally known that the use of alcohol is one of the greatest, if not the greatest obstacle, which handicaps the good co-operation of the seamen for the promotion of their joint demands.

2. It is the duty of the organized seamen of all countries to assist themselves mutually when signing on and to partake in the placing of the seamen. Reason: Although we are no advocates of the obligatory membership, yet we are of the opinion that the practical co-operation of the organized seamen on the international field compels everybody to carry out the proposed measures.

3. The Convention is requested to consider as to whether it would not be possible to introduce on all ships the following improvements, which refer to the location and to the arrangements of the quarters of the crew below the grade of a mate or engineer:

(a) The quarters should be located midship.

(b) The berths should be placed in such a way that they are not alongside of the bulwarks of the ship, also not one on the top of the other.

(c) Living rooms and sleeping rooms should be separated.

(d) Care should be taken for a good ventilation and also for a sufficient light both at night as well as during daytime.

(e) A sufficient space should further be provided wherein to store the trunks and the other baggage of the crew. A bathroom should also be at the disposal of the seamen. Reason: The disadvantages of the present arrangement of the quarters and also the fact that they are located at the most unfavorable place and at the most dangerous part of the ship render the necessity of general improvements especially obvious. It is further also in the interest of morality on board ship.

Other organizations introduced motions dealing with matters of more or less local or special interest. From the motions introduced by the seamen of the United States and the Netherlands it will be seen that many improvements are called for in the conditions of the craft. However, no one can deny the moderation of these proposals, in comparison with ordinary standards of living and working conditions. The full report of the proceedings of the Seamen's Conference and Transport-Workers' Convention will be published in these columns at the earliest possible date.

Members of the Sailors' Union in port at San Francisco should not fail to report for duty in the Labor Day parade next Monday. Get your uniforms at Headquarters on Saturday or Sunday.

Every trade-unionist worthy the name will make manifest the same by turning out on Labor Day. This means you!

SUEZ CANAL TRAFFIC.

Statistics of the Suez canal show that 42,395 vessels, of 15,407,527 net register tonnage, passed through in 1909, an increase of 4437 vessels and 1,774,244 tons over 1908. French shipping shows a decrease of 13,210 tons, but Austrian ships increased from 132,226 tons in 1908 to 519,272 tons in 1909, due to increased trade between Trieste and the East Indies. The British flag covered 62.3 per cent of the total tonnage and the German flag 15.5 per cent. The receipts of the canal company in 1909 amounted to $22,388,000, against $20,931,236 in 1908.

Philadelphia is trying the experiment of paving about a mile of its principal retail business street with creosote-impregnated wood blocks.

WOMEN WORKERS IN GERMANY.

From 1895 to 1907 the number of male workers in Germany increased 19.85 per cent and the female 56.59 per cent. In 1907 the number of working women was 8,243,493, against 5,264,393 in 1895. Nearly one-third of the economical activity in the German Empire rests to-day on feminine shoulders. In agricultural work the increase of female labor is astonishing, rising from 2,758,154 in 1895 to 4,598,986 in 1907; in industrial work the increase was from 1,521,118 to 2,103,924. Especially noticeable is the number of women who have taken up the so-called free professions; painters and sculptors have increased from 969 to 12,085 and self-dependent workers from 839 to 1458.

In music, theaters and playhouses the number of women has grown from 10,369 to 22,902, in hygiene and nursing from 75,327 to 129,197, and in the service of the church and in missions from 11,378 to 21,453. Authoresses and journalists increased from 410 to 892, the latter having increased 117.6 per cent.

TRADE IN HUMAN HAIR.

Human hair is in great demand at Barcelona, owing principally to present styles of hats, which require a certain amount of false hair.

Hairdressing, as practiced in Spain, also increases consumption of human hair, the "peniados" (styles of dressing hair), being made up with the aid of false curls, etc. Human hair sells here at from 100 to 150 pesetas (about $18 to $27) per kilo (2.2 pounds), according to quality. Hair imported from China is used to some extent. Our consulate-general is advised that local firms do not like to send samples to prospective buyers on acount of the value of samples. One dealer states that a request for samples should be accompanied by $3 to $5. Human hair is dealt in by Barcelona stores handling perfumery, addresses of which may be obtained from the Bureau of Manufactures.

IRON AND PUDDLERS' WAGES.

The Midland iron and steel wages board certifies that the average net selling price of various descriptions of iron was $30.59 per ton of 2240 pounds for the months of March and April, against $30.11 per ton for the two preceding months, and that the scale of puddlers' wages, which has not been changed since 1908, was continued at $2.07 per ton. The total output of all descriptions of iron during the two months was 37,399 tons, an excess of 422 tons as compared with January and February.

In 1882 425 per 1000 of the population of Germany were engaged in agriculture and 455 in industries, commerce and transportation; but now 286 per 1000 are agriculturists, while 562 are following the other lines.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Aug. 22, 1910.
Situation unchanged.
ALEX. McKECHNIE, Sec'y pro tem.
674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Aug. 23, 1910.
Shipping good.
WM. H. FRAZIER, Secretary.
1½A Lewis Street.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Aug. 29, 1910.

Regular weekly meeting was called to order at 7:30 p. m., Ed. Andersen presiding. Secretary reported shipping medium. Shipwreck Benefit was ordered paid to seven members, who lost their clothing through fire in the steamer F. A. Kilburn. It was decided to send three delegates to the Fifteenth Annual Convention of the International Seamen's Union of America, which will meet in Detroit, Mich., on December 5. Nominations for delegates will be made in the meetings held at Headquarters and Branches on September 19. The election will take place in the meetings held on October 17 and 24.

NOTICE: Every member in port on Labor Day, Monday, September 5, must report at Headquarters not later than 8 a. m. on that day, to take part in parade. Uniforms will be given out in the Secretary's office on Saturday and Sunday, September 3 and 4.

E. ELLISON, Secretary pro tem.
44-46 East St. Pacific Phone Kearny 2228. Home Phone J 2228.

Vancouver, B. C., Aug. 22, 1910.
Situation fair.
JOHN PEARSON, Agent.
122 Alexander St. P. O. Box 1365.

Tacoma Agency, Aug. 22, 1910.
Shipping very dull; prospects poor.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Aug. 22, 1910.
Shipping and prospects poor.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Aug. 22, 1910.
No meeting; no quorum. Shipping and prospects poor.
WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Aug. 22, 1910.
Shipping and prospects poor.
HARRY COOK, Agent.
P. O. Box 6. Tel. 225.

Portland, Ore., Agency, Aug. 22, 1910.
Strike situation unchanged.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Aug. 22, 1910.
No meeting; no quorum. Shipping and prospects poor.
JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Aug. 22, 1910.
Shipping rather dull; prospects uncertain.
HARRY OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, Aug 16, 1910.
No meeting; no quorum. Shipping and prospects poor.
CHAS. SORENSEN, Agent.
P. O. Box 314.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Aug. 25, 1910.

Regular weekly meeting was called to order at 7 p. m., Harry Frazer in the chair. Secretary reported shipping fair for waiters; for cooks slack. The action taken to refer the question of establishing an agency in Vancouver, B. C., to referendum vote was rescinded. Shipwreck Benefit was ordered paid to five members of the burned steamer F. A. Kilburn. Nominations were made for delegates to the convention of the California State Federation of Labor; the election will be held in regular meeting September 8.

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Aug. 18, 1910.
No meeting. Shipping slow.
LEONARD NORKGAUER, Agent.
P. O. Box 1335.

San Pedro Agency, Aug. 24, 1910.
No meeting. Shipping and prospects medium.
ED. BARRY, Agent.
P. O. Box 54.

DIED.

Gustaf Konrad Johanson, No. 114, a native of Sweden, aged 50, died at Aberdeen, Wash., on August 22, 1910.

Chas. Thulin, No. 422, a native of Sweden, aged 30, died at San Francisco, Cal., on August 23, 1910.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

MORE WHITEWASH.

Port Huron, August 16.—That all possible precautions against collision had been taken by the steamers James B. Wood and Frank H. Goodyear, prior to their coming together in the fog off Point Aux Barques, Lake Huron, the morning of May 23 last, was the testimony of licensed officers from both vessels at their trial to-day before Captain Willis W. Stewart and Frank Van Liew, Local Inspectors of Steam Vessels.

The three men against whom charges had been preferred, Captain F. R. Heminger, master of the Goodyear; Captain Thomas Gibson, master of the Wood, and D. McLaughlin, first officer of the Wood, were subjected to close examination and cross-examination, as was also the first engineer of the Wood. The trial continued from 10 a. m. to 5 p. m.

None of the officers would admit that the collision in which the Goodyear was sunk and eighteen lives lost, could have been prevented. They expressed the opinion that even had the engines been reversed on both vessels, they could not have been kept apart when each discovered the other's proximity. Close examination by the inspectors and lawyers failed to bring out discrepancies in the stories. In essential particulars the testimony of officers of both vessels was very similar. It was insisted that both were proceeding under check very slowly and sounding fog signals

The testimony was taken in shorthand. After it is transcribed the Local Inspectors will go over it carefully. It is unlikely a decision will be announced before next week.

The steamship Moses Taylor, of the Mitchell Fleet, while running the river at Port Huron struck the dock and lost her shoe, another example of "Welfare" steering. The scab crews of the F. H. Goodyear and the Jas. Wood will be whitewashed, and Congressman Humphries, who has been "up the Lakes" on a "tour of inspection" as a guest of the Lake Carriers' Association, will report favorably on the "Welfare" plan and throw his influence for the union-busters, of course.

Meanwhile, there is nothing to be done by the seamen but fight, and we must not grow weary in the fight and neglect our duty and give the scabs advantage. How in God's name any half-way intelligent citizen of this country can lend himself and his labor to the people who are plundering the country with one hand and fighting labor with the other, is beyond me. But so they do.

Comrades, we must not let them beat us. We must win! If we have to sacrifice yet more years—your lives to the cause—let us do so, and cheerfully. Never say die. Let no man call you coward! Fraternally,

Conneaut, O. W. H. JENKINS.

ENGINEER SUSPENDED.

Suspension of license for fifteen days, dated from July 20, is the penalty imposed by Captain Charles M. York and Charles M. Gooding, Local Inspectors of Steam Vessels at Marquette, Mich., on Floyd E. Lyons, chief engineer of the steamer I. L. Ellwood, which wrecked the south leaf of the upper operating gates of Poe lock, November 10, 1909.

The Marquette Local Inspectors whose investigation has extended over more than eight months find the accident resulted because "the engine was not worked in accordance with the signals given by the master" of the vessel.

As a result of the damaged gate, the Poe lock was out of service. The broken gate was replaced by the upper guard gate. The Pittsburg Steamship Company paid for a new gate which was placed June 1, as a guard gate.

THREE LAKES ARE LOWER.

The United States Lake Survey reports the stages of the Great Lakes for the month of July, 1910, as follows:

Lakes.	Feet above tide-water, New York.
Superior	601.89
Michigan-Huron	580.50
Erie	572.35
Ontario	246.29

Lake Superior is 0.03 foot higher than last month, 0.29 feet lower than a year ago, 0.92 foot below the average stage of July of the last ten years, 1.30 feet below the high stage of July, 1899, and 0.13 foot above the low stage of July, 1892. It will probably rise 0.1 foot in August.

Lakes Michigan and Huron are 0.06 foot lower than last month, 0.59 foot lower than a year ago, 0.72 foot below the average stage of July for the last ten years, 2.93 feet below the high stage of July, 1886, and 0.60 foot above the low stage of July, 1896. They will probably remain about stationary during August.

Lake Erie is 0.33 foot lower than last month, 0.65 foot lower than a year ago, 0.52 foot below the average stage of July of the past ten years, 1.81 feet below the high stage of July, 1883, and 0.89 foot above the low stage of July, 1895. It will probably fall 0.2 foot during August.

Lake Ontario is 0.17 foot lower than last month, 0.87 foot lower than a year ago, 0.53 foot lower than the average stage of July of the past ten years, 2.05 feet below the high stage of July, 1908, and 1.70 feet above the low stage of July, 1895. It will probably fall 0.2 foot during August.

NOTICE TO MASTERS.

The United States Hydrographic Office announces that the master of the steamer Helen C. reports finding an area of shoal water with a least depth of fifteen feet over what appeared to be clay or hard sand bottom, in Potagannissing Bay, North channel, Lake Huron, approximately midway between Bow and Saltonstall islands, where the charts show depths of over forty feet.

The master also reports a depth of twelve feet over the rock between Little Trout and Bow islands, where the chart shows 15 and 12½ feet over the rock southward of Cedar Island, where the chart shows 17 feet.

PLACE FOR LIGHT VESSEL.

Announcement is made by Lieutenant-Commander D. W. Blamer, U. S. N., Chicago, lighthouse inspector of the Twelfth district, that on or about August 15 light vessel No. 56 will be placed to mark the southwesterly end of North Manitou shoal, Lake Michigan, and North Manitou shoal southeast end gas buoy, at present marking the shoal, will be discontinued. The characteristics of the vessel will be:

Two fixed white lens lantern lights, one from each masthead, each light to consist of three lanterns encircling masthead.

A six-inch steam fog whistle, blast two seconds, silent interval of eighteen seconds.

OFFICERS MUST STAND TRIAL.

Three men must stand trial before the Local Inspectors of Steam Vessels in Port Huron in the government's effort to place responsibility for the sinking of the steamer Frank H. Goodyear in collision with the steamer James B. Wood, May 23, with a loss of eighteen lives.

The officers against whom charges have been preferred are Captain Russel Hemenger, master of the Goodyear; Captain T. D. Gibson, master of the Wood, and D. McLaughlin, first officer of the Wood.

They have been notified to appear before Captain Willis W. Stewart and Frank Van Liew, local inspectors at Port Huron, for trial August 16. Captain Hemenger and Captain Gibson are charged with violation of rules II, V and XV of the Pilot Rules, while the first officer of the Wood must defend a charge of violating rule XV.

Rule II relative to giving danger signals and slacking speed when vessels are approaching each other at close quarters and the pilot of either fails to understand the course or intention of the other.

Rule V provides for the nature of the signal and method of passing by vessels meeting "head and head" or on courses to the starboard of each other.

Rule XV reads as follows: "Every steam vessel shall in thick weather by reason of fog, mist, snow, heavy rainstorms or other causes, go at moderate speed. A steam vessel hearing, apparently at not more than four points from right ahead, the signal of another vessel, shall at once reduce her speed to bare steerage way and navigate with caution until the vessels shall have passed each other."

The collision between the Wood and the Goodyear took place in a dense fog about 6 a. m. The Goodyear bound down and the Wood, on her way up, light, were about thirty-five miles north of Point au Barques, Lake Huron.

MAY BEAT ALL RECORDS.

The lumber receipts at the Tonawanda ports this year will eclipse those of many years past unless there is a decided falling off during the remaining months of navigation. The receipts for the month of July last were 46,985,521 feet, an increase of 5,000,000 feet over that of July, 1909. While the ore receipts in July were the largest for any single month this year, they are somewhat behind those of the same month last year.

Since the Lake navigation opened the Tonawandas have received by vessel from upper Lake ports 136,110,573 feet of lumber stock, as against 108,444,906 feet during the corresponding time last year. The receipts this year should reach 300,000,000 feet.

The report for July, 1909 and 1910, follows:

	1910.	1909.
Lumber, feet	46,985,521	41,914,599
Iron ore, tons	71,588	92,796
Lath, pieces	448,250	.....
Posts, pieces	4,413	.....
Pig iron, tons	1,650	.....

BOOST FOR DULUTH.

In his annual report to the chief engineer of the War Department at Washington, Graham D. Fitch, lieutenant-colonel of the corps of engineers of the harbors of the Duluth district, recommends that a large number of improvements be made during the year ending June 30, 1912, in the Duluth-Superior harbor.

This report, which contains full particulars regarding the harbors in the Duluth district, is for the year ending June 30, 1910. As yet it is not fully complete, as there are few minor details for correction before it is sent to Washington, where the chief engineer will prepare another report from its information. The book containing both reports will be published some time during the winter.

Interesting statistics for the calendar year of 1908-9 are incorporated in this report, in which he shows the increases and decreases in various shipments from the Duluth-Superior harbor. The following increases are noted: Iron ore, 8,414,006 tons, with increased valuation of $24,969,396; hard coal, 96,353 tons, valued at $603,457; copper, 20,474 tons at $4,537,127; lumber, 73,054,000 feet, valued at $1,875,118; general merchandise, 3,174 tons, at an increased value of $587,190. The decreases are: Wheat and other grains, 2,586,313 bushels, value decrease, $1,010,897; soft coal, 239,549 tons, with decreased value of $540,290; flour, 128,569 tons, valued loss $639,235. The shipment of logs from Duluth has become a lost factor in marine lines.

The total amount of freight handled by shipment over the Lakes from this harbor is given as 32,529,301 tons, with an estimated value of $261,509,159. This is an increase of 1040 per cent. over that of 1890, and 36.69 per cent. over the preceding year.

In commenting upon the business done in this harbor, Lieutenant-Colonel Fitch states that no other harbor on the Great Lakes can compare with it. He states that it is difficult to make any comparison between the business done here and at the ocean ports because the Custom offices do not take any report from the foreign traffic, but he contends that it would compare favorably even with the best.

WRECKED STEAMER SOLD.

President Coulby of the Pittsburg Steamship Company has sold the wrecked steamer J. B. Trevor to F. S. Wiley of Port Arthur. The price was not given out. The new owner of the whaleback steamer will attempt to float her, and Captain Alex McDougall, who built the boat, will have charge of the work.

The Trevor, which was bound for the head of Lake Superior with a cargo of coal, went ashore at Isle Royale, October 13, 1909. Captain W. W. Smith, marine superintendent for the Pittsburg Steamship Company, went to the stranded boat with a wrecking outfit last fall. The wreckers were driven from the wreck several times on account of rough weather. The Trevor was built in 1895 at Superior. She is 308 feet keel and 38 feet beam. Her carrying capacity is 3,200 tons.

For fair products of all kinds consult the JOURNAL'S ad columns.

STRIKE
ON THE GREAT LAKES

COMRADES:

The strike of Sailors, Firemen and Cooks on the Great Lakes is still on. We appeal to all seafaring men to assist us in persuading seamen to stay away from the Lakes during this strike.

Any reports that the strike has been settled are false.

The Seamen of the Great Lakes are sticking together solidly, and will keep up the battle for freedom and decent conditions until the fight is won. "God Almighty hates a quitter." (So do we.)

Lend a hand, comrades, by inducing seamen to stay away from the Lakes while the strike is on.

Yours fraternally,

LAKE DISTRICT,

International Seamen's Union of America.

STRIKE ON THE GREAT LAKES

KEEP AWAY!

MUTINEERS UNDER BOND.

Death is one of the punishments that a musty old law, passed in 1790 and unrepealed, makes possible for the five mutinous members of the crew of the ore boat Douglass Houghton, who on August 2 incited a riot while the boat was traversing Lake Michigan. Four of the mutineers—Frederick C. Rees, C. Smith, S. L. Floyd and Fred Slade—were arraigned before United States Commissioner Mark A. Foote and held under $2,500 bond. The date for their preliminary hearing was set for August 11. The law of 1790 was made applicable to the Great Lakes by a special Act of Congress in 1890. There also is an act fixing a punishment of five years' imprisonment and a $1,000 fine for attempt to incite mutiny, and for actual mutiny a fine of $2,000 and ten years' imprisonment.

C. E. Kremer, counsel for the Pittsburg Steamship Company, owners of the ore boat, said that the company would demand a severe penalty. Both he and "Fighting John" Parke, master of the boat, declared the offense had been one of no little moment. Captain Parke told a thrilling story of the revolt, but it was denied by members of the crew under arrest. Rees acknowledged that he had slashed the tarpaulins, but said that no attempt had been made to harm the ship's master.

GILCHRIST BOAT SINKS.

The steamer C. Tower is sunk in Burnham slip in fourteen feet of water and the steamer Fletcher is unable to pass into the harbor. The Tower is an old Gilchrist hulk that has been in the slip for three years. The mooring lines parted and the hulk drifted out into the middle of the slip. The motion of the water caused the boat to lose its balance. Water poured in through opened seams and the vessel went to the bottom. In three hours of pumping it was raised but two inches. Harbormaster F. C. Tews is trying to clear the channel to release the Fletcher.

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Findlay J. McDonald, No. 5499, Lake Seamen's Union, is inquired for by John D. McDonald, Highland Park, Mich.

Comrade Henry Blaschke. Any one knowing the above-named comrade please communicate with Jno. Rook, Jr., 2564 E. 55th St., Cleveland.

Roy Person, No. 12522, L. S. U., is inquired for by his sister, Miss Hazel Person, 225 Chisholm street, Alpena, Mich.

Royden Keith, member Lake Seamen's Union, is inquired for by Jas. M. Gordon, Santiago de Cuba. Anyone knowing his address please notify W. H. Jenkins, Conneaut.

William Young, a marine fireman, aged 50 years, last heard of twelve years ago, is inquired for by his sister. Address, Mrs. Anna M. Mills, 644 W. 61st street, Chicago, Ill.

FAST TIME IN DRILL.

When the local United States Inspectors of Steam Vessels were reinspecting the steamer State of Ohio recently they were surprised at the speed and dexterity exhibited by the crew in the launching of the lifeboat. From the time the bell sounded the alarm until the boat was in the water manned by six men and ready to pull only one minute and forty seconds had elapsed. In this time the covers were taken off, the ropes cleared away, and the boat dropped into the water, the men being all at their oars waiting for the word.

(Yes, and she is manned by a crew of Union Seamen. Don't forget that!)

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

674 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....21 High Street
Telephone Bell 175 R.

CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.

TOLEDO, O.....54 Main Street
Telephone Bell 1890.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.

SUPERIOR, Wis.....1721 Third Street
Telephone, New Phone, Broad 155 L.

BAY CITY, Mich.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
KINGSTON, Ont., Canada.....(Box 96) King Street
ERIE, Pa.....328 German Street
Telephone Bell 599 F.

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DISTRIBUTION OF WEALTH.

About 75 per cent of the men and women in France 50 years old are property owners. For persons under 40 years the proportion is not so large. As a general average, every individual in France over 40 years old possesses $2239, or double that amount for a married couple. Among the ten countries with which statistical comparisons on this subject may be established only the Netherlands and England furnish higher figures. In Austria the average is only $757; Spain, $741; Italy, $691; Roumania, $291.

The wealth of France, however, which had constantly increased since the statistical records exist (1826), has declined since about 1895. Austria and Roumania have steadily grown wealthier. The number of successions valued at more than 2500 francs ($482) per 1000 of persons over 40 years of age is 364 in France, 218 in the Netherlands, 186 in England, 130 in Italy, and 72 in Roumania. These figures show that wealth is most evenly distributed in France.

In France the average value of the personal property is about equal, and even slightly in excess of, the real property held by persons over 40 years of age. The real property is classified into city and rural property, the former being valued at $657 and the latter at $605. The average value of stocks held in France in $870, including $219 foreign shares and bonds. The rural property in England averages $278, and city real estate $677, while personal estates average $2906.

Stocks also constitute the greater part of the wealth of the Netherlands, averaging in value $2147 for each person over 40 years of age, while real property figures for only $1089. Foreign stocks play an important part in this country, being valued at $655, or three times more than in France. On the other hand, Italy possesses very few stocks, $91, the remainder of its personal property averaging $155, rural real estate, $145, and other real estate, $77.

PAWNBROKING IN FRANCE.

Practically for more than a century, and absolutely for more than fifty years, the Mont de Piété has enjoyed a complete monopoly of the pawnbroking business in France. By article 411 of the Penal Code, any person lending money on pledge is liable to imprisonment, fifteen days to three months, and a fine of 100 to 1000 francs (1 franc=19.3 cents). There are persons called ticket brokers (marchands des reconnaissances) who advance money (about 20 per cent of the face value) on the Mont de Piété vouchers, and charge interest at the rate of 10 per cent per month. They keep within the law by making the contract a purchase redeemable in three months, but in practice there appears to be no time limit.

The sole rate of interest charged by the Mont de Piété is 7 per cent plus 1 per cent fixed, interest being charged by the half month, at the rate of 8 per cent per annum. The valuation of pledges is performed by a syndicate of auctioneers. They are supposed to advance four-fifths of the value of jewelry, etc., and two-thirds of the value of apparel, etc., but as they are liable for any loss on the sale of unredeemed pledges they seldom err against themselves.

Nominally the contract is for a year, but every effort is made to give the pledger a chance to redeem his goods, and it is usually nineteen to twenty months before they come to the hammer. Facilities are accorded for paying off the money by installments, at the option of the pledger, the money loaned and the interest charges thus diminishing until the amount is repaid and the articles redeemed.

Statistics for 1909 are not yet published, but the figures have not differed greatly for many years past. The total business may be reckoned at close upon $11,000,000 per year. The average loan is $7. About 100,000 unredeemed pledges are sold annually at an average of $3.20 to $3.40 each.

It is doubtful whether private enterprise could compete against the Mont de Piété, as it borrows the money is requires at a very low rate of interest and could easily compete against private pawnbrokers.

MUNICIPAL TRAMWAY A SUCCESS.

The statement of the Bradford (England) City Tramways for the year ended March 31, 1910, shows a revenue of $1,263,966, an increase of $75,397 over the previous year. The car miles run amounted to 5,436,529, an increase of 60,301, and the number of passengers carried was 50,518,816, an increase of 2,858,805. This gives an average of 149 journeys per head of population. There were 34,042,280 penny (2 cents) fares collected, or 67.44 per cent of the total issue. Since August, 1909, the Bradford tramways have been carrying the blind people of the city free of charge (each blind person being provided with a pass, and required merely to inform the conductor of the number thereon), and during that time 43,855 such passengers have been carried. Last year 97,330 were taken from the city tramway's surplus of receipts over expenses and applied to the relief of the city rates. It is expected that this year a similar or even greater application will be made.

NEW SYSTEM PUT IN OPERATION.

The traffic of the street railways of Liverpool, owned by that English municipality, was as follows in 1909: Mileage traveled, 11,952,373; passengers conveyed, 121,532,940; receipts, $2,727,767, which left a net profit for the year of $400,242, while the contribution of the system to the relief of the city rates amounted to $133,411. The experiment of cars wholly first-class was initiated on one of the routes in 1908. Experience proved the necessity of reserving the inside of the cars only for first-class traffic, while utilizing the upper deck at the usual prices. Since that course was adopted the earnings of the first-class cars have increased. So satisfactory is the system regarded that it has been extended to a second route, the fare to be 2d. (4 cents) for any distance, and the ordinary fare 1d. (2 cents) on the upper deck.

BIRMINGHAM WAGE CONTRACTS.

Birmingham city council has adopted the rule that the standard of wages in districts where work is being executed for that English city should be paid not only by contractors, but by subcontractors. The object is to make effective the practice that has been general of paying only the standard rate of wages for work for the city.

Demand the union label on all purchases!

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

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FIR, Wash., P. O. Box 6.
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ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
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FEDERATED SEAMEN'S UNION OF AUSTRALASIA

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ANTIQUITY OF WINDMILL.

Windmills are said to have been introduced into England by the Knights of St. John, who observed them in use among the Saracens during the Crusades; but how long they had been in existence before this it is not possible to ascertain. A watermill was built in Bohemia in 718, for an old chronicler mentions it, going on to say that "Before that time all the mills in Bohemia were windmills set upon the summit of hills." Windmills became so common throughout Europe in the thirteenth century that the Pope compelled them to pay tithes to the church, and landed proprietors and the clergy were forever quarreling as to the ownership of the wind! In Zealand a certain abbot built a mill to grind his corn, in spite of the violent opposition of his landlord, who said that he was the owner of the wind on his property, and no one else had the right to make use of it. The Bishop of Utrecht was appointed arbitrator, and he, when told of the matter, flew into a rage, declaring that what wind there was in his diocese belonged to himself and his church, and he proceeded to prove his contention by at once granting the abbot full power to build a windmill when and where he choose.

For hundreds of years windmills were among the most important adjuncts of industry, yet they hardly changed from the rude and primitive design of earliest days. They were fixed in one position, and so could only be worked when the wind blew from a certain quarter; while the four sails boasted no slats or checking apparatus of any kind, which must have been most inconvenient at times. The first idea of arranging a mill so that it could be worked "whene'er the wind did blow" was that of tethering an ordinary mill in the middle of a pond by means of ropes. When the wind shifted the ropes were loosed and the mill dragged around until the sails were caught by the wind, and it was then again tethered as before. Later on a great pole, which was worked on the principle of a turntable, was affixed to the mill. Not until 1500 did Holland, the land of windmills, introduce a movable dome carrying the sail-axle. This dome ran on rollers and was shifted around by means of the pole mentioned above.

The iron windmills, familiar enough today, although not at all picturesque, are very many times cheaper and more useful than the old mills, but even now they are not as largely used for all purposes as they will be in the future, for an electric plant driven by a windmill costs less than half what it would if driven by any other power, while depreciation and upkeep amount to a mere nothing in comparison.—London Daily Telegraph.

POPULATION OF AUSTRALIA.

According to official returns, the population of Australia on December 31, 1909, was 4,374,129, an increase in twelve months of 98,823. The population by States was, New South Wales, 1,621,677; Victoria, 1,303,357; Queensland, 572,654; South Australia, 416,047; West Australia, 273,534; Tasmania, 186,860.

A pair of shears fastened to an upright base, adjustable to any height, are the newest invention along the line of skirt trimming instruments.

DOGS OF CONSTANTINOPLE

Formerly they were really indispensable, as they did away with the unhealthy refuse and rubbish of the streets; since the city authorities woke up to the duty of cleansing the pavement, these voluntary workers of the sewage department lost their legitimate right of existence. For nobody could say that they added to the attractiveness of Constantinople. In daytime they proved often obstacles in the roads and at night they disturbed our sleep by their endless barking. Already once before an attempt has been made of ridding the city of these dogs. They were deported to one of the Prince's Islands in the Marmora Sea. But their plaintive cries had such an effect on the kind-hearted Turks that they returned in triumph to their former metropolitan hunting grounds. But now the "New Era" has devised another more humane plan of exterminating this race. They were brought to two enormous places of confinement outside the old wall of Byzantium not far from the Adrianople gate. The municipal authorities paid for their food, and as the sexes were separated, the dying out of these historic representatives of the canine race was only a question of time. But again objections were raised. The food supply was not properly distributed, and clandestine meetings of the inhabitants of the other confinement by means of subterranean gangways frustrated the attempt at a peaceful extermination.

At last the former method was again resorted to. Again the noisy inhabitants of the streets were deported to an island, this time the island of Oxia. There they are fed at public expense. But the struggle for food thrown out to them leads again to those cruel scenes objected to during the former attempt. It is an admirable trait of the Turks that, owing to religious scruples, they will not kill these animals. But it is clear that the present device is the worst cruelty imaginable. European companies have repeatedly offered to kill all these dogs at once by some painless process, but such a way out of the difficulty is irreconcilable with old Mohammedan views.

But the end must be that either one of these offers is accepted or that the dogs once more return to the city, and the latter would mean a return forever.—Continental Correspondence.

COST OF CITY GOVERNMENT.

The increased cost of maintaining the government departments of cities in recent years is illustrated by the fact that in 147 cities of over 30,000 population in 1902 it was $13.36 per capita, while for the same cities in 1908 it was $16.81.

The costs of maintaining the Police Department during the same interval for the same cities have risen steadily from $1.90 to $2.26 per capita; the Fire Department from $1.33 to $1.72; health conservation from $0.22 to $0.30; sanitation, from $0.91 to $1.38; highways, from $1.72 to $1.82; and schools, from $3.69 to $4.70.

The financial transactions of these 158 larger cities involved the receipt and expenditure of more than one and a quarter billions of dollars, the payments amounting to $1,284,000,000 and the receipts to $1,336,000,000. The excess of the receipts over the payments was due to large loans by the cities duing the year and is reflected in cash on hand at the close of the year, $198,000,000, as compared with $145,000,000 on hand at the beginning of the year.

Gross payments and receipts are divided into "municipal" payments and receipts and "agency" payments and receipts, the latter forming only 3.7 per cent of the payments and 3.6 per cent of the receipts, and consisting of transactions in which the city acts as fiscal agent in collecting revenue for the State or county or as trustee for private parties.

Of $1,236,782,824, which was the total of the municipal payments, 32.7 per cent was for the expenses of maintaining and operating the ordinary municipal departments and offices; 2.5 per cent was paid for the expenses of the maintenance and operation of self-supporting public service enterprises, such as water supply systems, lighting systems, etc.; 6.7 per cent was paid in interest on city debt; 22.2 per cent was paid for outlays for new buildings, equipment and public improvements; 23.3 per cent represents payments in liquidation of debt; and 12.5 per cent represents payments of refunds, purchases of investments by city and general transfers.

The expense of maintaining and operating the ordinary municipal departments and offices for the entire 158 cities amounted to $404,997,312, more than one-fourth of which was paid by New York City. The expenses of the government of Philadelphia were less than one-fourth of those of New York City. —New York Evening Post.

PRESERVATION OF RADIUM.

A remarkable safe, the first of its kind ever constructed, has been made by an English firm of safe makers for the British Radium Corporation. It has been specially constructed for the storage and protection of radium, and though only about 3 feet in height, it weighs a ton and a half. Great ingenuity has been exercised upon the design and construction in order to make it, as far as possible, proof against the skill of the most expert burglars and against all risks of loss by emanation. Experiments proved that practically the only metal which would withstand the great penetrating power of radium emanations was lead, but as this was not at the same time burglar proof the only solution was to construct a safe with an interior of lead and an exterior of steel. The interior shell was made of 3-inch lead and the outer casement of a similar thickness of steel. Another difficulty was the fitting of the door to prevent the escape of any ray of light. This was secured by constructing a circular lathe-turned door which has a "dead" fit, and has a specially ingenious contrivance for immediately remedying any wear and tear caused by opening and shutting the door. Another safeguard which had to be taken was to prevent loss of emanations when the door is opened. To overcome this two valves have been fixed into the door through which tubes of mercury will be passed for the collection and storage of the emanations.

Assyriologists of the University of Pennsylvania, by translating recently excavated cuneiform tablets, have proved that the Babylonians understood the principles of the keystone arch and of geometrical and arithmetical progression.

News from Abroad.

The Paris Journal announces the offer of a prize of $40,000 for an air race from Paris, through Brussels, to London in 1911.

The German Naval bill to be laid before the Reichstag this autumn will ask for an appropriation to build three battleships and one battleship cruiser.

A Portmouth (Eng.) newspaper asserts that the British Admiralty has decided to build an experimental motor-driven battleship propelled by an internal combustion gas engine.

Eighteen lives were lost when the British cruiser Bedford ran ashore on the rocks of Quelpart Island, Korea, on August 21. The men were members of the engine-room staff.

Gustave Moynier, President of the International Committee of the Red Cross since the foundation of he committee in 1863, died at Geneva on August 22. He was 84 years old.

"The Hermit Kingdom" of Korea will shortly be annexed to Japan, and 12,000,000 people will be added to the population of that country. Territory as large as England will become part of the Japanese empire.

The Spanish steamer Martos foundered on August 16 off Tarifa, at the entrance to the Straits of Gibraltar, after a collision with the German steamer Elsa. Thirty-nine persons were drowned, of whom thirty-two were passengers.

The Nordenfeld Steamship Company's steamer King Harold has returned to Frondhjem from the Arctic. She reports that she reached latitude 80 degrees 10 minutes and met the Amundsen expedition on board the Fram at Spitzbergen.

Korean sovereignty has ceased and Mutsuhito, Emperor of Japan, became absolute ruler of Korea on August 29, when the agreement between Emperor Yi Siek of Korea and Mutsuhito, which was signed August 22, was officially promulgated.

The ship Terra Nova, bearing the Antarctic expedition with which Captain F. Scott hopes to reach the South Pole, was sighted on August 15 off Cape Point, S. A. The Terra Nova was about fourteen days behind her schedule time to reach Cape Town.

Presentation to the arbitrator, King George of Great Britain, of the Chilean side of the Alsop controversy between the United States and Chile has been completed. The basis of this claim is a loan of $1,000,000 which Alsop & Co. years ago made to Bolivia.

Le Blanc arrived at Issy, in the suburbs of Paris, at 6:45 a. m., on August 17, and is the winner of the cross-country flight which started on the 7th. The distance of the race was approximately 485 miles. The prize contested for was $20,000 offered by a Paris newspaper.

The Orion, Great Britain's newest and greatest battleship, was launched at Portsmouth, England, on August 20, in the presence of King Alphonso and Queen Victoria of Spain. The Orion will displace 22,500 tons. Her ten 13.5-inch guns and her new, deadly equipment of torpedoes render her by far the most powerful battleship afloat.

A slight improvement in cholera conditions in Southern Russia is shown by the latest reports. Reports for the week of August 14 to 20, inclusive, give 16,106 new cases and 7743 deaths as compared with 23,944 cases and 10,723 deaths for the previous week, making a grand total of 121,091 cases and 58,030 deaths for this year's epidemic.

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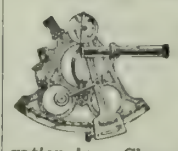
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INFORMATION WANTED.

Nicholas R. West, supposed to be sailing on the Pacific Coast, is inquired for by his mother. Any one knowing his present whereabouts please notify the Russian Consulate at San Francisco.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Albrigtsen, G. J.	Kalnow, A.
Allen, J.	Keenan, Fred
Anderson, Einor Chr	Kenny, J.
Anderson, John -1534	Kiesow, P.
Anderson, Alf.	Kronsbrand, H. O.
Andersen, Andrew	Larsen, Claus
Apps, P.	Latz, Konstanz
Armstrong, W. H.	Lewis, Geo. H.
Bausman, E. -1511	Lindegard, J.
Benson, F. -1765	Lundberg, C.
Berg, Edmund -1312	Lunder, Bjorn
Berge, Johan	Lundgren, C. J.
Berenken, A.	Lui, Theo.
Bianca, F. -1661	Mattson, E. M.
Botherel, A.	Martin, Chr.
Bryning, Walter	McAdam, J.
Brown, I.	Miller, James
Carlson, Harold	Mikkelson, M. -1584
Carlson, G. -622	Morgan, Ed.
Christensen, Peter	Moore, J. M.
Christoffersen, Herlof	Monson, Andrew
	Nielsen, N. A. -909
Christensen, Otto -1213	Nielsen, Martin
	Nielsen, M. A.
Davidson, Jacob	Nobereit, Gustaf
Doll, Herman	Nord, G. E. C.
Dxeyer, Herman	Olsen, Oscar, -1062
Elfstrom, A.	Olsen, S.
Erikson, Allan	Olsen, Gabriel
Eskola, Henry	Olsen, Valdimar
Fernandoez, A.	Olsen, B. -597
Franzell, A.	Olsson, John H.
Frivald, John	Olsen, Hans
Fredrickson, B.	Omundson, Harry
Frose, Elias	Paterson, Robert
German, R. B.	Pedersen, Olaf
Grandal, Harry	Pederson, A. -1173
Gronburg, Theodor	Peterson, A. -1223
Gustav, John	Petterson, C. W.
Hansen, John P.	Penningrud, Ludon
Haakonsen, H.	Porje, Anton
Hass, Wilhelm	Randle, Dave
Hansen, Hans Chr.	Ruzner, Ernest
Hansen, Andrew	Rickardson, Adam
Harjes, H. -1940	Rimmer, J.
Haltness, M.	Schmidt, Alfred
Hellisen, H.	Selander, John
Henriksen, Adolf	Shane, J.
Hernonen, H.	Shallow, J.
Hillig, Alb.	Smith, Max
Holmes, Paddy	Speller, Harry
Holmes, Gus	Svensson, A. -1691
Jensen, Hans	Swenson, L. G.
Johansen, C. M.-1593	Tallopon, A. -721
Johansen, Olaf K.	Williamson, A.
Johnson, Bernard	Zagan, J.
Johnson, Chali	Zeisler, A.
Johnsen, C. J.	Zima, W.
Jorgenson, J.	

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Home News.

The population of Davenport, Ia., is 43,029, an increase of 7774, or 22.1 per cent, as compared with 35,254 in 1900.

The population of Albany, N. Y., is 100,253, an increase of 6102, or 6.5 per cent, as compared with 94,151 in 1900.

The population of Indianapolis is 233,650, an increase of 64,486, or 38.1 per cent, as compared with 169,164 in 1900.

The population of Milwaukee is 373,857, an increase of 88,542, or 31 per cent, as compared with 285,315 in 1900.

The population of St. Louis is 687,029, an increase of 111,791, or 19.4 per cent, as compared with 575,238 in 1900.

The first passenger train of the new Western Pacific Railroad arrived at San Francisco on August 22 from Salt Lake City.

Herman De Lagercrantz, the Minister of Sweden at Washington since 1907, has resigned, according to an announcement made on August 27.

The population of Canada on March 31 was 7,489,781, according to the estimate of the Census Department, announced at Ottawa on August 18.

For three days the flags on all Government buildings in the District of Columbia will be displayed at half-mast as a mark of respect to the late President of Chile, Pedro Montt.

Favorable action was taken in the Louisiana House on the bill submitting to the voters a bond issue of $6,500,000, for the Panama Exposition. The amendment will be voted upon in November.

The population of Wallace, Idaho, which has been devastated by forest fires, was 3000, as compared with 2265 in 1900, when Census enumerators made their poll of the city for the Thirteenth Decennial Census.

It is estimated that Government internal revenues for the present fiscal year will be increased about $8,000,000 in consequence of the increased taxes on tobaccos and cigarettes provided by the Payne-Aldrich Tariff law.

The support of the negro electorate of the United States for a possible third term was pledged in behalf of Colonel Roosevelt on August 19 by the 1100 delegates of the National Negro Business Men's League in convention at New York.

Directors of the Standard Oil Company held their midsummer dividend meeting at New York on August 16 and declared the regular 6 per cent dividend for the quarter, which calls for a distribution to the Standard stockholders of $6,000,000.

Annexation of Canada to the United States was advocated in an address by Henry Bourassa, M. P., the Nationalist leader of Quebec, before the Summer School of Science of St. Francis Xavier College at Antigonish, N. S., on August 19.

Governor Gillett of California, on August 23 issued a call for a special session of the Legislature for September 6, for the purpose of authorizing a State bond issue of $5,000,000 in aid of the Panama-Pacific Exposition, to be held in San Francisco in 1915.

Estimating the cost of the experiment at about $100,000, the War Department has declined requests to order a bombardment of the skies by all its guns on Puget Sound, and at the mouth of the Columbia River, in an effort to bring on rain in the burning district of the Northwest.

Labor News.

The Massachusetts Cotton Mills were shut down until September 16. The corporation employs about 2500 operatives.

The San Francisco Labor Council has purchased a site 80 by 115 feet, for a Labor Temple, the price being $35,000. The building will cost between $150,000 and $175,000.

Supreme Court Justice Goff, of New York, on August 27 declared that striking for a "closed shop" is unlawful and granted a sweeping injunction against the striking cloakmakers.

Sixty Russians arrived at San Francisco on August 23 from Honolulu, being part of the 2000 immigrants brought to the Islands from Harbin. They complain of hard work and low pay on the sugar plantations.

The Building Trades Council of Chicago on August 20 voted to call off the sympathetic strike called three weeks ago to aid striking elevator constructors in their fight against the Otis Elevator Company.

Forty strikers, charged with acting as pickets at the Craig Shipbuilding Works, Long Beach, Cal., were discharged from custody on August 20 and their cases dismissed, after they had been in jail ten days awaiting trial. Two others were acquitted by a jury.

Sixteen American laborers from Seattle were turned back by the Canadian immigration authorities at Vancouver, B. C., on August 23, because they were virtually contract laborers and were also unable to produce $25 each, as required by the Immigration law.

The International Seamen's Conference, at Copenhagen on August 26, voted to declare an international strike of seamen, in event that the shipowners of the respective countries refuse to agree to the formation of a conciliation board for the adjustment of grievances.

The net result of all the changes in British wages taking effect in June was an increase of £64 per week, as compared with one of £3,743 per week in May, and a decrease of £12,-788 per week in June, 1909. The number of workpeople affected was 927, all of whom received advances.

Fifteen thousand employes of the Amoskeag Cotton Manufacturing Company at Manchester, N. H., were thrown out of work on August 26, when the seventeen mills of the plant closed for a period of fifteen days. Curtailment of production was the reason given for the shutdown.

Owing to an alleged scarcity of white labor, it is expected that the Grand Trunk Pacific will ask the Canadian and British Columbia Governments to permit the temporary importation of 10,000 Oriental laborers for construction work east of Prince Rupert. If the request be granted British Columbia will insist that the Orientals be guarded and later returned to their homes.

The total number of fatal accidents in British mines and quarries in June was 106, as compared with 252 in May (during which month the Whitehaven disaster occurred), and 98 in June, 1909. The total number of fatal accidents reported during June was 106, as compared with 83 in the previous month and 65 a year ago. The corresponding figures for workpeople employed in the railway service were 30, 26 and 23 respectively.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Alander, K. W.
Albregtsen, Gabriel
Allan, Wm.
Allen, Jas.
Andersen, -1620
Andersen, Emil
Andersen, -1233
Andersen, -1310
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Andersen, Albert
Anderson, Robert
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Andersson, John
Andersson, -1126
Andersson, -1514
Andersson, -1246
Andreasen, Hans
Annuss, Alex.
Appelgren, John
Arnold, E. B.
Asker, S. J.
Asplund, Aug.

Baker, C. W.
Balm, O.
Barney, Chas.
Bartman, M. H.
Bastion, W.
Beahan, Edw.
Beausang, E.
Behrens, Otto
Bendixen, Nic
Berg, Mickel
Bergstrom, Axel
Bernert, Fred
Berntsen, Ellert
Beyerle Rupert
Bietila, -1338
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Bjorn, Kristian
Blank, Geo.
Boberg, -1008
Bogan, Patrick
Bourbigou, Louis
Brams, C. S.
Brandt, Oscar
Brandsten, E.
Brattetvedt, H. U.
Brekke, Hans
Bridge, John
Broden, Julius
Brox, Henrik
Brunwald, H.
Burr, C. C.
Burdick, Chas.
Buckov, -1566

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Carlson, Johnie
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Cooley, Howard
Corty, C.
Coughlan, -1174
Croschet, D.
Cutler, Wm.

Dahlstrom, -749
Danielsen, Sigurd
Daumgold, Ernest
De Agnello, P.
De Baere, H.
De Santis, E.
Dixon, Jno.
Doense, J.
Doose, W.
Dreger, Jack
Dreier, Paul
Dunn, C. W.

Eckert, W. F.
Edman, Oscar
Ehlert, Aug.
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Ekstrom, Geo.
Elfstrom, Axel
Eliasen, E.
Elonen, M. H.
Engberg, Oscar
Eriksen, Chr.
Eriksen, Edw.
Eriksson, Konrad
Eriksson, C. E.
Evans, E.

Fagerholm, Carl
Fasig, Dan
Faulkner, John E.
Fersch, Wm.
Fillix, Hans
Flodin, Jno.
Fischer, Peter
Foley, J. J.
Folkman, John
Forsman, Frank
Foyn, Sam
Fralneso, P.
Frankovic, A.
Fransson, Frank G.
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Frieberg, P.
Froberg, Erik G.
Furesson, Theo.

German, R. B.
Gibbs, Harry
Gillholm, A.
Gjosund, S.
Gunn, W. D.
Gundersen, -899
Gustman, C.
Gustafson, G.
Gustafson, Oscar
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Gutman, E.

Habedank, L.
Hagberg, Gus.
Hallbeck, J. O.
Hallgren, Johan
Halverson, -595
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Halvorsen, William
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Hamann, Fr.
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Hansen, Hans M.
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Hansen, Adolph
Hansen, Hans
Hansen, Christ.
Hansen, -1060
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Hannus, A.
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Harlow, H. A.
Haug, Hans H.
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Hedinskoy, J.
Hedvall, A.
Helmer, Fred
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Hernas, -2042
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Holmberg, Olaf
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Isaksen, Gunnar

Jakobsen, J. E.
Jakobsen, Joakim
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Jamieson, J. E.
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Jensen, Geo. L.
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Jespersen, Martin
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Johnson, Jas. K.
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Johansen, H. B.
Johanson, Axel B.
Johansson, H. A.
Johannesen, N. K.
Johannesen, Arthur
Jorgensen, Johan
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Josephson, E. W.

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Karlsen, Konrad
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Kayser, Chas.
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Kukuhskin, M.

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McMahon, -1887
Menz, Paul E.
Metje, Gus.
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Monsen, Andreas
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Murray, E.

Nagel, A.
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Nauman, A. E.
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Nylund, Hans J.
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Ohlson, Ole
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Olsson, J. E.
Olsson, J. W.
Olsson, A.
Olsson, -910
Ommundsen, H.
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Oterbeck, Hans H.
Ottenhausen, Carl
Ouchterlony, Fred

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Pearsson, John L.
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Pederson, Sofus R.
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Pedersen, -1300
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Persson, H. W.
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Petersen, Chr.
Petersen, -936
Peterson, L.
Pettersson, -1062
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Petterson, John B.
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Plaskette, Mike
Post, Albert
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Purdy, W. T. -1360

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Rasmussen, Johan
Reese, Wm. H.
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Runak, Hans
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Schevig, A. B.
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Scholl, Karl
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Schultman, J. H.
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Tham, Alex
Thompson, Ch.
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Torvik, Olaf
Tuft, Edw.
Tuvesson, -753

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Wold, S.
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Christansen, N.
Damiano, Alex.
Dyeness, L. E.
Eckert, W. F.
Forsman, Frank
Halvorsen, Eugene
Hansen, -1229
Hardmere, C.
Hengst, Otto
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Larson, G. A.
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Lindsay, Peter
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Stensland, Paul
Strand, Emil
Swanson, Martin
Swanson, Martin, -2184
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Torgersen, Kaspar

ALASKA FISHERMEN'S LETTER LIST.

San Francisco, Cal.

Letters at the Alaska Fishermen's office will be advertised for six months only and will be returned to the Post Office at the expiration of seven months from date of delivery.

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Benoor, Fred
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Christiansen, Alf.
Di Mauro, G.
Ellis, Wm.
Frazer, James
Flynn, Wm.
Green, John
Huisinga, A.
Hagen, G. L.
Hanez, L.
Hansen, A. E.
Johnsson, Harry
Johnson, G. P.
Johannesen, E. A.
Lofgren, Hjalmar
Munroe, W.
Monteith, R. V.
Olsen, Fred
Olsen, Antone
Petersen, Gust.
Rensen, A.
Roehl, Fred. G.
Romero, R.
Swanson, Chas.
Schjele, B. O.
Tonnessen, Gorgen
Thompson, A.
Ylanes, L.
YCanes, L.

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Antonsen, Fred
Anderson, John
Anderson, P. Risor
Baxter, W. J.
Belzen, Ivan
Backman, Ernest
Buchtman, Fritz
Brown, Chas. R.
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Carnie, Robert
Carlsson, Aldon
Conwell, James
Drennan, Albert Ed.
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Erikson, J. E.
Fristrom, Ivar
Frivold, John
Goodman, Carroll
Haaversen, Otto
Handloss, Paul
Hanson, Hans -1250
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Hakansson, Ingvar
Hansen, Hans Chr.
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Nilson, Chas.
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Nelson, Dan
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Suhr, John
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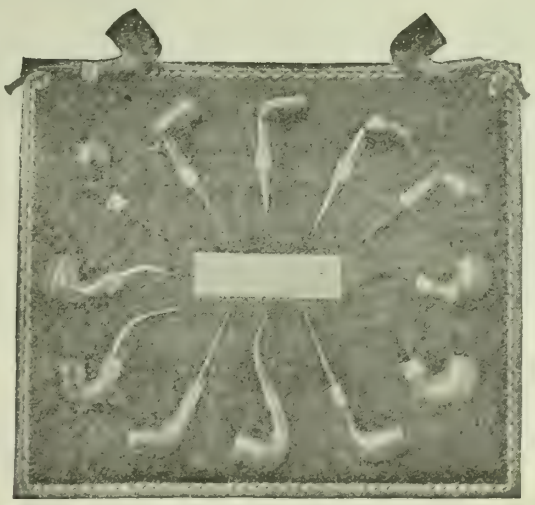
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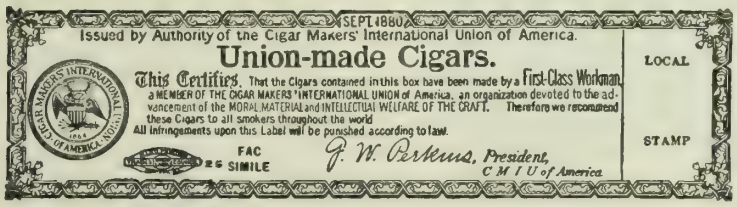
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Domestic and Naval.

A direct steamship service between New Orleans and Dunkirk, France, will be opened during next October by the French Line, according to an announcement made at New Orleans on August 17.

Captain Carmine, of the derelict-destroyer Seneca, which arrived at New York after a search for the Norwegian bark Crown and other derelict craft, is of the opinion that the Crown has gone to pieces and sunk.

The steamship Dorothy, now at New York, struck a sunken obstruction believed to be a wreck while entering Boston recently. Paddock west about three-eighths of a mile distant, and the chart shows nine fathoms.

The report that the steam yacht Viking, owned by George F. Baker Jr., had sunk with three persons on board off Cape Cod, was disproved on August 22 when Mr. Baker telephoned that the Viking had arrived at Newport, R. I., from Larchmont.

Much uneasiness is felt at Pensacola, Fla., for the safety of the American schooner Sawyer, which is long overdue from New York. The schooner was due on August 1, under charter to load lumber for Porto Rico. She left New York on July 15.

The torpedo-boat destroyer Paulding established a new record in the class of oil-burning warships in her standardization trial on the Rockland course on August 23. Her fastest mile was at the rate of 33.94 knots an hour, almost two knots in excess of the fastest mile made by the Roe on the Delaware course.

The Union Oil Company, of California, has closed a contract for the installation of wireless telegraphy on its new steamship Thomas, now building at Cramps' shipyard. The United Wireless Telegraph Company's system will be installed prior to the steamship's departure for the Pacific Coast on October 1.

The British steamship Strathleven at Philadelphia from Bombay, reports that on July 29, at 7:30 a. m., in latitude 42.21 north, longitude 37.09 west, she passed a large portion of a wooden ship's side or bottom. The piece of hull was about 30 feet long by 15 feet wide, and appeared dangerous to navigation.

Five and a half miles of the Panama Canal at the Atlantic entrance were recently opened to navigation for the sand and rock fleet of the Atlantic division. This section, added to the five miles of the Pacific entrance, which is open to vessels of all kinds, brings the total of the Canal now in actual use up to ten and a half miles.

The North German Lloyd liner Koenigen Louise on August 24 encountered the ship Harvest Queen of Windsor, N. S., from Dalhousie, N. B., for Buenos Ayres, in a sinking condition. All the crew of the Harvest Queen were taken aboard the Koenigen Louise and the ship was set afire to prevent her becoming a menace to navigation.

The cruiser Rainbow, one of the ships purchased by the Dominion of Canada from Great Britain to form the nucleus of a Canadian Navy, sailed from Portsmouth, Eng., on August 18, for Esquimalt, B. C. The Rainbow is a second-class cruiser of 3600 tons displacement, carrying two six-inch guns and six of 4.7 inches, and carries a full staff of instructors lent by the British Navy.

With the Wits.

His Definition.—"Pa, what's a nocturnal combat?"

"Stay up to-night until I get home from the club and watch your ma and me."—C. L. V.

Out of Season.—"How are your sideshow freaks?"

"All well but the glasseater. He has a stomach ache from eating a green bottle."—Cleveland Leader.

Uncle Ezra Says.—"Ef it is true that there's a sucker born ev'ry minute, it is also true that there's two fishermen born ev'ry minute fur the puppus uv landin' him."—Boston Herald.

A Loyal Supporter.—"Let us remember," said Mr. Meekton's wife, who was rehearsing a speech, "that we must avoid paternalism in our Government."

"That's right," exclaimed her husband; "let it be maternalism or nothing."—Washington Star.

One Turn of the Hand.—Bliffers—Who says women have no heads for business? There's a woman made $50,000 by simply turning her hand over.

Whiffers—Phew! How?

Bliffers—She turned it over to Mr. Bullion, and now she's Mrs. Bullion.—New York Weekly.

Artless Answer.—The One—I hear you resigned your position with Jones and have accepted another with Smith?

The Other—Your hearing is good.

The One—Do you have shorter hours in your new place?

The Other—No; just the same—sixty minutes' long.—Chicago News.

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—Chicago News.

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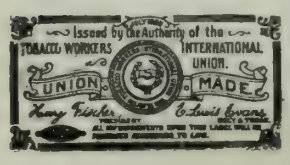
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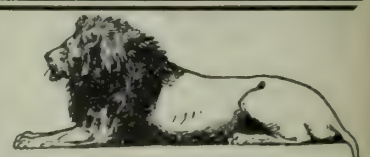
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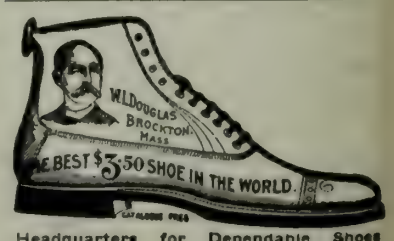
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A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXIII, No. 51. SAN FRANCISCO, WEDNESDAY, SEPTEMBER 7, 1910. Whole No. 2085.

LABOR DAY REVIEW.

THE ADVENT of each recurring Labor Day imparts inspiration to the toilers in their constant struggle and aspirations for a better time and a better life. On that great anniversary it is well for the thinkers and doers in this mass-movement of the workers not only to take courage in the work for the future, but also to review, however briefly, the work of the past and the situation at present. We do not expect that union men and union advocates shall take all things, indeed take anything, for granted and thereby perhaps imagine themselves in a fools' paradise. We ask only that the irresistible cold facts shall speak for themselves in the constant progress and success of our American trade-union movement.

That the course of the various trade-unions of this country is proceeding with a degree of success gratifying to the members, our readers have abundant evidence in the statements given in this issue by men who write with authority. But when the question of each union doing its share in advancing wages, making more general the shorter workday, and carrying out the purposes of its existence within its own sphere, are answered satisfactorily, queries arise as to what is being done by the movement as a whole. Is it in a healthy condition? Does it fully cover the ground prescribed by its mission? Is it on the right road? What of its perils from causes beyond the reach of the separate organizations? Is it losing ground, actually or relatively? Have its enemies found any new means for its weakening?

Here are facts which sketch the reply to such inquiries:

Never was the American Federation of Labor in better fighting trim than to-day. Never were the various big international unions, taken generally, better provided with munition for their struggles. Never was the movement stronger in point of solidarity. Not only have trade-union centers been able to report the elimination of such organized enemies as the Citizens' Alliance, but large bodies of trade-unionists are enrolling in the fold with their brother organized wage-workers. Among the officials of the American Federation of Labor there is no variance of policy, no factional difference, no clashing of personalities. In the unions there is no East or West, or North or South. Ours is a united, harmonious, disciplined, and enthusiastic movement.

We believe we can read, in the composite voice of the pulpit, the press, and the platform, the encouraging fact that the sentiment of the people of America has in the last few years turned toward recognition of the necessity for trade-unionism and the fulfillment of that necessity to the highest degree possible, in all the existing circumstances, by the American Federation of Labor and its affiliated organizations. Large numbers of our fellow-citizens—men and women—not qualified for membership with us are from time to time coming forward, as occasion prompts, with the services of their emphatic approval, their personal aid, and even their finances, especially in cases where the unions are fighting the battles of toiling women and defenseless children.

It is an undoubted fact that in the period of the last year the United States Steel Corporation has been influenced in its course toward its wage-workers by the publicity given its wage and workshop policies through the American Federation of Labor. And what the trade-unionists had been saying of the Steel Trust's treatment of its employes was true, a "survey" of its Pittsburg district by other elements of society put beyond question. Public opinion at the present moment is arrayed against the working conditions of the steel industry.

With regard to compensation for injury to the workman, there has been recently a decided move by the public in general toward the stand taken by the trade-unions. It is seen, with sincere approval by the mass of union men, that leading active trade-unionists are giving their time to this pressing question, and largely on them devolve watching the developments of the compensation discussion, with the proposals growing out of it, so that the United States may herein move up to the level of the rest of the world. The unions and the lovers of right and humanity are drawn together in the solution of this problem. The women of America responded to the call of a noble common sentiment in the battle of the shirt-waist girls for not only better wages but their rights as Americans when on strike. The close of that episode marked a distinct advance toward the democracy of the women in this country.

From the letters we receive from members of the bar, from current legal and lay publications, from treatises on the question coming into print, we regard it as certain that a decided change has come about in the last year or two in the minds of many honest and thoughtful citizens on the subject of the injunction. Whoever sees that in this matter the rights of man are being menaced by undue extension of rights claimed for property, and that courts are justly limited in their powers by constitutional provisions, also speedily sees that the case of Mitchell, Morrison and Gompers is not a petty matter of "defiance of courts by labor agitators," but is one concerning in future ever citizen in rights that are vital under a republic. This case is nowise in the prejudiced position in which it stood when first brought before the public—chiefly in the light put upon it by the powerful foes of trade-unionism.

Just as the Citizens' Alliance and similar employers' organizations were to "sweep the country" three or four years ago, the Manufacturers' Association was "to take a fall out of the unions" in one supreme test case. Industrially, that case is over.

During the last year the American Federationist deemed it well to challenge the assumption of a high-class literary periodical that the trade-unions of this country were "under unfortunate leadership which has failed to discountenance violence and has not hesitated to defy the courts." We called this expression of the Century magazine to the attention of the public in general, but, for the purpose of bringing the matter to a trial before the conscience of well-known men, we sent to about 200 of the latter sufficient evidence to the contrary of the Century's statements to affect their opinion, at the same time calling on that magazine's editor to make good his slurring and damaging allusion. He has not done so. He has made no reply. He has thus put himself in the wrong. His failure to act in the matter has not shown him to be a brave man. He is either a moral coward or an insanely foolish prig, pretending to live in an atmosphere of super-refined literature and effeminate art, far above the level where wage-workers' toil—and tell the truth. We regard his ignoble course regarding our challenge to him as one of the assets of trade-unionism.

As to the political policy of the American Federation of Labor, recent events affecting its larger aspects have been recorded in the columns of this magazine. During our trip in Europe a year ago we strived constantly and earnestly, and sympathetically, to ascertain the origins of the workingmen's parties in the Old World. They were to be found in political and class conditions not existing in this country. No kings or nobles here; no hereditary class of privileged lawmakers; no hereditary titled aristocracy; no forced military service. These, and numerous other barriers to democracy, have given a life to European socialism that never could come to it if the way was cleared, as in this country, to economic questions. Hence, in America a different working-class policy is the result. That policy naturally, and logically, presents itself in the form of a concrete demand for the machinery of the people's power, to be exerted upon the separate measures before the country and upon individual officials. In this direction the country is fast moving. The American trade-unionists may be most willing to bring about what unity is possible with the working men of Europe, to be expressed for the present, and until a better organization is made, through the International Secretariat, but there are no signs that our membership is willing to adopt the political policy of Europe. Americans, the big majority of them, are sufficiently educated to want to know where they are to land before they embark.

In all its breadth and depth, the American trade-union movement has waxed mightier within recent years—aye, even months. Its militant activities have been justified by events—the unions have won right along the line. Its principles, its policies, its management through its own democratic methods have justified themselves to the thought and conscience of the overwhelming majority of its membership, and will surely reach even the unorganized workers, who will be the organized union men of to-morrow.

On this Labor Day and for the year to come, let us all give a long pull, a strong pull, a pull altogether, boys, for unionism and federation.—Samuel Gompers, in American Federationist.

SHIPPING ON THE LAKES.

There are too many ships on the Lakes. We have heard that cry since the early seventies, and, like that cry of "wolf" when there was no wolf, have grown accustomed to it; but now for the first time it appears to be true. There are too many ships for the business offering—and the business is the heaviest on record. But more than fifty ships swing at their moorings and take no part in the trade. Three things have conspired to bring about the surplus—the promoter, the big ship and the unloading machine. The profits of Lake trade have not been inconsiderable in the past, and the business has attracted the attention of the promoter—particularly since the practice of bonding the vessel for half its cost was established. It was comparatively easy to promote a company for the building of a bulk freighter, as the dividends ordinarily earned were higher than those paid in such legitimate enterprises as are open to the small investor. Since 1904, which year marked the beginning of the big-ship era, the promoter may be said to have flourished like the proverbial green bay tree. The growth of big ships on the Lakes has been swift, with a consequent increase in the size of the average cargo carried. Dispatch has multiplied tonnage, making possible an extra trip or two, and this circumstance, added to the increase in average carrying capacity, makes a mighty big addition to available tonnage. It was in the fall of 1899 that the first cargo—2000 tons of ore—was unloaded automatically at Conneaut, the bucket being an experimental one of the Hulett type. Since then development has been steady, although for several years buckets were still being filled by hand at some docks. During the past three years, however, surprising changes have taken place. While three years ago Conneaut was the only port that could unload a 10,000-ton steamer in a working day of ten hours, it can now be done at practically all of them. It is a common thing for a 10,000-ton steamer to make a round-trip in seven days. The big ships spend very little time in port. Once the machines start to unload a ship they do not stop until she is unloaded. It is this never-ending toil at high pressure on the docks that has increased the potential tonnage of the individual ship and has thus created a surplus of ships on the Lakes. Of course, the situation is not serious. It is not a particularly alluring moment for the stockholder whose ship is tied up, but even for him it is not serious. He may skip a dividend, but he can not lose the principal. The trade is a magnificent one and is steadily growing. The commodities moved are not perishable. They will keep indefinitely and are certain to increase in value as time goes on. The business will eventually assimilate the ships already built, to which end it will be aided by the natural wastage of the elements and the natural growth of the country. Ship-building and ship-owning will continue to be, as they now are, two of the soundest enterprises of the Lake country. At present they have overreached a bit.—Iron Trades Review.

The Chilean Government is actively studying the electrification of the first section of the government railways from Valparaiso to Santiago, a distance of about 115 miles.

GERMAN ACCIDENT INSURANCE.

More than 9,000,000 persons in industry and 11,000,000 in agriculture and forestry are protected by accident insurance. The amount paid out in 1907 was $35,771,400. The number of accidents has multiplied beyond all expectation, since modern industry makes it necessary for work to be done with great speed; yet the precautions and guards instituted are unprecedented. Then, again, other factors account for the high figure of 662,901 accidents reported in 1907. More and more accidents, even insignificant ones formerly disregarded, are now brought to the notice of the bureau and physicians. Furthermore, the industrial army of Germany has increased 2,500,000 in six years, being recruited from the inhabitants of the agricultural districts—that is to say, from persons who for the first time become acquainted with factory life and who must be trained. That accidents otherwise avoidable result is quite plausible. The number of persons who, in 1907, received an indemnity for the first time was 144,708. These, together with those whose indemnity continued from the preceding year, reached the startling figure of approximately 1,000,000. The mortality per 1000 insured in 1907 was as follows for the several callings: Inland navigation, 2.45; mining, 2.39; teaming, 1.24; railroading, 1.16; textile industry, 0.09. Complete disability ranged from 0.45 to 0.01 in glass works, brickyards and wood and textile industries; partial disability from 5.25 in iron and steel works to 1.42 in the glass and brick industries. The number of accidents causing permanent disability has remained practically at the same height since 1900—1356.

The very young and the old naturally suffer much more from industry, the former through inexperience and heedlessness, the latter owing to the impossibility of fulfilling the demands of the machine—speed and a quick eye and hand. Perhaps the old suffer also through unwillingness to renounce the work that in their youth they were capable of performing with distinction. Thus it is found that with rising age the frequency of accidents increased disproportionately. The greatest percentage takes place between the ages of 60 and 70—16 out of every 100 insured. Over 70 years the percentage drops perceptibly, owing to the class of work such persons perform.

Another fact of interest is the frequency of accidents on certain days of the week. Assuming that, on the average, one accident occurs every three hours during the year, the figures for industry would be 2.37 from 9 a. m. to 12 noon, and 2.11 from 3 to 6 p. m., but on Monday morning they are 2.87 and on Saturday afternoon 2.74. Hence it has been established that the greatest number of accidents occur on Monday and Saturday, but especially on Monday.

A French Government commission has reported that the practice of firing cannon at clouds to disperse hailstorms prevalent among the vineyards of that country is valueless.

A New York woman has patented a counterfeit note detector on the principle of the old-style stereoscope, a frame to hold the note passing in front of a strong magnifying lens.

SUICIDE IN UNITED STATES.

The probable number of suicides in the United States during the year 1909 may be conservatively placed at not less than 12,500. The Government vital statistics for the registration area, which includes about one-half of the whole population, return 8332 suicides for 1908, or 18.5 per 100,000 of population. The registration area, however, includes all of the large cities, in which the suicide rate is higher than in the rural districts, although the difference in the rate is not as pronounced as is generally assumed. In 1908 the suicide rate in the registration cities of the registration States was 20.4 per 100,000, while the rate for the rural districts of the registration States was 14.4. The population of the registration area was 45,029,000, and among this number there accurred 8332 suicides during 1908, or as previously stated, 18.5 per 100,000 of estimated population. Assuming that a rate of only ten per 100,000 of population prevailed among the 41,845,000 of estimated population in the non-registration area (including a large negro population), the probable number of suicides in this area would be 4185, which in addition to the 8332 in the registration area, gives a total of 12,517 suicides for the whole United States for 1908.

The method of suicide has an important bearing upon the subject in its larger aspects, for suicides are unquestionably, to a considerable extent, the result of suggestion. Granted convenient or easy facilities for self-murder, the deed is done before there has been time for reflection. It is nothing short of an indictment of our sense of community responsibility that facilities for suicide should be as common as they are. Regardless of efforts which have been made to suppress the sale of poisons and weapons, there is nothing easier than to secure the means of self-murder at a convenient drug store, hardware store, pawnshop, etc., as the case may be. In fact, an examination of the pistols or revolvers with which a very large number of suicides have been committed in Philadelphia, and which are on exhibition in the Coroner's office, proves that most of the weapons are cheap affairs; probably bought in pawnshops for a few dollars, including the necessary small amount of ammunition.—New York Spectator.

STEAMSHIPS ADOPTING WIRELESS.

Wireless telegraphy is coming slowly but surely to the Far East. Soon the Peninsular and Oriental Company will have at least 15 of its vessels equipped with wireless apparatus, and the China Mail steamers will follow suit. The German Lloyd is preparing to equip its Imperial East Asiatic line. The fitting up of shore stations is now the most serious problem. Last November the Princess Alice, of the German Lloyd, was caught in a terrific typhoon on its way from Hongkong to Singapore. It was equipped with wireless, but the force of wave and wind had disabled its sending capacity, and while it was in constant receipt of messages from the British cruiser Kent, then anchored in Singapore Bay, it was unable to reply, and this caused intense anxiety until the Princess Alice reached harbor three days overdue.

Demand the union label on all purchases.

AGE OF THE WORLD.

The researches of the first students of geology showed them that there must have been vast ages in the world's history—ages during which thousands of feet of rocks were laid down under water, ages during which strange races of animals came into being, flourished and then passed away to make room for other strange races. The theologians did not accept this, and the battle raged for years, the scienists maintaining that the "days" were periods of time perhaps millions of years long.

But no sooner had peace been proclaimed than a new dispute arose. The geologists did not pretend to measure the earth's age exactly, but calculated that 300,000,000 years was a modest estimate. A new science was being developed by the physicists, and their calculations put the earth's age at only from twenty to thirty million years.

Now comes another order of scientists, those who are investigating those queer elements, radium, helium and the like. All the old ideas of the properties of things have been upset, for some of these new and wonderful substances have the strange power of transforming themselves into new forms of matter. It is all very new, but already it is announced that the geologists seem to be right. Freshly mined thorianite contains an amount of the new substance, helium, that it would take 240 millions years to generate, as measured by careful experiments; hence, that is the minimum age that the world must have. Trial experiments upon pitchblend seem to give a similar result; when the new and more careful experiments already begun are completed they expect to have proof that will satisfy all doubters.

So the geologists may be vindicated by a method of research that was not dreamed of when men first began to hammer at rocks in the infancy of one of the most fascinating of studies.—Boston Globe.

MARINE INSURANCE GAMBLING.

A drastic Marine Insurance Act was passed by the British Parliament prohibiting gambling on loss by maritime perils. It is principally directed against the employes of shipowners who, it appears, have trafficked more or less in this sort of insurance. The act makes void a marine insurance policy taken out by anyone who has no bona fide interest in the safe arrival of a ship or the safety of the subject-matter insured, or bona fide expectation of acquiring such interest, and a contract of marine insurance taken out by any person in the employment of a shipowner, not being part owner. Such a policy is declared by the act to be a gambling policy, and renders the person effecting it liable to six months' imprisonment or a fine of $486, and forfeiture of any money received on the policy. The broker or other person through whom such a policy is effected is subject to the same penalties.

About 220 tons per square mile of the section of the United States drained by streams emptying into the Atlantic ocean is annually swept into the sea or its tributaries.

Kentucky's mines produced 10,246,553 short tons of coal last year, within 5 per cent. of the previous year's output.

EGYPTIAN SELF-GOVERNMENT.

The violent views and methods of the extremist section of the Egyptian Nationalist party have at last brought about open revolt in the ranks of the more moderate thinkers among those natives who demand progress in the direction of self-government. Mahmoud Bey Anis, a prominent Nationalist, has formally seceded, and has already formed the nucleus of a new party, whose purpose it will be to forward the objects which advanced Egyptians have at heart by more sane and conciliatory means than those hitherto adopted. Rashad Bey, a well-known member of the Cairo bar, who was at one time Judge of the Cairo Contraventions Tribunal, has written to a native paper expressing his approval of Mahmoud Bey Anis' attitude, and, says the Egyptian Gazette, "there is no doubt that thousands of the higher-class Mohammedans are of the same mind, and that a wholesome change has come over public opinion through the decision which the Government is now showing in dealing with political agitators." In direct opposition to the policy of the extreme Nationalists, which has always been to set Moslems against the other religious communities and to trade upon the traditional fanaticism of Islamism, it will be the aim of the new party to conciliate every sect, and to that end it is intended that Mussulmans, Copts, Syrians, Armenians and Greeks shall all be represented on the governing body of the party, although the president will be a Mohammedan, probably Mahmoud Bey Anis himself. There are other signs of a healthy rapprochement between the religions and races of Egypt, and much hope is entertained for the future, although it is admitted that at present the extremists are in a majority among the Nationalists.—London Telegraph.

SUBSIDIES PAID CUNARD LINE.

A Parliamentary paper just issued shows the subsidies that the Cunard line gets from the British Government. The annual subsidy paid to the Cunard Steamship Company by the Postoffice is $340,000. The main service performed in respect to this subsidy is the conveyance of letter and parcel mails by the weekly mail ships from Liverpool and Queenstown to New York.

The company is also required, subject to certain reservations, to carry without additional payment letter and parcel mails from that country to the United States and parcel mails from New York to Queenstown and Liverpool by any steamships of the company that may run. The contract runs for twenty years, terminating on November 15, 1927.

A total sum of about $50,000 a year is recouped from foreign and colonial administrations, but it cannot be stated how much of this is in consideration of the more rapid service afforded by the ships in question.

The annual subsidy paid to the Cunard Steamship Company by the navy is $750,000, or $375,000 each in respect to the Mauretania and Lusitania. In consideration of this payment the company is bound during the terms of the agreement to hold all its vessels at the disposal of the Government, to be hired or purchased under certain conditions. The agreement is for twenty years from November 16, 1907.—New York Sun.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 1½ Lewis St., Boston, Mass.

Subdivisions.

Atlantic Coast Seamen's Union, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 214 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Holdbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques y puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

World's Workers.

The State Coal Department in New Zealand last year made a profit of nearly £5000.

The Westport and Stockton (N. Z.) Miners' Union, by 122 votes to 53, has decided to withdraw from the Arbitration Court.

As a result of the recent interstate conference of tobacco workers' unions in Melbourne, the Federated Tobacco Workers' Union of Australia has been founded.

Having fully considered the Australian Workers' Union labor daily newspaper proposal, the New South Wales Labor Council is going to give it a whole-hearted support.

An application was made in the New South Wales Industrial Court recently on behalf of the Northern Colliery Employes' Federation for the dissolution of the Newcastle and Maitland Collieries Board.

Exclusive of seamen, the number of British workpeople reported as killed in the course of their employment during June was 244, a decrease of 118 on the previous month and an increase of 57 on a year ago.

Winston Churchill, British Chancellor of the Exchequer, has been stirred into promising some much-needed reforms in the British collieries, through the recent Whitehaven disasters.

The principal provision of the Amending Immigration Restriction Act introduced in the Australian Federal Parliament, by the Labor Government, is that the dictation test may be applied any time within five years of landing.

In spite of the Chapman Act, many sacks of grain have arrived in Sydney, Australia, lately that weigh from 224 to 260 pounds. This is much over the limit of 200 pounds, and the Storemen's Union recently complained of it to the Sydney Labor Council.

Returns received from certain selected British ports (at which 83 per cent of the total tonnage in the foreign trade is entered and cleared), show that during June 46,318 seamen, of whom 4,105 (or 8.9 per cent), were foreigners, were shipped on foreign-going vessels.

The Spanish Government on September 1 declared Bilboa in a state of siege. This action was taken after consideration of the rioting that has taken place as a result of the strike. Business to a great extent is suspended and clashes between the strikers and the authorities are frequent.

The change in hours of British labor taking effect in June affected 400 workpeople, whose working time was reduced by 588 hours per week. The total number reported as affected by changes in hours of labor during the six months ended June 30 was 9,186. Of these, 868 had their aggregate working time increased by 302 hours per week, and 8,318 had reductions amounting to 9,985 hours per week.

The French commission recently appointed to inquire into the strike of reservists at Marseilles has unanimously pronounced in favor of the strikers, saying that the Government had put a wrong interpretation on the decrees and laws regulating the merchant service, and approving of the action of the reservists in setting the movement on foot. As a result of this decision an agreement was arrived at, and the strikers decided to resume work.

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MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INFORMATION WANTED.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England.

Robert Fordyee Bowers, over 5 feet in height, rather stout, was in American Navy during 1906. Letter awaiting him at Seamen's Institute, 242 Steuart street, San Francisco.

INFORMATION WANTED.

Soren P. Nielsen, a native of Aarhus, Denmark, born 1887, is inquired for by his sister. Address, Danish Consulate, New Orleans, La.

Edward Monsen, a native of Skudesnes, Norway, about 38 years of age, last seen in New York in 1907, supposed to be on the Pacific Coast, is inquired for by his brother-in-law, K. Moklef, 150 Noe street, San Francisco, Cal.

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Lang, Gust.
Le Bloa, Sylvian
Larsen, J. -1542
Michelson, J.
Moss, A.
Menz, Paul
Meyer, H.
Moore, J. M.
Mesak, Eduard
McDonough, W.
Maroth, Richard
Mueller, Hugo
Nielsen, Sivert
Nielsen, A. -1054
Newman, David
Nevander, Alex.
Nelson, John C.
Nordgren, Chas.
Nestor, Wilson
Nilsen, J. -780
Nord, Emil
Norman, L.
Nelson, Eddie
Nicholas, Thomas
Nystrom, R.
Ohlsen, Valdemar
Olsen, P. -677
Olsson, A. P. -1109
Olsen, H. -885
Olsen, A.
Ottesen, Chas.
Opperman, W.
Ovist, Ost
Olsen, Hagbart
Ohlsen, Ch.
Olsen, Pete
Olsen, George A.
Olsson, L.
Olsen, Ole A.
Olsson, Johannes
Passon, Bruno
Peachman, Geo.
Person, Fritz
Pederson, C. H. -1149
Person, A. -1102
Peterson, John
Peterson, N.
Peratis, N.
Petersen, Rudolf
Petersen, Oscar
Pederson, H. S. -1907
Peterson, A. K.
Persson, Hj. -1230
Petterson, Chas.
Petersen, C. -1092
Pasquandonia, A.
Petersen, M. (Package)
Riou, Paul
Robsham, J. W.
Raymond, J.
Rodgers, Charles
Rokow, Stefan
Strom, Oscar
Sorensen, M.
Sievers, Herman
Sorensen, Ing.
Styles, Everett
Shelenz, Hans
Sorensen, C. -1607
Scott, E. G. -2041
Spearing, Gustav
Simpson, L. C.
Smith, John
Steinberg, Arthur
Sorensen, James
Sunde, Albert
Saarinen, H.
Stephan, M.
Samson, Kristian
Svensen, G. -1579
Schlosser, L.
Sjostrom, Gus
Schutte, Richard
Strom, C. -1648
Sholl, F. K.
Scarabosia, M.
Smith, M.
Schluter, Paul
Schwanewede, G.
Tillman, A. E.
Thomas, Paul
Thor, Waino
Tetter, Anton
Tufte, A. Paulsen
Tuominen, Alfred
Touanne, Walter
Utby, Carl
Vongehr, Ed.
Wiebell, E. A.
Wiljanen, W. W.
Winters, Charles
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Pacific Coast Marine.

The steamship Watson went aground on the reef off Waaddah Island, seven miles east of Cape Flattery on September 1. The passengers arrived back in Seattle on board the steamship Buckman on the following night.

The United States armored cruisers Maryland and West Virginia, now at Mare Island, have been selected to make thorough tests of Pacific Coast coal, with a view of finding a coal on the Coast that will be satisfactory for use in the Navy.

The Richmond Dredger Company filed a libel at San Francisco on September 2 against the dredger Richmond No. 1 and the Standard American Dredging Company to obtain possession of dredger Richmond No. 1, valued at $30,000, and for $1250 damages for unlawful detention.

The schooner Forester was towed to sea from San Pedro on August 31 under charge by the Selig Polyscope Company with a moving picture machine and a troupe of forty actors, and will cruise off shore two days while films showing pirate scenes are being made.

G. A. Culbertson has been appointed master of the steamer Marion, vice J. M. Brown; Frank Wilson of the steamer Buckman, vice Frank Nahs; C. W. Schuler of the steamer Modoc, vice W. A. Elsasser; Henry Schroeder of the schooner Theodore Roosevelt, vice Adolph von Tagen.

Christian Larsen has been appointed master of the schooner Mountain, vice Martin Olsen; W. F. Higgins of the steamer James S. Higgins, vice John A. Eliason; Arthur Cantrell of the steamer Independent, vice August Fisher; Martin Olsen of the schooner Nellie Rich, vice Henry Gerland.

The British steamship Knight of the Garter, which last season took out the largest lumber cargo ever set afloat at Portland, has again been chartered to load lumber at that port for Shanghai. Her capacity is over 5,000,000 feet. She is expected at Portland for October loading.

Six more salmon vessels have left Bristol Bay for San Francisco, according to advices received at San Francisco on August 30. The ship Tacoma, ship Star of Italy, ship Bohemia and steam tenders Kvichak, Kyak and Nushigak left the Bay on August 25 for home. The Nushigak is coming via Karluk.

Captain P. A. Johnson, for many years a master mariner in Pacific Ocean waters, died at Alameda, Cal., on August 29, following two operations for cancer. He was formerly commander of the coast steamer Santa Rosa. His last command at sea was the lumber steamer Tiverton, of which he was part owner.

The Federal Sugar Refining Company filed a libel in the United States District Court at San Francisco on August 31 against the American steamship Lyra to recover $13,286 damages alleged to have been sustained by reason of a shipment of refined sugar having been ruined by coal dust on a voyage from New York to this city.

Having in tow a big log raft, the steamer George W. Fenwick, Captain Miller, arrived at San Francisco on August 29 after an uneventful tow down from Astoria. The raft brought by the Fenwick is 740 feet long, 65 feet beam and 25 feet deep. It contains 6,500,000 feet of lumber, and is consigned to the Hammond Lumber Company.

The steamer Wildwood left Port Townsend on September 2 with two monster barges which will be used for lightering the cargo from the Coast liner Watson, stranded on Waaddah Island. It is believed with a portion of the load removed the revenue-cutter Snohomish, which is standing by, may be able to release the vessel from her dangerous position.

United States Steamboat Inspectors Bolles and Bulger, of San Francisco, rendered a decision on September 1 exonerating from blame Captain John Lapping of the schooner M. Turner. The Turner struck a reef on April 1 in Hawaiian waters while following a pilot boat and sustained $2000 damage to her hull and $7600 to her cargo, which was jettisoned.

It is reported that a firm of French sailing ship owners has recently placed an order for a five-masted bark to be equipped with auxiliary power. She is to be specially adapted for the nickel ore trade between New Caledonia and Europe, in which so many French vessels engage. The new ship is to be equipped with two Diesel motors, giving her a speed of ten knots an hour.

The well-known steamers Erna and Ella, which operated between Pacific ports and Central America, and which have been laid up for several months at Victoria, are to be given extensive repairs at Seattle, and it is reported that the vessels will again be placed in service. The steamers were formerly the Prinzess Sophie and Prinzess Hendrik of the Royal Dutch Mail line.

The North American Dredge Company is taking soundings preparatory to filing bids for deepening the channel from Deadman's Island, Cal., to turning basins to thirty feet, under an appropriation of $200,000 by Congress. Bids will also be opened next month for dredging two channels above the turning basin in the inner harbor, for which the same sum is available.

Melville Dollar of the Dollar Steamship Company is on his way to England with a commission to place a contract for the construction of a 9000-ton freight carrier for the Pacific service. The steamer will no doubt be built on the Clyde, and is to cost in the neighborhood of $250,000. The new vessel will be named after Captain Robert Dollar, the founder of the line of "Dollar" steamers.

Advices were received at San Francisco on September 1 to the effect that the American ship Governor Robie, which is on her last passage under her own canvas, was reported passing the Island of Fernando d'Norohna, in the South Atlantic, on August 13. This report relieves considerable anxiety which has been felt regarding the safety of the vessel, particularly in view of her previous mishap.

Gigantic icebergs covering an area of eighteen miles, were seen off Cape Horn by the American ship William P. Frye, which arrived a few days ago at Philadelphia after a slow passage from Kahului. The captain of the Frye reported that he was surrounded by the bergs and fields of ice, many of the glittering barriers being 200 feet high. The Frye carried a cargo of sugar from the Hawaiian Islands.

Five days before the American ship Berlin, Captain Bolton, sailed from Nushagak River for Portland 30,000 cases of salmon stored in the company's cannery, and which she was to bring out, were destroyed by fire. The cannery and its contents were wiped out, according to F. A. Daly, superintendent of the Alaska Portland Packers' Association, who arrived at Portland from Nushagak on the steamer North King.

Charged with unlawfully taking their vessel from the custody of a Federal marshal and attempting to get to sea, Captain Hugh J. Thompson, his wife and sister-in-law, together with five members of the crew of the schooner Vida, are under arrest at Port Townsend. With the capture of the schooner recently by the revenue cutter Ariota a sensational effort at treasure seeking in the South Sea has been temporarily shattered.

Following the opening of the Western Pacific Railway, Bates & Chesebrough will establish in October a direct line of steamships to Panama, connecting with a steamship on the Atlantic for New York, which will call at New Orleans and Charleston, thus affording a fifteen-day service to the Isthmus for California shippers and inaugurating the first line of water communication between California and the Gulf and South Atlantic markets.

Steamboat Inspectors Bolles and Bulger and a boiler expert on August 31 paid a visit to the wreck of the steam-schooner Phoenix, lying at Hunter's Point. What caused the explosion, which resulted in the death of four men, is still unknown. It was said that the Inspectors might be able to determine the cause of the blow up from the condition of the boilers. The hulk of the Phoenix will no doubt be sold by the United States Marshal to satisfy various claims.

To satisfy claims the hulk of the steam-schooner Phoenix, lying on the mud near Hunter's Point, will be sold at auction by the United States Marshal. The hull will probably be used as a barge, as it would not be worth while rebuilding what is left of the vessel. It was discovered upon inspection that the steamer's boiler had dropped out when she turned turtle, and it is therefore impossible to tell what caused the explosion which resulted in the loss of four lives.

In order to handle the immense cargoes of canned salmon, which will soon begin to arrive from the Alaskan canneries, the American-Hawaiian Steamship Company, beginning October 4, will dispatch steamers from San Francisco every eight and four days alternately. At present a steamer leaves here every twelve days to Salina Cruz. Cargo shipped from San Francisco via the Tehuantepec route is being landed in New York in twenty and twenty-eight days after leaving San Francisco. The cargo of the steamer Pleiades, from San Francisco August 4, was landed in the metropolis on the 24th.

Bringing 500 tons of scrap iron, relics of the French operations of years ago on the Panama Canal, the German tramp steamer Wotan arrived at San Francisco on August 31, sixteen days from Balboa, the new name of the port on the Isthmus. The consignment of the Wotan is part of an immense quantity of scrap, which the Government had collected in the Canal Zone, including old structural iron, railroad cars, engines and the remains of various kinds of machinery used by the French. The price received for a sample load of the junk sold at Seattle is said to have been unsatisfactory. Wherever the best price is offered, the Government will ship the balance of the scrap, which is said to amount to several hundred thousand tons.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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(Continued on Page 10.)

Coast Seamen's Journal

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, SEPTEMBER 7, 1910.

PRINCIPLE OF EXCLUSION.

The principles, or rather principle (for there is but one, after all), of Asiatic exclusion have been set forth in the JOURNAL's columns times without number. However, the subject, like the Asiatic himself, is always with us. Likewise, the fellow who would befog the issue is ever present. We take occasion, therefore, to restate the matter, as follows:

The need of an exclusion law which shall apply equally to all classes of Asiatics grows out of the racial differences, and in fact antipathies, between the people of Asia and the people of America. The fact of racial difference is indisputable; the effect in every instance of attempted admixture is equally apparent and equally beyond question.

In short, wherever races differing in moral and ethical respects (as do the American and Asiatic races) have been brought into contact upon the same soil, either one of two conditions has developed. That is to say, either one race has been made subject to the other, or both races have deteriorated to a plane representing the lowest standards of each.

Asiatic exclusion is the only alternative of race conflict, which, however it may end, whether in the subjection of the Asiatic to a state of peonage (as suggested by the recent report of Labor Commissioner Mackenzie), or in the mongrelization of both races, is certain to prove fatal to the American people and to American institutions.

As a necessity to national existence, or at least to the maintenance of national life in California and other western States, the demand for Asiatic exclusion conveys no suggestion that can rightly be objected to by any individual or nation.

That demand does not rest upon any theory of inferiority or superiority in either race; it rests solely upon the single ground of difference, amounting to incompatibility between the races. The demand for Asiatic exclusion rests not upon any theory but upon the indisputable fact, illustrated by all human experience, that no two or more unassimilable races can occupy the same territory with advantage or safety to either.

The right of self-preservation inheres in nations as clearly and as inalienably as in individuals. In this instance the right carries with it the duty—the duty to preserve the purity of the American race, the duty to preserve the institutions of that race in order that these institutions may develop the highest type of individual and national life.

In the last analysis, the character of a given people is determined by the character of the workers on the soil. The agricultural worker is the prime producer of wealth, the basic element of industry, the arbiter of all social, economic and political life. A nation is free in proportion as the men who till its soil are free—neither more nor less.

Every characteristic of a given people—religious faith, economic relations, political institutions, etc.—will be found to bear a light reflected from the minds and manners of the man lowest down, that is, the man engaged in the prime industries and functions of life.

It is an old saying that he who fastens one end of a chain to a slave fastens the other end to himself. In plain language, the nation which places upon its soil a people alien to its own principles, sows the seed of national demoralization and destruction. Such is the uniform verdict of history. Asiatic exclusion follows as the imperative and inescapable necessity to the perpetuation of American institutions in California and other localities now exposed to the danger of Asiatic immigration.

California, although already seriously affected by Asiatic immigration, remains substantially the splendid heritage of this generation, a land especially favored by nature and adapted by every quality that makes for the development of the highest type of manhood as the future home of millions of free American citizens. It is the duty of every Californian, as of every American citizen, to defend this heritage, to cherish and cultivate the opportunities placed in our hands, to strive by all means and at all hazards to realize the great destiny of our State as nature's choicest gift to the American people and the white race. To do less than this is to prove false to our blood and unworthy of our traditions.

California must be maintained as a white man's country! To this end the American people as a whole must act, through the Congress of the United States, by the passage of such legislation as shall be found necessary to protect the soil from becoming the property, either by possession or cultivation, of an alien race. To this end every patriotic Californian, every patriotic American, should bend his efforts intelligently and unremittingly as the highest and most imperative duty of American citizenship.

If every man who marched in the Labor Day parades last Monday should make it a point to demand the union label upon all purchases during the coming year, the strength of the labor movement will be at least one hundred per cent greater by Labor Day, 1911.

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LET'S HELP OUR SISTERS!

The present revival of union label agitation in San Francisco and vicinity is one of the most encouraging signs of the times. While the union label of every craft is entitled to equal consideration, there is no denying that the obligation is, if anything, stronger in some cases than in others. This is especially so in the case of the women workers, who, by reason of obvious conditions, must depend largely upon the support of their brothers and friends. Among the organized women workers no class is more entitled to support, not only upon grounds of sex but also upon grounds of good trade-unionism, than the women employed in the garment-making trades.

In the labor movement of San Francisco there is no more loyal and energetic body than Garment Workers' Union, No. 131. This union, composed of the women workers in the clothing trade, was organized in 1900. Its chief object has been the protection of its members against the evils of Chinese and sweatshop competition.

No class of labor is more in need of the protection that organization affords. By dint of devotion, perseverance and intelligence, the garment workers of San Francisco have increased wages from 10 to 20 per cent, reduced the length of the workday, and improved the general conditions in the workshop in the matter of sanitation, treatment of employes, etc.

In a word, the Garment Workers' Union has made it possible for a woman to earn her livelihood in the clothing trade and at the same time maintain the dignity of womanhood and the blessing of self-respect.

Much of the success of the Garment Workers' Union is due to the use of the union label of that craft. The label is granted only to firms which observe all the rules of the union. Its appearance upon any article of clothing—coats, pants, vests, overalls, shirts, jumpers, etc.—is a guarantee of good workmanship and fair conditions of employment. Articles which do not bear the label are made mostly by Chinese, or in sweatshops and prisons.

The progress thus far made by the Garment Workers' Union is only a suggestion of what may be accomplished with the united support of the labor movement at large. A more general demand for the Garment Workers' label by the members of other crafts would greatly increase the power of the union to enlarge and protect its membership by compelling the employers and dealers to recognize the label.

The union since its establishment has taken an active part in the work of the general labor movement. In addition to membership in the United Garment Workers of America, the national body of the craft, the union is affiliated with the California State Federation of Labor and the San Francisco Labor Council. In every possible way the organization endeavors to do its full duty to the principles of the labor movement.

A general demand for the Garment Workers' label is a duty which the members of the labor movement owe not only to the Garment Workers, but also to themselves. The union label stands for the principle of mutual help, which principle constitutes the groundwork of the whole labor movement. That movement is strong or weak, not in proportion to its numbers, but in proportion

to the extent to which it is animated by the disposition of one trade to help all other trades. This disposition can only be made manifest and effective by a demand for the union label. As a body of women workers, the Garment Workers' Union is peculiarly entitled to the support of every true trade-unionist. By helping our sisters we are but discharging the duty of trade-unionism and of common manhood. Failure in this respect justifies a strong suspicion of disloyalty both to the labor movement and to the instincts of true manhood.

Every trade-unionist and every friend of the women workers should demonstrate his faith by demanding the label of the Garment Workers' Union when purchasing the products of the craft.

BEWARE OF IMITATIONS, AND DON'T BE PUT OFF WITH ANYTHING "JUST AS GOOD"!

THE DAY IN SAN FRANCISCO.

The Labor Day celebration in San Francisco broke all records for numbers in the parade and attendance at the exercises.

The parade started from Valencia and Fourteenth streets at 9:30 a. m., the line of march being from Valencia and Fourteenth to Market, to Van Ness avenue, to Turk, countermarch to Market, to the Ferry.

The parade formation was as follows:

Guard of Honor—J. P. McLaughlin, T. A. Reardon, Leo Michelson, E. A. Brown, William Wright, James E. Dillon, John Mahoney, E. S. Hurley, James Curran, John O. Walsh, N. F. Smith, Dean Evans, John Bell, William Simpson, A. L. Hollis, William A. McDonnell, W. F. Flageler, George Bremer, J. J. Monyhan, W. H. Urmy.

First Division.

Grand Marshal—John A. Kelly.

Schuppert's Band of twenty-four pieces.

Aides to Grand Marshal—Andrew J. Gallagher, Michael Casey, John I. Nolan, W. R. Hagerty, H. Cantrowith, William H. Bemiss, Frank Macdonald, Joseph Duffy, C. A. Nelson, John Coefield.

Carriage bearing Hon. P. H. McCarthy, Mayor of San Francisco, and family.

Carriage bearing judges and speakers.

Marshal—A. E. Smith. Aides—John Conlon, H. F. Sheehan.

1—Painters; 2—Auxiliary Painters; 3—Carriage and Auto Painters, No. 603; 4—Varnishers and Polishers; 5—Sign and Pictorial Painters, No. 510; 6—United Glass Workers; 7—Carpet Mechanics; 8—Window Shade Workers; 9—Furniture Handlers.

Second Division.

Marshal—B. B. Rosenthal. Aides—W. G. Desepte, John A. Holland, Phil Diez.

Miscellaneous Unions.

Band.

1—Sailors; 2—Gas Appliance and Stove Fitters; 3—Glass Blowers, float; 4—Box Makers and Sawyers; 5—Brewery Workmen, band; Beer Bottlers and Beer Drivers, drum corps; 6—Gas Workers, drum corps; 7—Pavers and Rammermen, band; 8—Boiler Makers, No. 25; 9—Carriage and Wagon Workers, No. 6; 10—Retail Delivery Drivers; 11—Bootblacks; 12—Moving Picture Operators, float; 13—Boot and Shoe Workers and Cutters; 14—Coopers, Nos. 131 and 65, drum corps of 20 pieces; 15—Ice Wagon Drivers, band; 16—Broom Makers; 17—Newspaper Carriers; 18—Retail Shoe Clerks; 19—Water Workers; 20—Electrical Workers, No. 151; 21—Stereotypers and Electrotypers; 22—Upholsterers; 23—Horseshoers, band and uniform; 24—Typographical Union, No. 21, drum corps; 25—Newspaper Solicitors; 26—Milk Wagon Drivers; 27—Leather Workers; 28—Stable Employes, float; 29—Waitresses in carryall; 30—Sugar Workers; 31—Barbers; 32—Retail Clerks, No. 432; 33—Grocery Clerks; 34—Cemetery Workers, band.

Third Division.

Marshal—Michael Lee. Aides—Fred Clute, John McCarthy.

1—Laborers' Protective and Benevolent Association; 2—Golden Gate Lodge of Plasterers; 3—Plasterers' Apprentices; 4—Bricklayers; 5—Cement Workers, band; 6—Mantel, Grate and Tile Setters, and Auxiliary; 7—Patent Chimney Builders; 8—Journeymen Stone Cutters; 9—Stone Sawyers; 10—Granite Cutters; 11—Marble Cutters and Finishers; 12—Marble Cutters and Finishers, Auxiliary, No. 44; 13—Casters and Modelers; 14—Mosaic Workers.

Fourth Division.

City Front Federation (Labor Council).

Band and drum corps.

Division Marshals—John O'Connell and Thomas Bryant. Aides—Henry Huntsman and A. E. Brandt.

1—Riggers and Stevedores; 2—Pile Drivers, two floats; 3—Teamsters, No. 85, band and drum corps (24 pieces each); 4—Bay and River Steamboatmen; 5—Alaska Fishermen.

Fifth Division.

Division Marshal—John T. Burns. Aides—William A. Cole, F. E. Maxwell, A. Messmer, Fred Fewster, J. L. Fisher.

Band.

1—Carpenters, No. 22; 2—Carpenters, No. 304; 3—Carpenters, No. 483, band; 4—Carpenters, No. 616; 5—Carpenters, No. 95; 6—Carpenters, No. 423, band; 7—Carpenters, No. 766; 8—Carpenters, No. 1082; 9—Carpenters, No. 422, band; 10—Carpenters, No. 1640; 11—Carpenters, No. 1913; 12—Amalgamated Carpenters, Branches 1, 2, 3, 4, 5, 6 and 7; 13—Wood Carvers and Modelers.

Sixth Division.

Division Marshal—David Campbell. Aides—Arthur Beaver and Albert Wynn.

Band.

1—Molders, drum corps; 2—Boiler Makers, No. 205; 3—Blacksmiths; 4—Blacksmiths' Helpers; 5—Steam Fitters; 6—Electrical Workers, No. 633; 7—Pattern Makers; 8—Stationary Firemen; 9—Machine Hands; 10—Machinists, band.

Seventh Division.

Division Marshal—E. A. Clancy. Aides—D. W. Welch, D. Graham, R. Smith and R. Elkins.

Band.

1—Plumbers, Gas and Steam Fitters; 2—Plumbers, Gas and Steam Fitters' Helpers; 3—Steam Fitters and Sprinklers' Helpers; 4—Bridge and Structural Iron Workers; 5—Housesmiths and Architectural Iron Workers; 6—Gas and Electrical Fixture Hangers; 7—Electrical Workers, No. 6; 8—Wood, Wire and Metal Lathers; 9—Sheet Metal Workers, band; 10—Amalgamated Sheet Metal Workers' Apprentices; 11—Elevator Constructors; 12—Heat, Frost, General Insulators and Asbestos Workers; 13—Brass and Chandelier Workers; 14—Hoisting Engineers; 15—Steam Engineers; 16—Building Material Team Drivers, band; 17—Longshore Lumbermen's Protective Association; 18—Lumber Clerks' Association, float; 19—United Laborers, band 24 pieces; 20—Slate and Tile Roofers.

Eighth Division.

Allied Printing Trades.

Division Marshal—Thomas P. Garrity.

Band.

1—Pressmen; 2—Mailers; 3—Press Assistants; 4—Bookbinders; 5—Photo Engravers, float.

At the conclusion of the parade the members of the unions and their friends crossed the Bay to Shellmound Park.

Literary exercises were held in the pavilion, at which the principal speakers were Theodore A. Bell and J. Stitt Wilson, candidates for Governor on the Democratic and Socialist tickets, respectively. Hiram W. Johnson, Republican candidate, was unable to be present.

Games and dancing occupied the remainder of the day.

MACARTHUR AT VALLEJO.

The trade-unionists of Vallejo, Cal., celebrated Labor Day with all the enthusiasm that marks the spirit of the labor movement in the Navy Yard city. A parade was held in the forenoon, after which literary exercises and games were held. Mr. Walter Macarthur, of San Francisco, was the principal speaker. He spoke, in part, as follows:

The army that occupies the United States today is an army of peace. Its weapons are the implements of industry. Its battle-cry is the plea of humanity for justice.

The progress of labor's hosts is marked, not by bloodshed and desolation, but by good cheer and high hope. Its tread is music to the ear of the suffering and disconsolate. Upon the widow it bestows a benison, and to the orphan it extends a protecting arm.

In its wake lie no ruined fields or ravaged cities. The harvest bloom and the cheerful fireside, the busy market-place and the stately dome—these are the fruits of conquest upon the industrial field.

"Peace hath her victories no less renowned than war!" The victories of the labor movement are renowned in that they have blessed mankind and afforded inspiration in all forms of well-doing.

The labor movement of to-day expresses the spirit and the desire that have animated the workers in all times. From the earliest ages, in which slavery was the common lot of mankind, the spirit of equality and the desire for liberty have been the motive power of all progress.

Each successive period in the world's history is to be noted, not by changes in the ruling dynasties, but by changes in the condition of the people. These changes have been brought about, not by the will of the rulers, but by the determination of the people to be free, to establish relations of justice between man and man, to realize

(Continued on Page 11.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Sept. 6, 1910.

Monday, Sept. 5, being Labor Day, the regular weekly meeting was postponed to Tuesday. A synopsis of the minutes of this meeting will be published in next week's issue of the Journal.

E. ELLISON, Secretary pro tem.

44-46 East St. Pacific Phone Kearny 2228. Home Phone J 2228.

Vancouver, B. C., Aug. 29, 1910.

Situation fair.

JOHN PEARSON, Agent.

122 Alexander St. P. O. Box 1365.

Tacoma Agency, Aug. 30, 1910.

No meeting; no quorum. Shipping dull; prospects poor.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Aug. 29, 1910.

Shipping and prospects poor.

P. B. GILL, Agent.

1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Aug 28, 1910.

No meeting; no quorum. Shipping and prospects poor.

WALTER MOLLER, Agent.

229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Aug. 29, 1910.

Shipping and prospects poor.

HARRY COOK, Agent.

P. O. Box 6. Tel. 225.

Portland, Ore., Agency, Aug. 29, 1910.

Shipping good. Strike situation unchanged.

D. W. PAUL, Agent.

51 Union Ave. Tel. East 4912.

Eureka Agency, Aug. 30, 1910.

No meeting; no quorum. Shipping poor; prospects uncertain.

JOHN W. ERICKSEN, Agent.

227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Aug. 29, 1910.

Shipping rather slack.

HARRY OHLSEN, Agent.

P. O. Box 67. Tel. Main 662.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Sept. 1, 1910.

Regular weekly meeting was called to order at 7:30 p. m., Harry Frazer in the chair. Secretary reported shipping slow for cooks, fair for waiters.

EUGENE STEIDLE, Secretary.

Phone Kearny 5955.

Seattle Agency, Aug. 25, 1910.

Shipping slow.

LEONARD NORKGAUER, Agent.

P. O. Box 1335.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Aug. 29, 1910.

Situation good. Shipping fair on union vessels.

ALEX. McKECHNIE, Sec'y pro tem.

674 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Aug. 30, 1910.

Shipping quiet; prospects good.

PERCY J. PRYOR, Secretary pro tem.

1½A Lewis Street.

DIED.

Patrick Donovan, No. 688, a native of Ireland, aged 49, died at Loring, Alaska, July, 1910.

Theodor Osterberg, No. 929, a native of Sweden, aged 29, died at San Francisco, Cal., on August 30, 1910.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

LIVES LOST ON LAKES.

Thirty lives have been lost in Lake commerce so far this season. The season is just half over and there has been only one case where many lives were lost, that of the steamer Goodyear, May 23, when eighteen persons were drowned following the collision in Lake Huron with the steamer Wood. The only other loss resulting from a collision was with the sinking of the barge Grace Whitney last Sunday, when the captain's wife and son were drowned. The body of the little Heath boy was picked up down the river below Detroit by the steamer Galey and brought to Detroit, being turned over to Harbormaster Ellison.

Heat claimed one victim in spite of the cooling breezes. One man was killed on the steamer Bulgaria by the bursting of a steam pipe, and the remaining cases were of accidental drowning.

The first big storm of the present season came on April 23, when the Zenith dredge and tugs were damaged to the extent of $75,000 at Duluth and several other craft were stranded. Another big loss was that of the J. B. Ketcham, sunk in West Neebish channel, $50,000. The stranding of the L. C. Hanna on Kettle Point cost the owners $30,000. Another costly stranding was that of the John Donaldson in the St. Mary's River, $10,000. The steamer Trude H. Weihe disappeared from Lake commerce July 22, being a total loss by fire on Lake Superior. Both the steamer Goodyear and barge Whitney, victims of collisions, are total losses. The tug Kate F. Ganley was totally destroyed by fire at the Soo April 25. April 11 the steamer John Ruge was damaged to the extent of $20,000 by fire.

The fact that stands out in going over the list of losses is that not a single person has been killed nor has a single serious accident of any kind happened to a passenger boat this season.

In this half season there has been a certain scarcity of cargoes that has forced a number of boats to lay up temporarily, but, on the whole, commerce has been in good shape.

AFTER DOCK SITE.

Several coal companies are said to be negotiating for a lease of the old P. & R. dock on St. Louis Bay which has been vacated since the Philadelphia & Reading Company has built a new dock on Connors Point.

The property for which negotiations are being made is owned by the Great Northern Railway.

The first cargo of coal was received on August 12 at the recently completed dock on Connors Point. It consisted of 7,500 tons of anthracite. The dock has a capacity of 160,000 tons. Bituminous coal will not be brought to the dock until the first of the month.

The old schooner Jane Ralston, sunk for some weeks in Sandusky Bay near the docks of M. A. Hanna & Co., has been pumped out and floated. Charles F. Mischler and Theodore Lauder have purchased the wreck.

WORK ON BARGE CANAL.

Work will be commenced within a few days on the steel lock gates, the pumping plant, the gate operating machinery and a number of smaller adjuncts of the New York State barge canal at Black Rock harbor, near Buffalo.

When the locks are completed they will permit the largest Lake vessels to go to Tonawanda. Above the lock the depth of the channel will be twenty-three feet, and it will be 200 feet wide. Below the locks the channel will be 400 feet wide with a depth of twenty-three feet. That is, the greatest width will be in that portion of the river which is nearer Tonawanda.

Bids will be opened shortly for the excavation of the channel below the locks. The work on this part of the immense improvement will be started in a short time. J. C. Quintus, chief assistant to the engineer in charge, says the canal probably will be ready for use some time in 1913.

The completion of this work will mean much to the shipping facilities of Buffalo. Tonawanda, however, will receive a large share of the benefit, but one of the things in which Buffalo will benefit is that large docks and plants can be established in Black Rock and that these plants will have adequate shipping facilities by water.

Up to the present tons and tons of concrete have been used on the harbor improvements. The east gate space wall and the upper sill of the lock are the only parts of the concrete work remaining to be done. Mr. Quintus says work on the gate wall and upper sill is progressing rapidly, and unless something unforeseen occurs it will be completed on schedule time.

ANOTHER TREASURE SHIP.

Another story relative to a treasure long buried in the bottom of old Lake Erie has been launched. This one comes from Port Huron: When the schooner Brunswick sank in Lake Erie about fifty years ago, off Wheatley, with a cargo of walnut and oak lumber, her owners made no attempt to raise her, and the location of the wreck was almost forgotten. Now an expedition has located the wreck and is making preparations to recover the cargo, which has a value of $50,000. If these men secure the lumber, the heirs of the schooner's owner, who reside in Chatham, declare they will start suit for its value. Some of the heirs say they will resort to the law if the wreck is even touched.

"Even were the Great Lakes drained dry, it is improbable the wrecks then made accessible would yield any great amount of wealth," says Captain C. H. Westcott, United States supervising inspector of the Eighth District at Detroit.

A few days ago in Washington Captain Ellis J. Holland, of San Francisco, expressed the opinion that $12,000,000 worth of wealth has been lost in the Great Lakes, asserting that in the years between 1878 and 1898, more than 600 Lake vessels were wrecked, of which 100 were total losses.

"It is certain," says Captain Westcott, "that the Lakes do not contain anything like $12,000,000 worth of wealth, lost in shipwrecks. Such an assertion is made without consideration of the facts."

TO WIDEN SAGINAW RIVER.

Formal application for a widening of the harbor lines of the Saginaw River to 600 feet is made in a petition prepared by the mayor, city attorney and city engineer of Saginaw, which has just been transmitted to the War Department, Washington.

This petition is the outgrowth of action decided on where C. K. Eddy & Sons recently started dredging in the bed of the stream above the Genesee-street bridge, using the earth removed to fill in the firm's frontage back of the 400-foot channel limit established years ago by the Government.

Business men and city officials, fearing that the filling in would increase flood perils in spring freshets, made such strenuous protest to Colonel C. McD. Townsend, United States Engineer at Detroit, that Colonel Townsend ordered a suspension of dredging operations, pending receipt of permission from the War Department to remove material from the bed of the river.

Application for this permission has been made. Meantime operations have been suspended, although the Eddys, without encountering government restrictions, would have been able to complete the filling-in work had they secured the material from another source than the river.

In its petition, the city sets forth that the Saginaw River, navigable for twenty-eight miles, drains an area of about 5,100 square miles, and that the reclamation of a swamp area below Saginaw causes the river to overflow in the business section of the city, resulting in considerable damage. The petition also asserts that encroachments by owners of river front property increase the flood peril.

TO DREDGE AT ERIE.

The Great Lakes Dredge & Dock Company, of Chicago, is lowest bidder for a large amount of Government excavating work to be done in Erie harbor. The company agrees to do the work at the rate of twenty-four cents a cubic yard, the total cost aggregating $42,960.

The appropriation calls for the deepening of the inner entrance to the chanel at the east end of Erie basin and a small portion at the west end. Specifications do not call for any rock excavation.

Arthur H. Vogel, of Milwaukee, presented the lowest figures for excavation of the channel in Niagara River below Black Rock ship canal lock. His bid for taking out bedrock is $2.05 a cubic yard, and for handling the material with derrick $1.25 a cubic yard. The expenditure to be made at this point is $532,100.

Work will be started on the steel lock gate and the pumping plant and the electric gate as soon as the finishing touches to the new ship canal are completed. The contract has been awarded to the D'Oiler Engineering Company, of Philadelphia, for $150,000. Six bids were submitted and will be forwarded to the War Department.

George Pratt, formerly assistant lighthouse keeper at Charlotte Harbor, N. Y., has arrived at Ashtabula to take the position left vacant by William Field, who recently resigned as assistant to go to Oregon.

MADE A HEROIC EFFORT.

The schooner Jura of Milwaukee came into Kenosha on August 2 flying her flag in the rigging at half mast to signify that one of the members of the crew had been lost overboard. The man was Nels Thompson of Milwaukee, 43 years of age, who drowned in midlake on July 31.

He went down only after Thomas Peterson, Milwaukee, a cook on board the vessel, had made a most heroic effort to save him. Peterson was in his galley when Thompson fell overboard in attempting to step off the cabin, and notwithstanding the fact that a heavy sea was running he dived into the lake with his clothes on.

The two men struggled in the water for more than ten minutes and Thompson, who could not swim and who had become desperate through fear tore the shirt of his would-be rescuer to shreds, while the latter was attempting to save him.

The members of the crew launched a yawl but before it reached the men Thompson had sunk.

WILL CHARTER DREDGES.

That the Government will enter into contracts with three of the four bidders who offered to supply dredge outfits for use on the Detroit River, above the Livingstone Channel, will be the recommendation of Colonel C. McD. Townsend, Federal Engineer to the War Department. The bidders designated are: M. Sullivan, Buffalo, dredge Gladiator, with tug Columbia, or Sidney Smith, $25 an hour; Great Lakes Dredge & Dock Co., Chicago, dredge No. 3 with tug Cooper, $22.50 an hour; G. H. Breyman & Bros., Toledo, dredge No. 3 with tug G. H. Breyman, $24 an hour. The fourth bidder was the C. H. Starke Dredge & Dock Co., Milwaukee, which offered dredge No. 9 with tug Milwaukee for $35 an hour.

There is said to be sufficient work removing shoal places to keep the three outfits busy 110 days.

MONTANA A TOTAL LOSS.

A dispatch received from Long Point, Ont., states that the wooden barge Montana, with Captain Leslie in command, carrying a cargo of iron, sunk off that place on July 30. The barge was bound from Walkerville to Kingston, Ont., in tow of a Canadian steamer, which abandoned her at Port Maitland. The steamer Venezuela came along later and towed the barge to Long Point with a view to beach her. Before this could be accomplished the barge sank with her cargo, a total loss, estimated at several thousand dollars.

READY NEXT YEAR.

Rapid progress is being made on the building of the new Great Northern steel ore dock No. 4 at Allouez. Located east of the three present docks, which are of wooden construction, the new dock is to be 1,812 feet long and 75 feet above the normal water level. It will contain but 302 pockets and will consequently be the smallest of the battery of four—No. 1, the largest, containing 374 pockets.

It is planned to have the dock ready for use for the shipping season of 1911. It will cost about $1,000,000.

STRIKE
ON THE GREAT LAKES

COMRADES:

The strike of Sailors, Firemen and Cooks on the Great Lakes is still on. We appeal to all seafaring men to assist us in persuading seamen to stay away from the Lakes during this strike.

Any reports that the strike has been settled are false.

The Seamen of the Great Lakes are sticking together solidly, and will keep up the battle for freedom and decent conditions until the fight is won. "God Almighty hates a quitter." (So do we.)

Lend a hand, comrades, by inducing seamen to stay away from the Lakes while the strike is on.

Yours fraternally,

LAKE DISTRICT,

International Seamen's Union of America.

STRIKE ON THE GREAT LAKES

KEEP AWAY!

FOUR SHOALS FOUND.

Four shoals in Potaganissing Bay, St. Marys River, are reported by the Lake Survey steamer Colonel J. L. Lusk, which was sent to investigate a shoal reported by Captain Peter Young, master of the steamer Helen C. The first shoal is a rock formation about 600 feet long and 300 feet wide, extending north and south, and located at the intersection of a line joining the north end of Bacon Island with the north end of Gale Island, and a similar line joining the north end of Little Trout Island with the south end of Saltonstall Island. This shoal rises abruptly out of forty-two feet of water and has a minimum depth of eight and five-tenths feet.

The second shoal, lying between Little Trout and Bow Islands, is charted with fifteen feet of water, and has a least depth of seven and five-tenths feet.

The third shoal, west of Propeller Island, charted at eighteen feet, has a least depth of nine and five-tenths feet.

The fourth shoal, south of Cedar Island, charted at seventeen feet of water, is considerably longer than shown, and a least depth of fourteen and five-tenths feet was found, according to the last reports. Further investigation will be made.

TO IMPROVE HARBOR BEACH.

While at Harbor Beach Congressman McMorran and a party of citizens inspected the breakwater. An appropriation of over $500,000 was secured by Mr. McMorran for the improvement of the north pier, and the object of the trip was to look over the south breakwater, which is badly in need of repair. The north pier is built entirely of concrete and it is expected that the present appropriation will put it in good condition.

An additional appropriation will be necessary to repair the south breakwater, and it is the intention of Mr. McMorran to bring the situation before the proper committee. Harbor Beach is one of the most important shelter points along the Great Lakes, and the citizens of that place, as well as the marine interest, are deeply interested in the improvement.

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Findlay J. McDonald, No. 5499, Lake Seamen's Union, is inquired for by John D. McDonald, Highland Park, Mich.

Comrade Henry Blaschke. Any one knowing the above-named comrade please communicate with Jno. Rook, Jr., 2564 E. 55th St., Cleveland.

Roy Person, No. 12522, L. S. U., is inquired for by his sister, Miss Hazel Person, 225 Chisholm street, Alpena, Mich.

Royden Keith, member Lake Seamen's Union, is inquired for by Jas. M. Gordon, Santiago de Cuba. Anyone knowing his address please notify W. H. Jenkins, Conneaut.

William Young, a marine fireman, aged 50 years, last heard of twelve years ago, is inquired for by his sister. Address, Mrs. Anna M. Mills, 644 W. 61st street, Chicago, Ill.

IMPROVEMENTS FOR LORAIN.

Colonel John T. Millis, engineer in charge of the Cleveland district, has submitted to General Bixby, chief engineer of the War Department, his report on the improvements for Lorain harbor. These include the extension of the west arm of the breakwater to the shore line and the extension of east arm of the breakwater to the shore, dredging the outer harbor and the maintenance of the inner harbor. For this purpose $260,000 is available. Congress passed an appropriation of $150,000 for the local harbor, and the unused balances brought this sum up to $260,000.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)
674 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....21 High Street
Telephone Bell 175 R.

CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.

TOLEDO, O.....54 Main Street
Telephone Bell 1890.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.

SUPERIOR, Wis.....1721 Third Street
Telephone, New Phone, Broad 155 L.

BAY CITY, Mich.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
KINGSTON, Ont., Canada.....(Box 96) King Street
ERIE, Pa.....328 German Street
Telephone Bell 599 F.

CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.

SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.

SANDUSKY, O.....510 Meigs Street

HOSPITAL AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Mich.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

EMPEROR OF THE OCEANS.

I have noticed that men and women in all civilized countries, who call themselves Single Taxers, get red in the face and excited in mind and strenuous in propaganda about "Land Monopoly."

Even so have I noticed that men and women calling themselves Socialists get wild because the fellows who control the special privilege of "Land Monopoly" in addition also control what labor produces from monopolized land—say: tools of production and the other wealth produced from "their" earth.

Well, these men and women—to tell the truth—have more than the average sense in political economy. They see, as the good book states it, "through a glass darkly." The Single Taxers, to my mind, are the more basic thinkers because they go to the root of our privilege system of production and distribution of labor-created wealth. The Single Taxers also fathom that Democracy and Privileges do not mix well in a society of individualistic egoes in the white race. They are the real "Radicals." The Socialists want to replace the ruling class of "Earth Owners" by a ruling class of "Wealth Producers," in a new civilization of their own planning, their plans to be modified by the infallible judgment of future election majorities eliminating individual rights.

This outline of tendencies among the foes of the modern privilege system is drawn here to focus attention to another world-wide privilege. I refer to the monopolistic exploitation of the oceans for purposes of international trade.

There sits in the capital of Germany a quiet, elderly gentleman and his name is Herr Bolin—a name most of you never heard of because the press of Germany is neither yellow nor American, you know.

Herr Bolin has more real economic power though than all the Tafts, Roosevelts, Hearsts, Morgans, Rothschilds, Emperors, Kings and Courts of the world. For "He" rules the traffic on the world's oceans.

He controls the commercial navies of the world. He grants rebates to the most powerful of his industrial lords. He gives lower freight rates to the Standard Oil, the steel and harvester lords of America. Likewise to other powerful industrial interests in other lands. Who kicks and rebels is destroyed. The nations of the world are but chesspawns to this master-mind.

Now the above American monopoly exploiters—our economic masters by control of special privileges—are restive. They feel rebellious. They therefore have combined with the other privileged interests of our country to break down, destroy the Bolin Empire of the oceans.

But such economic wars are costly. How, then, raise the war fund?

In the comic pages of our press we see how it can be done. Did you not smile when the "boss" said: "Let George do it." Did you notice that "George did it"? Well, my dear sir, the shipping trusts expect the American people to do "as George did," pay ship-subsidies to them. Taft is in favor of it. Roosevelt, too. But the taxpayers are not, for while we have not much knowledge of the economic natural laws of society, many of us still have enough native horse-sense to smell the nigger in that ship-subsidy woodpile.

Therefore, when you read the screeches of Taft's "patriotic" taffy and the rolling roar of Roosevelt, these men do "as George did"—do the disagreeable, the nasty, the political stunts in the economic war against Herr Bolin—do it for our rebellious "interests"—and since these leaders of the nation are too ignorant to catch on to the strategic moves of this war for the control of ocean traffic, they are quite honest about it as most idiots are, you know.

The American trusts, in other words, want to make themselves the masters of the world's oceans by ship-subsidy privileges, to be paid by us. I am sure you never heard the bottom facts mentioned anywhere. You never heard either why the interests discourage the building of American ships, the growth of seamen's unions, well-paid men for the ships they will not build. Don't you see why? Suppose we vote subsidies to them and allow them to keep American seamen in vassalage under ancient laws, as seamen now are kept under our maritime laws, is it not clear that the "interests" then will be able to monopolize the commerce of the oceans?

And this brings home to thinking men and women the basic truth that any system of privilege advantages, be they land monopoly, banking, franchise or subsidy privileges, must in the end make the rich richer and the poor poorer—and make the free humans slaves in economic effect.

Herr Bolin understands this. So do our privileged economic rulers. So do the Single Taxers. So don't the American people, not yet so far.

A. WANGEMANN.

Chicago.

THE DISAPPEARING FIGUREHEAD.

Not often nowadays is there seen in South street a square-rigged vessel, and rarer still is a vessel with a figurehead. Most of the comparatively few sailing ships that have been turned out within recent years have been built for utility only, without that once familiar ornament. That is why the bark Nuuanu of Boston attracts attention at present from men along the water front.

The figurehead on the Nuuanu is a finely carved and gracefully posed figure of a graceful, handsome woman. She carries her head thrown slightly to the right and back, and her right arm folded lightly across her breast, while her left arm, carrying a fold of flowing drapery, lies easily extended at her side. A fine, sightly figure, indeed.

The Nuuanu brought sugar from Honolulu. She will take on here a general cargo for the same port. She is owned by Charles Brewer & Co. of Boston and Honolulu. She is a trim-looking iron vessel, built in Leith, Scotland, just before steel came to be used commonly in marine architecture. Originally she was named Highland Glen. Later she took a Hawaiian register and the name of Nuuanu, which is the name of one of the Hawaiian Islands. When the Hawaiian Islands came under the American flag, the Nuuanu came with them.—New York Sun.

Germany took an industrial census in 1907 and recently made public figures showing 4,025,591 industrial concerns, employing 14,348,389 persons, of whom 3,510,466 were women. Railroad, postal, telegraph and telephone employes were not counted.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 44-46 East St.
Branches:
VANCOUVER, B. C., 122 Alexander St., P. O. Box 1365.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 1312 Western Ave., P. O. Box 65.
PORT TOWNSEND, Wash., 114 Quincy St., P. O. Box 48.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 51 Union Ave.
EUREKA, Cal., 227 First St., P. O. Box 327.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 91 Steuart St.
Branch:
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PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
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ALASKA FISHERMEN'S UNION.

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Agencies:
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ASTORIA, Ore., P. O. Box 138.

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Headquarters:
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Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

AN OCEAN LINER'S COAL.

The coaling of a Cunarder for a single journey across the Atlantic is a more serious feature than the landsman would imagine. A man looks into his newly replenished coal cellar in November and comforts himself with the thought that he has warmth in store for his household over the winter; but an ordinary railway truckload of coal would fill that cellar three or four times over, and he would be puzzled as to where to put such a quantity if he had it. The coal cellar of the Mauretania is another matter, though as she is seen coming up outside Fishguard she looks at first but a mere speck on the horizon. Her huge mass, however, seems to swell out perceptibly every second as she approaches, and as she comes alongside the tender one realizes what a vast problem in energy she is.

A coal train of thirty wagons measures from 500 to 600 feet in length, and a coal depot with twenty-two sets of rails side by side would cover a width of nearly 300 feet, or an area of over four acres of ground altogether. The whole of this huge quantity of the best steam coal obtainable is required for each trip across the Atlantic, and it all has to be turned into steam, heat and smoke. And yet it occupies but a small fraction of the available storage space in this leviathan, so small, indeed, in proportion that the ordinary passenger is scarcely aware of its existence. It is hidden deep in the bowels of the huge vessel and all below the long 700-foot water line of the steel hull.

Outside the precincts of the colliery the transit of all these coal-laden trains to the Mersey counts for a considerable item to the railway companies; but the calculation does not end here. If circumstances permitted of the vessel being taken to a modern coaling port, such as Barry or Garston docks, where a series of thirty-ton hydraulic or electric lifts would raise each wagon bodily and tilt over the contents direct into the ship at one stroke and with no manual aid, the coaling process would occupy but a very short time. But this is yet to be achieved in the case of the fast first-class liners, which are not to be exposed to the coal dust that necessarily arises by such processes; therefore, the supply has to be put in by the older method.

These twenty-two trains are brought to the Mersey and discharged into low, flat coal barges, which are towed in long rows alongside each Cunarder while at her moorings in the Sloyne, and just on the water line a number of oblong doors are thrown open. Through these the coal is shoveled into the vast dark caverns by some hundreds of men, working night and day with all their might, till the whole of the 7000 tons is put in. When the number of all those who are directly employed in the process is found and multiplied by those dependent on them, or who have their living by catering to their wants, it may be assumed that for every 1000 persons who require to be carried across the Atlantic in ease and comfort, the strenuous labor of 10,000 and probably the livelihood of 20,000 must be involved.—London Sphere.

A new alloy containing 68 per cent nickel, 30.5 per cent copper and 1.5 per cent iron, is said to have a tensile strength 25 per cent greater and an elastic limit 50 per cent higher than the best rolled steel.

PANAMA CANAL A LAKE.

"The Panama Canal, to all intents and purposes, will not be a canal at all, but a lake—a broad, fresh-water lake, thirty-two miles long and with an area of 164 square miles, a lake which will flood the country in some places far beyond the ten-mile limits of the canal zone, from within seven miles of the Atlantic to a distance of but nine from the Pacific side of the isthmus. Most persons do not realize that. They picture the waterway as a big ditch, which it is not. For only nine miles, through Culebra cut, will the work be very much like what the average mind seems to have conceived. And when it is finished even that Culebra section will form part of the lake itself. Provided you're going from New York to San Francisco by boat five years from now, this is what will happen when you get to Panama:

"At Colon, on the Caribbean side, you will run into a broad, deep channel, which has already been dredged out of the soft-sea-level swamp land for seven miles, into Gatun. There you will see ahead of you a low, gentle-sloping hill, stretching for a full mile and a half from one side of the valley to the other. That will be the Gatun dam—but it won't look like a dam at all, because the whole slope will be as easy as that of a sea beach. At the left is a triple flight of locks—part of them already built—to lift your steamer to the level of the lake, eighty-five feet above the sea. You may pass another boat going down, for the locks are in pairs, to permit of traffic in both directions at once.

"Now you're on Gatun Lake, and the captain gives the full-speed jingle, because it's a wide, clear channel, with but an easy turn here and there, and long, clear straight-aways in between, and the ship keeps on thus for twenty miles or more. Then hills loom up ahead, and the channel narrows from 1000 feet to 800, and then to 500, and then at last you ease along for the nine-mile passage through the backbone range of the American continent—Culebra cut, if you choose—where the channel gets down to its minimum width of 300 feet, enough for two vessels to pass in comfort and with lots to spare, but not enough for a twenty-knot clip.

"You are through before you know it, and into the Pedro Miguel lock, which lets the ship down thirty feet into a little lake or basin a mile long, at the far end of which are the two twin locks of the Miraflores, completing the descent to the sea. And then it's a run of nine miles through a straight, broad, lowland channel—most of that, too, has already been dredged—and you are out in the Pacific. That's all. The bulk of the canal length lies in Gatun Lake, right through Culebra cut to the Pedro Miguel lock, a distance most of which can be covered at full steaming speed."—Gerald Mygatt in Columbia Magazine.

An international congress will be held at Stockholm this year in an endeavor to obtain a fair estimate of the iron supply of the world.

Floods in the United States in 1908 caused damage approximating more than $250,000,000, more than twice the average annual loss from that cause.

MACARTHUR AT VALLEJO.

(Continued from Page 7.)

the hope expressed by the poet, "that man to man the world o'er shall brothers be for a' that."

It has been said that "armies move on their bellies." Similarly, it may be said that mankind moves in proportion as the conditions of labor are improved.

The essential condition of improvement consists in the recognition and establishment of the equality of labor with other factors of industry. In turn the organization of labor is the condition precedent to the establishment of equality between those whose only gift from nature is the power to labor and those who, by circumstances of law and custom, possess the resources of the earth.

The difference between the conditions of labor to-day and in the past is due entirely to organization, as distinguished from individualism. Organization is strength; individualism is weakness. Destroy organization among the workers, and chaos would follow in the social system, precisely as would be the case in the solar system were nature's law of organization disturbed.

Every improvement in the condition of labor; every law for the protection of the workers; every step in the elevation of the plane of existence; every woman rescued from the sweatshop; every child saved from premature toil—every step in the program of society has received its impulse and direction in the counsels and activities of the labor movement.

There is abundance of warrant in reason and experience for the statement of the Great Commoner, Gladstone, that "trade-unions are the bulwarks of democracy." The consensus of opinion among scholars and students confirms the judgment thus expressed.

Only the selfish and ignorant man of anti-social proclivities will question the value and necessity of trade-unions as the chief medium of protection and advancement of the workers, and through them, of all society.

The labor movement, to be effective, must be militant. While respecting the rights of others, it must be vigilant and uncompromising in asserting its own rights.

In the present and future, as in the past, the labor movement must fight for human rights; it cannot afford to sit down and wait for these rights to "happen along." Least of all can the labor movement afford to wait until justice shall be bestowed upon it by those who profit by injustice.

Labor Day stands, first, as the recognition of that power by which alone life may be maintained; secondly, as the expression of the hope and determination that that power shall ultimately free the world from poverty and injustice. In this spirit every citizen, every well-wisher of humanity, may and should take part in the observance of that day.

Labor Day, already one of the nation's most widely observed holidays, is destined to grow in public esteem in proportion as the labor movement, to which it is primarily dedicated, shall prove true to its principles and responsibilities.

In the years to come Labor Day will be the universal holiday of mankind, a day of inspiration and thanksgiving in a cause that knows no limit short of "the Brotherhood of Man and the Fatherhood of God."

STRIKES IN RUSSIA.

In 1906 there were 6115 strikes, in which 1,108,406 men participated; in 1907, 3573 strikes, involving 740,074 men; and in 1908, 892 strikes, in which 176,101 men took part. The 13,995 strikes during 1905, in which 2,863,173 men took part, surpassed the totals of the three years above given. Among the economical considerations which engendered strikes wages stood first, either for higher pay or against contemplated reductions.

The employers were, upon the whole, more ready to give way on questions relating to mode of work, mode of payments, facilities in work, and questions of provision of subsistence and housing, but they tenaciously held out on wages, and, least of all were they inclined to give way on questions involving staff of administration, considering them as an interference with their special prerogative as masters.

The only specimen of the monkey-eating eagle of the Philippines ever caught alive recently was received at the London Zoological Garden.

It takes 2600 years for radium to lose one-half of its radio-activity, according to recent investigations by scientists.

News from Abroad.

The official forecast issued at Tokio on September 2 estimates the rice crop at .06 below the average.

The Bourse Gazette announces that the Russian Admiralty is planning to build four Dreadnoughts for the Black Sea fleet.

Recognizing that order is being restored in Nicaragua, the United States Government has ordered the withdrawal of the American marines from Bluefields.

A violent earthquake was recorded by seismographs at London on September 1. The disturbance was at a point at a distance computed to be 5000 miles.

An uprising against the Government is reported in the Province of Nueva Vizcaya, P. I. A constabulary force is hurrying to the scene, and a battle is expected.

Louis Braget, the aviator, took up five passengers in his biplane at Lille, France, on August 29. The total weight sustained by his machine, including the gasoline, was 921 pounds. The feat is believed to be a world's record.

General B. B. Viljoen, one of the most conspicuous figures in the Boer war, has been offered and has refused the position of Assistant Minister of Native Affairs in the Transvaal. Viljoen is now engaged in the farming and real estate business in Texas.

Count Zeppelin, who, with Prince Henry of Prussia and others, went to the Arctic to study conditions before an attempt is made to reach the Pole in one of the Zeppelin airships, has taken possession of a tract of land on Kings Bay, which he has named Zeppelinshafen.

The death of a woman and the illness of her husband and a male attendant at the hospital at Spandau, all suspected cholera cases, have caused the health administration of Prussia to take comprehensive precautions against a spread of the infection.

The rumor is revived that the Kaiser is likely to be the next recipient of the Nobel Peace Prize for his attitude in the crisis arising from the annexation of Bosnia and Herzegovina by Austria. His conduct on that occasion, it is alleged, saved Europe from a terrible war.

Complete returns from the recent parliamentary elections in Portugal, with the exception of such as were invalidated by frauds or otherwise show the following results: Ministerials 90, Monarchist in opposition 40, Republicans 14. This is a Republican gain of nine members in two years.

The eighteen countries of Latin America have a combined population of 67,796,072, according to statistics compiled from the latest available sources. Brazil heads the list with 19,910,646. The other countries of 4,000,000 and over are as follows: Mexico, 13,607,259; Argentina, 6,805,684; Peru, 4,500,000; Colombia, 4,000,000.

American and Continental shipbuilders who expected to compete for the construction of the new Chilean warships probably have been frozen out. The plans have been drawn up by Sir Philip Watts, chief naval constructor of the British Navy, and specify that the guns and certain machinery must be of English design and manufacture.

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INFORMATION WANTED.

Nicholas R. West, supposed to be sailing on the Pacific Coast, is inquired for by his mother. Any one knowing his present whereabouts please notify the Russian Consulate at San Francisco.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Albrigtsen, G. J.	Kalnow, A.
Allen, J.	Keenan, Fred
Anderson, Einor Chr	Kenny, J.
Anderson, John -1534	Kiesow, P.
Anderson, Alf.	Kronsbrand, H. O.
Andersen, Andrew	Larsen, Claus
Apps, P.	Latz, Konstanz
Armstrong, W. H.	Lewis, Geo. H.
Bausman, E. -1511	Lindegard, J.
Benson, F. -1765	Lundberg, C.
Berg, Edmund -1312	Lunder, Bjorn
Berge, Johan	Lundgren, C. J.
Berenken, A.	Lui, Theo.
Bianca, F. -1661	Mattson, E. M.
Botherel, A.	Martin, Chr.
Bryning, Walter	McAdam, J.
Brown, I.	Miller, James
Carlson, Harold	Mikkelson, M. -1584
Carlson, G. -622	Morgan, Ed.
Christensen, Peter	Moore, J. M.
Christoffersen, Herlof	Monson, Andrew
	Nielsen, N. A. -909
Christensen, Otto -1213	Nielsen, Martin
	Nielsen, M. A.
Davidson, Jacob	Nobereit, Gustaf
Doll, Herman	Nord, G. E. C.
Dxeyer, Herman	Olsen, Oscar, -1062
Elfstrom, A.	Olsen, S.
Erikson, Allan	Olsen, Gabriel
Eskola, Henry	Olsen, Valdimar
Fernandoez, A.	Olsen, B. -597
Franzell, A.	Olsson, John H.
Frivald, John	Olsen, Hans
Fredrickson, B.	Omundson, Harry
Frose, Elias	Paterson, Robert
German, R. B.	Pedersen, Olaf
Grandal, Harry	Pederson, A. -1173
Gronburg, Theodor	Peterson, A. -1223
Gustav, John	Petterson, C. W.
Hansen, John P.	Penningrud, Ludon
Haakonsen, H.	Porje, Anton
Hass, Wilhelm	Randle, Dave
Hansen, Hans Chr.	Ruzner, Ernest
Hansen, Andrew	Rickardson, Adam
Harjes, H. -1940	Rimmer, J.
Haltness, M.	Schmidt, Alfred
Hellisen, H.	Selander, John
Henriksen, Adolf	Shane, J.
Hernonen, H.	Shallow, J.
Hillig, Alb.	Smith, Max
Holmes, Paddy	Speller, Harry
Holmes, Gus	Svensson, A. -1691
Jensen, Hans	Swenson, L. G.
Johansen, C. M.-1593	Tallopon, A. -721
Johansen, Olaf K.	Williamson, A.
Johnson, Bernard	Zagan, J.
Johnson, Chali	Zeisler, A.
Johnsen, C. J.	Zima, W.
Jorgenson, J.	

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Home News.

The population of Alton, Ill., is 17,528 as compared with 14,210 in 1900. The population of Upper Alton is 2918.

The population of Waterbury, Conn., is 73,141, an increase of 27,682, or 59.5 per cent, as compared with 45,859 in 1900.

The population of Atlanta, Ga., is 154,839, an increase of 64,967, or 72.3 per cent, as compared with 89,872 in 1900.

The population of Flint, Mich., is 38,550, an increase of 25,447, or 194.2 per cent, as compared with 13,103 in 1900.

The population of Battle Creek, Mich., is 25,267, an increase of 6704, or 36.1 per cent, as compared with 18,563 in 1900.

The population of Toledo, O., is 168,497, an increase of 36,675, or 27.8 per cent, as compared with 131,822 in 1900.

The population of Michigan State is 2,810,173, an increase of 389,191, or 16.1 per cent, as compared with 2,420,982 in 1900.

The population of Buffalo, N. Y., is 423,715, an increase of 71,328, or 20.2 per cent, as compared with 352,387 in 1900.

The population of Denver is 213,381, an increase of 79,522, or 59.4 per cent, as compared with 133,859 in 1900.

The population of New Albany township, Indiana, including New Albany City, is 25,275, as compared with 24,275 in 1900.

The population of Kalamazoo, Mich., is 39,437, an increase of 15,033, or 61.6 per cent, as compared with 24,640 in 1900.

The population of Mobile, Ala., is 51,521, an increase of 13,052, or 33.9 per cent, as compared with 38,469 in 1900.

The population of Jackson, Mich., is 31,433, an increase of 6253, or 24.8 per cent, as compared with 25,180 in 1900.

A new record for long fasting is believed to have been made by Roland Moeller, a young civil engineer of Denver, Colo., who recently went fifty-seven days without food.

Greater New York has a population of 4,766,883 under the Thirteenth Decennial Census. This makes New York the second largest city in the world, and as large as any two foreign cities, excepting London.

A petition for the pardon of John R. Walsh, the Chicago banker serving a term in Fort Leavenworth Prison for having misapplied the funds of the Chicago National Bank, was presented to President Taft on September 1.

The public schools of Chicago have been thrown open to Chinese and Japanese. Hang Wan Chan, a Chinese, more than 21 years old, is the latest Mongolian to ask for admission, and that he be admitted was unanimously indorsed.

By formal action of the War Department any doubt as to discriminations against left-handed candidates for the army has been removed. The Surgeon-General has declared that left-handed cadets are not physically disqualified.

With an increase of $3.273,325 in the public debt and a total deficit of $17,371,467.07 the United States Treasury closed the second month of the fiscal year with a working balance of $30,626,057.23 on hand and the general fund down to $89,523,207.59.

Labor News.

A Labor Day lesson was presented in all the public schools of San Francisco on September 2, by order of the Board of Education.

Several officials of the San Francisco labor movement have brought suit for criminal libel against Harrison Gray Otis, of the Los Angeles Times.

Buttons were sold to the members of labor organizations in the Labor Day parade at San Francisco in aid of the Union Men's Orphanage, to be established at San Lorenzo, Cal.

C. J. Dolan, a former member of the British Parliament, is toiling without pay at a factory in St. Louis to prepare himself to return to Ireland and establish a great shoe manufacturing industry.

September 4 was observed in churches throughout the United States as Labor Sunday. The ministerial associations in 655 cities, representing over 125 Protestant Church organizations, formally observed the day.

All construction work in Bakersfield, Cal., was tied up on September 1 as the result of a strike of 400 carpenters. The Builders' Exchange refused to grant the carpenters a raise from $4 to $4.50 for eight hours' work.

All unorganized employes of the Missouri Pacific at Pueblo, Col., received an increase of 6 per cent when they got their pay envelopes on September 2. The increase is general all over the system, but does not affect the organized workmen.

Attorneys for the Metal Trades Council of Los Angeles applied on September 1 to the Supreme Court for a writ of habeas corpus to secure the release of Louis Karlson, serving a 100 days' sentence for contempt of court in violating an injunction.

Provision will be made by the Australian Federal Government in the estimates for probably £1000 for payment toward the costs of the unionists who fought the Harvester excise case in the Federal Arbitration Court, and subsequently in the High Court.

Practically every wheel of the Los Angeles (Cal.) Pacific Railroad was tied up on August 29 and all traffic was interrupted through the walkout of twenty men who quit work because of the refusal of the company to grant their request of an increase in wages from $85 to $90 a month.

Instead of taking advantage of Labor Day as a holiday, the Long Beach (Cal.) Carpenters' Union has offered the services of its members to the East Long Beach Christian Church, which expects to start and finish the building of a new house of worship between sunrise and sundown of that day.

Justice Leonard A. Smitkin of New York, said on September 1 that there were already 1100 eviction cases on the docket in the Second Municipal Court in Madison street. Poverty caused by the cloakmakers' strike will probably swell the number of such cases during the month of September to over 2000 more than its usual total.

As an outgrowth of the metal workers' strike in Los Angeles the Union Labor Temple Co-operative Grocery was opened in the Labor Temple of that city on September 3. While its primary purpose is to supply the strikers and their families groceries at cost plus operating expenses, it will be made a permanent part of union labor activities.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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ALASKA FISHERMEN'S LETTER LIST.

San Francisco, Cal.

Letters at the Alaska Fishermen's office will be advertised for six months only and will be returned to the Post Office at the expiration of seven months from date of delivery.

Members whose mail is advertised in these columns should at once notify the Secretary of the Alaska Fishermen's Union of their present address, in order to have their mail forwarded them.

Andersson, Oskar
Albertsen, Paul H.
Belzani, Pietro
Benson, John
Benoor, Fred
Cutino, G.
Christiansen, Alf.
Di Mauro, G.
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INFORMATION WANTED.

Anyone knowing the whereabouts of Andrew Anderson from Tioedestrand, Norway, will please communicate with the Coast Seamen's Journal.

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Blue Diamond Havana Cigars are satisfactory because they are handmade from imported Havana by competent union cigar makers—2 for 25c—10c, 3 for 25c.
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INFORMATION WANTED.

Nils Edmund Johansen, a native of Tansberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address Martin Johansen, 839 Centennial avenue, Alameda, Cal.

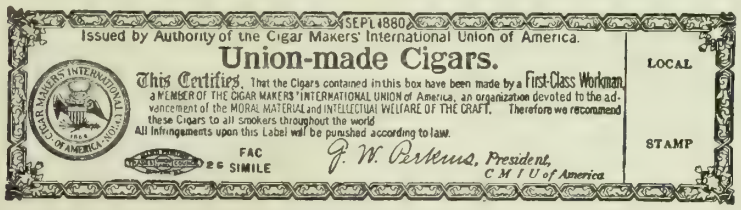
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The Antidote Pipe



A POSITIVE NICOTINE DESTROYER.
"ANTIDOTE," the Catalytic Pipe, has Four Important Advantages which can be found in No Other Pipe.
1. The "ANTIDOTE" needs No Breaking in. Every smoker knows the terrors of the first few smokes in an ordinary Pipe. The First Smoke in an "ANTIDOTE" is as sweet as an ordinary Pipe sweetened by Long Usage.
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3. The "ANTIDOTE" is always Dry even with constant smoking.
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All "ANTIDOTE" Pipes are hand made, of the Best French Briar.
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Bell Brand Union-Made COLLARS in popular shapes at two for 25c. SHIRTS made right here in San Francisco by Union Labor. You can patronize home industry and Union Labor. Good assortment of shirts at $1.00 and $1.50.
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RED SEAL CIGAR
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Are made in San Francisco and sold in 4 Stores:
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Thompson's Blood Specific Cleans the Blood—$1.00.

Domestic and Naval.

Two transatlantic steamships, one of them the liner Lusitania, were held up by the New York health authorities on September 1 because of the cholera scare abroad.

The application of Joseph Allen, a wealthy retired farmer of Westchester, O., aged 88 years, for enlistment in the navy has been forwarded to the Navy department.

Engineers soon will be sent to Cuba to make a preliminary survey of the conditions of the battleship Maine, which was blown up in Havana harbor just before the Spanish war.

All hope of floating the British steamship Drumcliffe, which went ashore on Lobos Island, at the entrance of the estuary of the Rio de la Platte, on August 16, has been abandoned.

The British steamer Drumcliffe, New York for Buenos Ayres, before reported ashore on Lobos Island, has been floated. According to a dispatch from London the damage will be far less than was first expected.

The American ship Erskine M. Phelps, Norfolk, August 4, for Honolulu, was spoken on August 14, in latitude 37 deg. north, longitude 39 deg. west, by the British steamship Pola, now at Philadelphia.

The Royal Mail Steam Packet Company announces that a new weekly service will be inaugurated on October 8 between New York and Antilla, Nipe Bay, by the 6000-ton mail steamships of that company.

The converted yacht Siren, purchased during the Spanish-American war for $40,000, is to be discarded by the Navy. The vessel is now at the Norfolk (Va.) Navy Yard. Bids for the vessel will soon be asked for by the Navy Department.

An average for four hours of 32.8 knots an hour was made on September 2 by the torpedoboat destroyer Paulding on her official acceptance trial. This exceeds the showing of her sister-ships, the Fluzzer and Reid, a year ago. All three are Bath built.

The Roosevelt, Commander Robert Peary's ship, narrowly escaped serious injury from fire on August 28 at her berth in Weehawken, N. J. The steamer was moored near the piers of the Union Dry Dock Company, which were swept by flames with a loss of about $150,000.

The notorious derelict, the Norwegian bark Crown, which was reported by Captain Macdonald of the tanker J. A. Chanslor, is still drifting around the mid-Atlantic. The destroyer Seneca of the revenue-cutter service has returned to New York after an unsuccessful search after the abandoned vessel.

The statistical summary of vessels totally lost, broken up or condemned, published by Lloyd's Register, shows that during 1909 the gross reduction in the effective mercantile marine of the world amounted to 866 vessels of 939,232 tons. Of this total, 383 vessels of 645,670 tons were steamers and 483 of 293,562 tons were sailing vessels.

Sixteen survivors of the thirty-six men who comprised the crew of the British steamer West Point, which took fire and foundered when four days out from Glasgow to Charleston, S. C., were picked up by the Leyland liner Devonian and landed at Boston. The other twenty men, who were in the captain's boat, are believed to have been lost, all efforts to find their boat having been futile.

With the Wits.

Still Loafing.—Silas—Here be an article in this agriculture paper entitled: "A Movement Among Farm Hands."

Cyrus—It must be a fake. I haven't noticed a blamed movement among farm hands since last summer.—Chicago News.

Sacrifices.—"Have you ever made any sacrifices for your country?"

"Of course I have," replied Senator Sorghum. "Why, I go out every year and make speeches free of charge instead of turning my intellectual productions over to a lecture manager or a publisher."—Washington Star.

Just Like a Girl.—"Her cooking-school habits have made a nuisance of her."

"How now?"

"She always wants me to taste the gasoline when the automobile isn't working right."—Kansas City Journal.

Handicapped.—Howell—I see that the paper says that the Treasury Department announces that by washing paper money it will last twice as long.

Powell—Yes, but what is a poor devil to do while his money is in the laundry.—New York Press.

Invisible. — First Suburbanite—How's your garden, old man?

Second Suburbanite—It's simply out of sight.

First Suburbanite—That's good.

Second Suburbanite—It's anything but good. The grass and weeds are a foot high all over it.—Chicago News.

Too Sunny.—James H. Scarr of the New York Weather Bureau said on a hot and blazing day:

"I overheard a timely dialogue this morning between two women.

"'Your husband,' said the first, 'has such a sunny disposition, hasn't he?'

"'Yes, regular July sunny,' was the reply. 'You've really no idea how hot he makes it for me.'"—New York Tribune.

Joint Accounts

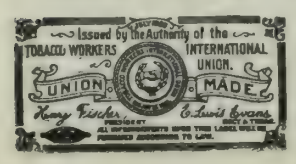
This bank will open accounts in the name of two individuals, for instance, man and wife, either of whom may deposit money for or draw against the account.

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Give It a Trial



UNION MADE

THE MERCHANTS' NATIONAL BANK
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Successor to
THE SCANDINAVIAN SAVINGS BANK

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California Flannels, Clothing, Furnishing Goods and Outfitters. Boss of the Road Overalls, 75 cents. Union Label Lace Back, 85 cents.
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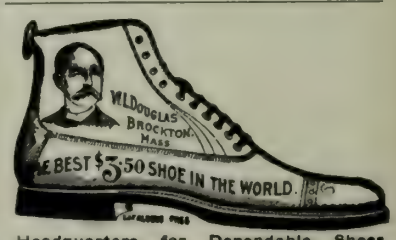
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COAST SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXIII, No. 52. SAN FRANCISCO, WEDNESDAY, SEPTEMBER 14, 1910. Whole No. 2086.

BUCK'S COMPANY'S AGREEMENT.

BY AN AGREEMENT reached at Cincinnati, Ohio, July 19, 1910, the industrial dispute between organized labor and the Buck's Stove and Range Company of St. Louis came to an end. The following is a copy of the agreement:

A conference was held at the office of the International Molders' Union of North America, 707-712 Commercial Tribune Building, Cincinnati, Ohio, on the 19th day of July, 1910, in which the following participated: William H. Cribben and Thomas J. Hogan, representing the Stove Founders' National Defense Association; Joseph F. Valentine and John P. Frey, representing the International Molders' Union of North America; T. H. Daly and Charles R. Atherton, representing the Metal Polishers, Buffers, Platers and Brass Workers' International Union of North America; Frank Grimshaw and J. H. Kaefer, representing the Stove Mounters' International Union; George Bechtold, representing the International Brotherhood of Foundry Employes, and Samuel Gompers, representing the American Federation of Labor.

The conference was held for the purpose of considering ways and means for adjusting the dispute betwen the various organizations of labor and the Buck's Stove and Range Company of St. Louis, Mo., Messrs. Cribben and Hogan being authorized by the new manager of the Buck's Stove and Range Company of St. Louis. Messrs. Cribben and Hogan, for the new manager, declared that he is the supreme authority for the Company; that he expects to be in the active management thereof, and as chairman of the Board of Directors is the highest official of the company; that every one of his associates in the directory and in the management of the company will be loyal to his views; that his position with reference to organized labor is that it is an institution which has come to stay for all time and that it has to be treated with wisely and conservatively, and upon a friendly basis, and that these views and this attitude has always been his, and that the feeling and action of every one connected with the Buck's Stove and Range Company will henceforth be in this direction.

The representatives of labor expressed themselves as being in entire accord with these expressions and declarations, and stated that there is no feeling of antagonism to the Buck's Stove and Range Company, and that under its new management a friendly understanding may be reached and an agreement made by which all may co-operate to the mutual advantage of the company and organized labor. To that end the following memorandum of agreement was made:

1. Within thirty days the officers of the organization herein named shall meet with the manager of the Buck's Stove and Range Company at St. Louis, Mo., for the purpose of determining wages, hours of labor, and conditions of employment of the workers in the departments which they respectively represent.

2. That the agreement in regard to wages, hours and conditions of employment shall take effect ninety days from the date thereof, based on wages and conditions existing in shops of competitors in the city of St. Louis, Mo., operating union shops, fair conditions being the purpose of this agreement.

3. That the labor organizations in interest herein named shall jointly make known and publicly declare that all controversy or difference with the Buck's Stove and Range Company of St. Louis has been satisfactorily and honorably adjusted.

4. That the Buck's Stove and Range Company, through its representatives, Messrs. Cribben and Hogan, agree that it will withdraw its attorneys from any cases pending in the courts, which have grown out of the dispute between the American Federation of Labor, and any of its affiliated organizations on the one hand, and the Buck's Stove and Range Company on the other, and that the said company will not bring any proceedings in the courts against an individual or organizations growing out of any past controversies between said company and organized labor.

5. That a copy of this memorandum and agreement will be published in the next issue of the official journals of the organizations participants in this conference, and in printed form placed conspicuously in the several labor departments of the Buck's Stove and Range Company. And as far as practical, every publicity be given to the satisfactory agreement reached between the Buck's Stove and Range Company and the American Federation of Labor.

For the Buck's Stove and Range Company and the Stove Founders' National Defense Association: Wm. H. Cribben, Thos. J. Hogan.

For the International Molders' Union of North America: Jos. F. Valentine, John P. Frey.

For the Metal Polishers, Buffers, Platers and Brass Workers' International Union of North America: T. M. Daly, Chas. R. Atherton.

For the Stove Mounters' International Union: Frank Grimshaw, J. H. Kaefer.

For the International Brotherhood of Foundry Employes: George Bechtold.

For the American Federation of Labor: Samuel Gompers.

This agreement was printed and immediately a copy was sent to each union, organizer, and the labor press of the country.

The officers of the organizations, as provided in the agreement, will shortly meet with the new manager of the Buck's Stove and Range Company at St. Louis and agree upon the wages, hours of labor, and conditions of employment. The company will then begin its industrial operations in agreement with organized labor. In view of the history, experience, and declarations of the new management of the company, there exists no doubt that a satisfactory agreement as to these conditions will be reached without difficulty.

The new relations of the company and organized labor were referred to the Executive Council of the American Federation of Labor for consideration and action and the President of the American Federation of Labor was authorized and instructed to issue the notice printed as a frontispiece in this issue of the American Federationist.

And thus ends one of the most noted industrial disputes in the history of labor.

A résumé of the history of the contest with the Buck's Stove and Range Company must of necessity be of interest, and though the matter has in one way and another been published, a brief résumé here seems to be essential.

Early in 1906, owing to the refusal of the Buck's Stove and Range Company of St. Louis to continue the nine-hour workday to the metal polishers in its employ, a strike ensued. Later on account of the company's discrimination against and discharge of employes because of their membership in the union, and because of labor's unsuccessful efforts to harmonize and adjust the differences existing, the labor organizations in interest of St. Louis placed the product of the Buck's Stove and Range Company upon their "We Don't Patronize" list. Application was made to the American Federation of Labor at the Minneapolis convention, 1906, to indorse the action of the workers particularly interested and place the name of the company upon the "We Don't Patronize" list of the American Federation of Labor.

The matter was referred by the convention to the Executive Council for the purpose of investigation and, if possible, adjustment. The Executive Council intrusted the mission to Vice-President Valentine to use his best efforts in the direction indicated. At a subsequent meeting of the Executive Council, Vice-President Valentine reported that he had gone to the limit of his opportunities, and definitely ascertained that any effort on his part or on the part of anyone else to confer with Mr. Van Cleave upon the subject would be utterly fruitless, and though some of the then employes of the Buck's Stove and Range Company, who might be affected, were members of the Iron Molders' Union of North America, if which Mr. Valentine is president, he could not conscientiously interpose any objection to the attitude of the workers and organizations aggrieved, or to the full indorsement of the application of our fellow-workers to place the Buck's Stove and Range Company upon the "We Don't Patronize" list of the American Federation of Labor. Thereupon the Executive Council unanimously voted to approve the application.

On December 18, 1907, Mr. Van Cleave, president of the company, who at the time was also president of the National Association of Manufacturers, obtained from Justice Gould, of the District of Columbia, an injunction against the American Federation of Labor, the members of the Executive Council, both officially and individually, the officers and members of local and international unions affiliated to the American Federation of Labor, its agents, friends, sympathizers, or council, forbidding them in any way to publish, print, write or verbally or orally communicate the fact that the Buck's Stove and Range Company was unfair to or had any dispute with organized labor, or that it was "boycotted" by organized labor. The injunction prohibited the publication of the company's name upon the "We Don't Patronize" list of the American Federation of Labor, directly or indirectly, and all were forbidden to state, declare, or say that there existed or had been any dispute or difference of any kind between the company, the American Federation of Labor or any of its affiliated organizations in any manner whatsoever.

Hearing was had before the temporary injunc-

(Continued on Page 7.)

LABEL TRADES DEPARTMENT,

American Federation of Labor.

Washington, D. C., Aug. 16, 1910.

To Organized Labor and Friends, Greeting:

While it is apparent to all who have given any consideration to the matter that the promotion of the sale of union-made products is on the increase, nevertheless the fact remains that some of our affiliated organizations who are not as strong in numbers as others are entitled to receive greater support and encouragement.

One of our affiliated organizations in particular, the Tobacco Workers' International Union, in their efforts to organize the men and women engaged in that industry, are combated by a combination which is probably about the largest in this country, the American Tobacco Company.

In a recent investigation made by one of the departments of the Federal Government it was reported that more than 85 per cent. of the smoking and chewing tobacco and cigarettes made in this country are the output of that combination familiarly known as the "Trust." Not only was this demonstrated in the investigation, but it was also reported that a great percentage of the product of this Trust was not tobacco at all, but was a cheap substitute therefor.

When we realize the large number of workingmen who use tobacco in some form or other, and consider the enormous output of the American Tobacco Company against the output of tobacco and cigarette factories operating under union conditions and using the label of the Tobacco Workers' International Union, it cannot be denied that this organization and its label are not receiving the support they are entitled to from organized labor and its friends.

At the present time the Tobacco Workers' International Union have agreements with some sixty factories located in various parts of the United States and Canada who are manufacturing smoking, chewing tobacco, snuff, and cigarettes that bear the label of that organization.

If our members and friends would give greater attention when making purchases of this character and insist that the union label should appear upon every package they purchase, it will be but a short time before this organization, which is making such a splendid struggle, would be numbered among the largest organizations in affiliation with this department and with the American Federation of Labor.

The American Tobacco Company, having obtained almost complete control of the smoking and chewing tobacco and cigarette industry, are now branching out and endeavoring to obtain control of the product of the cigarmaking industry. It is sometimes thought by many that cigars made in the southern sections of the United States, particularly in Key West and Tampa, Fla., are imported cigars, and the impression among many is that they are not entitled to bear the label. This impression is erroneous. The organizations using union labels in the tobacco industry are entitled to greater support and patronage than they are receiving at the present time. If our members and friends will in the future agree among themselves, collectively and individually, to purchase no tobacco, cigarettes, or cigars unless the same bears the label of the respective organizations, they will be lending a helpful hand to both the Tobacco Workers' International Union and the Cigarmakers' International Union.

Our members and friends are urgently requested that in the future, when making purchases of this character, they shall insist that the label of the Tobacco Workers' International Union appears upon all packages of tobacco and cigarettes, and the label of the Cigarmakers' International Union appears upon boxes from which they purchase cigars.

Not only are they urged to do their duty in this direction, but to insist upon the union label appearing upon all purchases that they make, no matter what the character of the article may be. As stated above, the demand for union-labeled products is on the increase, and if during the coming year we keep alive the activity that has been displayed in the past, it is bound to be of benefit to the affiliated organizations, and the trade union movement as well.

Yours fraternally,

THOMAS F. TRACY,
Secretary-Treasurer.

GYROSCOPE AT SEA.

Known for hundreds of years as an interesting mechanical toy, the gyroscope has at last been pressed into practical service. The feasibility of its use in the monorail car system is said to have been satisfactorily demonstrated, and a reputable marine journal now carries the advertisement of a firm that is furnishing gyroscopes to vessels to keep them on a steady keel in the most tempestuous seas.

Most people remember the gyroscope as a kind of top, with a spindle set within two circles, one running up and down and the other crosswise. Its antics were most remarkable. Its wonderful properties are roughly explained on the principle that a rapidly rotating body tends to keep in the same plane. A grave authority throws additional light on the subject by describing it as "an instrument used to demonstrate certain properties of a rigid body when made to rotate rapidly about an axis, around which it is kinetically symmetrical." An explanation of this sort is very helpful. It goes directly to the nub of the thing, as it were, and is equaled, perhaps, in this respect only by Herbert Spencer's definition of evolution.

The authority already quoted says that in 1856 Professor Piazzi Smyth devised a telescope stand on the principle of the gyroscope that would always remain level on board ship, notwithstanding the pitching and rocking, and so facilitate the taking of astronomical observations at sea. It worked perfectly, too. That professor went about joyfully taking his observations and getting seasick every day with the "pitching and rocking." And fifty years dragged slowly by before any one thought to steady the ship by the same method that was used to keep the telescope stand level.—Washington Post.

An electric curling-iron heater, in which a circuit is made with a resistance coil when a coin is dropped in the slot, is a recent invention for use in hotels and other public places.

SEAMAN RETURNING TO SHIP.

While a ship was lying in port a stoker went ashore with some of his shipmates, with permission, for his own private purposes. He visited several drinking places, and set out to return to the ship about midnight. He was then under the influence of drink, though not actually drunk or incapable of walking. The ship was reached from the quay by a ladder which was not fixed at the lower end, and which was certainly unsafe at night, especially for a man who had been drinking. The man fell from the ladder while attempting to get on board and was drowned. His widow applied for compensation under the Act, and an award in her favor was made by the County Court judge. The shipowners appealed, and the Court of Appeal allowed the appeal on the ground that as the deceased had gone ashore for his own purposes, not on the ship's business, and had not actually got back on board the vessel, the accident did not arise out of and in the course of the employment. The widow appealed to the House of Lords, who reversed the decision of the Court of Appeal, and restored the award in favor of the widow made by the County Court judge. The House of Lords held that as the danger of falling from the ladder, which was the only means of access to the ship, was incidental to the services of the deceased as a seaman, the accident clearly "arose out of" the employment. The real question, however, was whether the accident occurred "in the course of" the employment. It arose in the course of the employment if the man was doing anything which he might reasonably do while so employed. A seaman going ashore without leave is not doing what he may reasonably do while so employed, but is leaving his employment for the time. If, however, he goes ashore with leave, he is, while on shore, still in the course of the employment, as he is not engaged for so many hours a day, but continuously day and night for a considerable period. An accident happens in the course of a man's employment if it happens while he is doing what a man so employed may reasonably do during the time he is employed and at a place where he may reasonably be during that time. Hence, in this case the accident to the deceased did arise in the course of the employment. The appeal was therefore allowed.—Moore vs. Manchester Liners, Limited, House of Lords, July 18, 1910.

MEXICAN-ISTHMUS ROUTE.

The freight carried over the Mexican-Isthmus route in 1909 reached nearly 1,000,000 tons. At Salina Cruz port the temporary entrance to the inside dock has been filled in, and the whole proposed length of wharfage, built of stone and cement, is now completed and fully equipped with electric cranes, etc., for the rapid loading and discharging of vessels. Another large steel and masonry warehouse has been completed, making six in all, each over 300 feet long. The Pan-American Railway, connecting with the Tehauntepec line, handled of the 1909-10 Chiapas coffee crop, 8,500,000 pounds, fully 75 per cent of which went to London and Hamburg. Next season it is estimated there will be a 45 per cent increase in the crop and a 15 per cent increase in acreage.

LEANING TOWER OF PISA.

Once more comes a report from Pisa to the effect that the famous campanile, better known as the Leaning Tower, is showing signs of unstable equilibrium. This sort of thing had been heard many times in the past few centuries and no one paid any attention to it, but when the campanile of St. Mark's in Venice fell down it awoke public officials to a realizing sense that there was danger in many other places. The Leaning Tower was constructed in the twelfth century and is one of the most beautiful of architectural works aside from its peculiarity of being so far out of plumb. It has given Pisa much of its fame and the people are very much perturbed for fear there will be another catastrophe like that at Venice.

Recent investigations show that the foundations are only nine feet deep and that the underlying soil is now damp most of the time. It is maintained that in less than a century the tower has increased its departure from the perpendicular by eight inches. All sorts of expedients have been devised for forestalling any danger. It seems to be generally agreed that the foundations must be underpinned, and they do not seem to be so familiar with that sort of work over there as are some contractors in this country. Once more American aid is to be called in, this time a professor of architecture in a technical school, who has spent many months investigating the tower.

This American, after a most careful examination, comes to the conclusion that the tower never was plumb, that it was designed to lean and was simply a conceit of the architect and not an accident. He has examined the courses of masonry carefully and it appears that the tower could not have moved from the perpendicular without great disturbance to the structure and probably its destruction. Although the subject has been mooted for a long time, the American seems to have proved his case conclusively. He will assist the authorities in coming to some determination as to the best method to pursue.

It will be remembered that a few years ago the Venetians had to send to an architect of this city for complete plans and specifications to reconstruct their famous tower. The Philadelphian kindly forwarded the plans, and up to date has never received the slightest recognition. Doubtless he would not exact a fee, but one might imagine that a grateful government would find some method of expressing its appreciation of services which were so essential. We hope the Pisans are more appreciative.—Philadelphia Inquirer.

VENEZUELA ORDERS LIGHT.

The Government of Venezuela has ordered in England a modern revolving light to be stationed at Puerto Cabello. It will illuminate the coast for a radius of 20 miles. The Government has also ordered an electric plant to be installed on the island of the navy yard which will light not only the several sections of the shop, but also the fortress, the entrance of the harbor, the lighthouse, the custom house, and the wharves.

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TURKEY'S NAVAL PURCHASES.

The sale by the German Admiralty of two old German battleships, the Woerth and Brandenburg, for $2,500,000 apiece to the Turkish Government is causing the British public to wonder why Great Britain cannot drive similar bargains for her many obsolete warships. It is stated that Turkey wished to buy some discarded British vessels and that this was impossible owing to the conditions imposed by the British Admiralty, which when it sells an old ship invariably stipulates that she must be broken up and deprived of all fighting qualities before she leaves the country.

The two German ships sold to Turkey were launched in 1891 and 1892. Their displacement is 10,000 tons and their armament consists of six short eleven-inch guns, with a secondary battery of 4.1 inch and 3.4 inch pieces. They are thus contemporary with the British Centurion and Barfleur, ships of the same size and of high speed, each armed with four ten-inch and ten six-inch guns.

These two British warships were sold by auction last month, the Barfleur fetching $132,500 and the Centurion $131,000, or about one-twentieth of the sum which Germany is now to receive for similar units. These figures, however, do not really represent the differences in price received, for the German ships are being sold with armament, equipment and ammunition complete, whereas the British battleships were stripped and cleared out when placed in the sale list.

The difference, however, is very remarkable, and it is being asked why the British authorities could not relax their cast iron rules and obtain better prices for obsolete British war vessels.

COMBATING A SHIPPING RING.

The Indian Trade Journal, of Calcutta, an official organ of the British Colonial Government, makes the following announcement in regard to the rates on shipping which affects the entire world:

"A shipping-ring ordinance has been published by the Government of the Straits Settlements. It imposes a duty of 20 per cent. on freight in all bills of lading. Shippers outside the ring get the duty returned to them, but those inside the ring do not. It is thus hoped to force the shipping conference to break up, the alternative being a heavy tax on shipments. Power is given to recover deferred rebates to the extent of 10 per cent. or such larger amount as may be fixed by the Governor in Council. The ordinance will be discussed by the Legislative Council in August. In the meantime it is possible that efforts will be made to reach a settlement amicably. Colonial feeling is strong against the ring and the Government proposals are cordially approved.

Two Tennessee draftsmen have patented a magnetic T-square, which is held against the iron-bound edge of a drawing board by an electro-magnet in its head. A switch cuts off the current and allows it to be moved.

A new life preserver consists of a belt and leg straps, to which are attached four floats resembling a soldier's canteen, which move freely and independently of each other.

MARITIME UNIONS OF THE WORLD.

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Subdivisions.

Atlantic Coast Seamen's Union, 1½ Lewis St., Boston, Mass.

Maritime Firemen, Oilers and Watertenders of Atlantic and Gulf, 28 South St., New York.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Inland Seamen's Union, Whitehall, New York.

Harbor Boatmen's Union, 214 West St., New York, N. Y.

Lake Seamen's Union, 143 West Madison St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Sailors' Union of the Pacific, 44-46 East St., San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 51 Steuart St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 51 Steuart St., San Francisco, Cal.

Australasia.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
25 Arcade, Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf, Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

Great Britain.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

Belgium.

Internationale Zeemansvereeniging, Diepestr 152, Antwerpen, Belgium.

Germany.

Zentralverband Seemannischer Arbeiter, Hamburg 1, Bensenbinderhof 57, IV., Zimmer 54 (Gewerkschaftshaus), Germany.

France.

Federation National des Syndicats des Inscripts Maritimes de France, Marseille, 11 Place de la Joliette.

Norway.

Norsk Sjomands Forbund, Stavanger, Norway.

Sweden.

Svenska-Sjomens-og Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

Denmark.

Somandenes Forbund, Kobenhavn, Holdbodgade 11, Kld., Denmark.

Sofyrbodernes Forbund, Kobenhavn, Toldboldgade 8, Denmark.

Holland.

Algemeene Nederlandsche Zeemansbond, 2 e Atjehstr. 6, Amsterdam.

Italy.

Federazione Nazionale dei Lavoratori del Mare, Genova Vico Casosini, No. 8, Italy.

Austria.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Boschetto 5, Austria.

Spain.

Federacion Nacional de Obreros de Mar de Buques y puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

Uruguay.

Sociedad de Resistencia de Marineros, Montevideo, Rampla 103, Uruguay.

Argentina.

Lega Obrera (Sailors and Firemen) Sinforiano Corvetto. Buenos Aires, Olavarria 363 (Altos) und Suarez 44.

World's Workers.

The employment of indentured colored labor by mine owners in New Caledonia, in preference to the white labor, is a sore point with the Labor party in the French colony.

Negotiations for a conference between the shearers and sheep owners in New Zealand have been broken off, owing to the pastoralists insisting on a reduction in shearing rates.

Boodle is beginning to exploit black labor for all it is worth in Fiji. The British India steamer Santhia, bound from India to Fiji, recently touched Mackay. The vessel had 1000 coolies on board for the sugar fields of Fiji.

The Perth branch of the Shop Assistants and Warehouse Employes' Federation of Australia has decided to cite a number of leading city commercial firms before the Arbitration Court on the question of wages and working conditions.

The Australian Federal Minister for Customs (Mr. Tudor) told a deputation of Melbourne wharf laborers, who complained that interstate grain sacks often went up to 3 and 4 hundredweight, that he had no power over interstate trade, but had communicated with the State Governments.

The Victorian (Australia) Premier promised a deputation from the Australian Miners' Association recently, that he would move a resolution in Parliament for the appointment of a special board to fix the rates of pay for the men employed in gold mining in Victoria.

A strike has occurred in the Collier Cardiff mine, West Australia, owing to the manager refusing to reinstate a blacksmith who was dismissed. Other mines promised to supply coal to enable the mine to keep down the water, but the employes of other collieries threaten to cease work if this be done.

During the last three months nine new unions have been formed by the Sydney (Australia) Labor Council. They are: Watchmen, Caretakers and Cleaners, Cycle and Motor Workers, Tin Canister Workers, Rope Workers, Stage Supernumeraries, Metal Ceiling Workers, Meat Packers, and Boatbuilders.

Labor Premier Verran, of South Australia, says that people object to factories acts and wages boards, but if the masters did their duty there would be no need for such. He could say the same now as Paul said to Philemon, "You may have bought this man, but you have not bought his soul. Look upon him as your brother."

At a recent meeting of the Brisbane (Australia) trades it was reported that organizing work was progressing satisfactorily, several new unions being in process of formation. Delegates from various unions stated that great dissatisfaction exists concerning the ineffective administration of the wages board, and desire continued agitation for an amending bill to provide better protection than the present act affords.

It came out in the Sydney (Australia) Industrial Court recently that the secretary of the Newcastle branch of the Painters' Union had settled out of court the information against Callen & Sons for underpaying employes. The sum of £10 5s was paid. The judge said the case was a very bad one, as one of the men had been paid 5s a day instead of 9s. The settling of the case was very irregular, and things of that kind led to very serious abuse.

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INFORMATION WANTED.

Fred Bjorn or Bjornsen, a native of Trondjem, Norway, is requested to communicate with his brother, H. J. Bjornsen. Address H. J. Bjornsen, Well Street Sailors' Home, London E., England.

Henry Fauske, a native of Norway, aged 36, last heard of on the Pacific Coast 18 years ago, is inquired for by Mrs. Emma Fauske. Address St. Helens, Wash.

INFORMATION WANTED.

Soren P. Nielsen, a native of Aarhus, Denmark, born 1887, is inquired for by his sister. Address, Danish Consulate, New Orleans, La.

Edward Monsen, a native of Skudesnes, Norway, about 38 years of age, last seen in New York in 1907, supposed to be on the Pacific Coast, is inquired for by his brother-in-law, K. Moklef, 150 Noe street, San Francisco, Cal.

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Pacific Coast Marine.

Charles Warner has been appointed master of the barkentine William G. Irwin, vice William Tobin.

Captain H. C. Killman, for twenty years a Pacific Ocean master mariner, died at his home in Alameda on September 7, following a long illness.

The steamship Jefferson arrived at Seattle on September 3 from Skagway, Alaska, bringing $300,000 in gold from the Tanana district.

T. F. Shipsey has been appointed master of the schooner Allen A., vice Henrick Henricksen. The schooner A. F. Coates has been enrolled with T. J. Morris master.

The steamship W. G. Lindsay, brought from Cleveland two years ago by Grays Harbor men, has been tied up indefinitely at West Seattle. She has not been a financial success on the Coast.

The salmon ships Berlin and St. Nicholas arrived off the mouth of the Columbia River on September 10. They came from Nushagak River, Alaska, completing the passage in twenty-five days.

H. C. Thomas has been appointed master of the steamer Governor, vice Rasmus Jepsen, and Robert Ramsey of the schooner Magnolia, vice Philip Herman. The schooner Shasta, F. Kleson master, was enrolled.

Looking trim and neat as a pleasure yacht, after breaking all sailing records between Seattle and Cooks Inlet, the full-rigged ship St. Paul of the Northwestern Fisheries Company's fleet arrived at Seattle on September 8 with a full pack of this season's salmon.

The following changes of masters were filed at the San Francisco Custom-house on September 3: Steamer Sea Fox, Rasmus Rasmussen, vice E. A. Sandstrom; steamer Acme, William A. Eliasen, vice Ivan Plomgren; steamer Arcata, K. Lindberg, vice J. Bostas.

First of the salmon packets to arrive home from the Alaskan canneries, the bark Olympic, Captain Evans, arrived at San Francisco on September 4. She brought 23,468 cases of salmon to the North Alaska Salmon Company. The Olympic was twenty-two days sailing down from Bristol Bay.

The Alaska Pacific steamer Watson, which grounded on a reef off Waadah Island, Neah Bay, on September 1 threw overboard 500 tons of general cargo on the 2d, and at high tide got off the rocks by her own effort. She arrived at Seattle under her own power, apparently uninjured. A survey will be made to determine whether any damage was done.

Second of the cannery fleet to return from Alaska, the bark Star of Holland, Captain P. Gunderson, arrived at San Francisco on September 5, after a passage of fourteen days from Karluk. She brought 66,700 cases of canned salmon to the Alaska Packers' Association. The Star of Holland is the first of the Alaska Packers' fleet to arrive home.

W. G. Miller, Lighthouse Inspector at San Pedro, has notified the local Government Engineer's office that a temporary light and fog bell has been recommended to be placed on the breakwater, but no appropriation is as yet available for the work. The California Construction Company, which has just completed the breakwater under contract, maintained a small light at the end.

Twelve days from Naknek, the Alaskan Packers' tender Kadiak, Captain Ross, arrived at San Francisco on September 6. She was in ballast. Captain Ross reported that he towed the ship Star of Italy 120 miles out of the Pass. He reported also that the ship Oriental left Bristol Bay on August 18, and the tender George F. Haller on August 25.

The whaling back Gayhead, of San Francisco, has 1180 barrels of oil, according to a report made to the salmon tender Kayak, which has arrived at Seattle. This is considered a fairly good catch. The Gayhead sailed from San Francisco on March 5 in command of Captain Wing. The Kayak spoke the whaler on August 28, ninety miles south of Shumagin Island.

The steamer Kansas City of the San Francisco-Portland Steamship Company has been placed in winter quarters in Oakland Creek. The Kansas City was lying in the stream for several months since she was taken off the San Francisco-Columbia River run upon the arrival of the new steamers Bear and Beaver, which are now operating with the Rose City. The Kansas City is in good condition and can be placed in service at any time if necessary.

Preliminary negotiations are in progress between the Harriman interests and Kurt Woermann of Hamburg, Germany, and his associates for the establishment of a German line of steamships between Hamburg, Antwerp and Tacoma, San Francisco and Los Angeles, via Oriental ports. The service, if inaugurated, will duplicate that now given to Tacoma by the Weir and Blue Funnel lines, except that Continental instead of English ports will form the European terminals.

Mariners navigating vessels past Tatoosh Island are complaining of risks encountered because the fog signal at the Island recently has been out of commission. Commanders of several steamships have pointed out that the absence of the signal constitutes a source of constant danger to vessels passing in and out of the Straits of Fuca. The signal has become so well known to shipmasters in coastwise trade that its absence makes the danger of disaster even greater.

The Chinese Engineering and Mining Company, Limited, a British corporation under the management of Major W. S. Nathan, R. E., has made the first move toward invading the coast fuel field, supposedly controlled by the Western Fuel Company. On September 2 the Norwegian steamer Sark arrived from Chingwangtao with 5000 tons of steam, fuel and smelter coal and docked at pier 36. The coal was consigned by the Chinese Engineering and Mining Company to its local agents, Ernest J. Moss & Co.

As a result of the missionary work done by C. P. Overton, head of the Pacific Coast Codfish Trust, while on Puget Sound recently, the catch of the fishing schooner Fortuna, which returned from a cruise in Bering Sea a few days ago, will be discharged in San Francisco, instead of at the Quartermaster Harbor plant of the Blom Codfish Company, where the Fortuna's cod have heretofore been cured and packed for the market. The catch consists of 105,000 fish, the Fortuna's full capacity.

The three steamers which Bates & Chesebrough have for their new service between San Francisco and Balboa, the new Panama port, are well known on this Coast. They are the Mackinaw, owned by the firm of Schuback & Hamilton; the Stanley Dollar, of the Dollar Steamship Company, and the George W. Fenwick of the Hammond Lumber Company. The first of the vessels will leave San Francisco on October 1, and the sailings thereafter will be at intervals of fifteen days. San Pedro will be the only port touched at between San Francisco and Balboa.

Two deaths occurred on the passage home from the Alaskan canneries of the Alaska Packers' bark Levi G. Burgess, Captain Wilson, which arrived at San Francisco on September 10, after a slow passage from Nushigak. On August 18 Thomas Mullen, age 28, a native of Ireland, succumbed to consumption, and on August 27 John McDevitt, age 35, a native of the United States, died of the same cause. Both bodies were buried at sea. Captain Wilson reported that the slow passage of the Burgess was due to light and contrary winds. The bark brought 30,000 cases of salmon.

Within a few days the advance guard of the San Francisco salmon packet fleet will begin to arrive. Several of the vessels are reported under way down from the Alaskan canneries. The barks Levi G. Burgess and Charles E. Moody sailed from Bristol Bay in company on August 9. The schooner Prosper got away August 8, the ship Star of England on August 13, the ship Star of Chili and the barkentine Centennial on August 19. According to reports received recently this season's pack falls short of two previous seasons, but all of the packets will have good loads.

The well-known Boston Towboat Company, which formerly operated a line of steamers from the Pacific Coast to the Orient, has sold its properties to the Massachusetts Gas companies for a consideration of $1,000,000. The Boston Towboat Company's fleet included the freighters Hyades, Pleiades and the Lyra. The company also operated the freight carriers Shawmut and Tremont, which were sold recently to the Government to carry freight along the Atlantic to the Panama Canal. They are now known as the Ancon and Cristobal. The Pleiades now operates for the American-Hawaiian, and the Hyades is owned by the Matson Navigation Company. The Lyra was sold to the Luckenbach estate.

The following changes of masters and enrollments were recorded at the San Francisco Custom-house on September 10: Changes of masters —Steamer Tamalpais, F. E. Anderson, vice George Hansen; steamer Sea Fox, H. P. Marshall, vice Rasmus Rasmusen; steamer Argyll, Richard Dickson, vice H. G. Lawson; steamer Colonel E. L. Drake, John D. Smith, vice George Bunting. Enrollments—Schooner A. F. Coats, T. J. Morris; schooner Sailor Boy, W. Johnson; steamer Redondo, O. Hansen; steamer J. A. Chanslor, G. B. Macdonald; steamer Harold Dollar, J. McClements; schooner George E. Billings, F. S. Birkholm; steamer Restless, George H. Mandsley; schooner Lizzie Theresa, Fred Jensen; steamer Newtown, No. 2, John Harkins; steamer Omega, A. Nyman.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

Affiliated with

AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer,
1½ Lewis St., Boston, Mass.

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ASHTABULA HARBOR, O., 74 Bridge St.
CLEVELAND, O., 929 Superior Ave.
CHICAGO, Ill., 242 South Water St.
MILWAUKEE, Wis., 317 Virginia St.

Sub-Agency:

CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

WALTER MACARTHUR.....Editor
PAUL SCHARRENBERG.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, SEPTEMBER 14, 1910.

CALIFORNIA ON EXCLUSION.

The publication of Labor Commissioner Mackenzie's special report on the subject of Asiatic labor in California probably has led many persons in other sections of the country to suppose that Exclusion sentiment has weakened. That such supposition is erroneous, and indeed contrary to the facts, is abundantly proved by the expressions of the people of California. The State has spoken on the subject at the first opportunity, and its voice is emphatically against the Mackenzie report and in favor of the maintenance of Exclusion.

The State Legislature met in special session last week to consider the submission of a Constitutional amendment authorizing a State tax of $5,000,000 in aid of the Panama-Pacific Exposition. Having disposed of the chief business in hand, the Senate turned its attention to the Mackenzie report, and unanimously adopted the following resolution:

> Whereas, The State Labor Commissioner has in his report concerning Japanese laborers in California expressed his opinion of the necessity for such laborers in this State and has thus without authority misrepresented the wishes of the people of this Commonwealth;
>
> Therefore, be it resolved, That the opinion of such Labor Commissioner is hereby disapproved by the Senate.
>
> Adopted September 9.

The date of the resolution (September 9) was Admission Day, the sixtieth anniversary of the admission of California as a State—a very appropriate occasion upon which to declare for the maintenance of that policy, or principle, upon which, more than upon any other, the State must depend for its growth and prosperity.

Commenting upon the action of the State Senate, the San Francisco Chronicle says:

> In order to have a basis for an intelligent discussion of the effect of Asiatic immigration into this State the Legislature appropriated money for the collection of statistical information bearing upon that subject.
>
> Naturally the work was placed in the hands of State Commissioner of Labor Statistics John D. Mackenzie, whom the Governor, in his inscrutable wisdom, placed in that position.
>
> The Commissioner spent the money and gathered a certain amount of statistical information, whose value can be known only when the complete text is available.
>
> Commissioner Mackenzie, however, not only gathered statistics as directed, but commented on them to the extent of some 200,000 words, which he was not asked to do.
>
> And he not only commented, but the language, and especially the tone of his comment, was recognized as an expression of belief that Japanese immigration was desirable and that it should not be restricted, but encouraged.
>
> This, coming from an official whom strangers at a distance might reasonably suppose to be in sympathy with labor, has been of much injury to this State as it has been extensively quoted in the Eastern press in support of Asiatic immigration.
>
> The Senate did well, therefore, to expressly and by unanimous vote express its disapproval of the unauthorized comment of the superserviceable Mackenzie, which should not be printed as a public document.
>
> The objections to Asiatic immigration are no more strenuously urged by workingmen than they are by all others who care for the maintenance of the civilization of the white race.
>
> It is favored only by the few employing and transportation interests who do not care what becomes of our civilization so only that they can make immediate personal gain.

The two leading political parties of the State also held their conventions last week, and both went on record emphatically for Exclusion. Upon this subject the Republican platform says:

> We declare our faith in the unswerving opposition of the people of California to the further admission of Oriental laborers, and we urge on Congress and the President the adoption of all necessary measures to guard against this evil.

The Democratic plank on Exclusion is even more pointed, as follows:

> Seventh—The exclusion of all Asiatic labor.

Even the Socialist party, which, "on principle," usually opposes the restriction of immigration, has also declared for Asiatic Exclusion as a necessity "for the time being." Thus the recognized mouthpieces of the people have voiced an emphatic demand for the maintenance and extension of Exclusion so as to embrace all classes of Asiatic labor. If anything further be needed to indicate the state of the public mind, it may be found in the expressions of the candidates for public office. Every statement made by a candidate pledging himself to support Exclusion measures has been received with pronounced approval. If it were conceivable that Asiatic Exclusion should become an issue in the politics of California, there is no doubt that that issue would overshadow all other questions, and that it would be settled, as it has been settled in times past, by a practically unanimous vote to bar out the yellow and brown races. California is still true to the instincts of the white race. California is still a white man's country, and determined to continue such.

A communication received from Comrade Furuseth states that the proposals submitted by the delegates from the United States to the recent International Seamen's Conference at Copenhagen, were received by the Conference and ordered submitted to the law-making bodies of the respective countries in such manner as may be best suited to the conditions in each locality. This information is encouraging, as showing the trend of sentiment among the seafaring class throughout the world in favor of improvement in the maritime laws. It is equally encouraging to note that the views of the seamen are supported by a constantly increasing number of public-spirited men in public and private life. Altogether, there seems little reason to doubt that the near future will witness a re-shaping of maritime law the world over so as to bring that institution into harmony with modern conceptions of justice in the relations between employer and employe, on sea as well as on land.

Demand the union label on all purchases.

LABOR PRESS "SPECIALS."

One of the most valuable features of the Labor Day celebration consists of the special issues published by the labor press. Many labor papers have honored the day for a number of years past by publishing "specials" containing matter appropriate to the occasion. The recent Labor Day was honored in this manner to a greater extent than usual. Heading the list of our contemporaries which adopted this means of adding distinction to Labor Day is the American Federationist. In addition to the usual editorial matter from the pen of Samuel Gompers, the Federationist contained a number of articles by the chief officials of certain International unions, showing the progress made during the year by the respective bodies, despite attacks made upon them by their opponents. Altogether the Labor Day issue of the Federationist is an inspiring evidence of the steady and substantial growth of the labor movement. Among the JOURNAL'S exchanges which made special efforts in honor of the day are the following: Labor Clarion, San Francisco, Cal.; Organized Labor, San Francisco, Cal.; News Advocate, Stockton, Cal.; Cleveland Citizen, Cleveland, O.; Bellingham Journal, Bellingham, Wash.; Labor Record, New Orleans, La.; Iowa Unionist, Des Moines, Ia.; Labor Leader, Baltimore, Md.; Union Labor Journal, Erie, Pa.; Iron City Trades Journal, Pittsburgh, Pa.; The Wageworker, Lincoln, Neb.; Butler County Press, Hamilton, O.; Labor Journal, Rochester, N. Y.; Union Reporter, Canton, O.; The Chronicle, Cincinnati, O.; Labor Advocate, Nashville, Tenn.; Labor Advocate, Reading, Pa.

We congratulate our contemporaries upon their enterprise and wish for them the full reward of their industry. In so doing we by no means forget those of our contemporaries which, although making no effort to issue "special" editions, aided materially in the general success of Labor Day by publishing educational articles on the subject. These issues of the labor press have fully maintained the position of that institution as one of the chief instrumentalities of the labor movement. Congratulations all around!

We publish in this issue the full text of the agreement made with the Buck's Stove and Range Company, together with a review of the long dispute between that concern and organized labor. We commend the matter to the careful perusal of our readers. The Buck case is one of the most important in the history of the labor movement, especially in respect to its legal aspects. A thorough understanding of that case is the more important in view of the fact that it is not yet entirely settled. Samuel Gompers, John Mitchell and Frank Morrison are still under sentence of imprisonment for their connection with the Buck case. Just what will be the outcome in the case of our three brothers no one can tell, except that it is likely to determine the issue of "Government by Injunction." If our brothers must go to prison, it is important that we should know the real nature of their offense. A study of the case, as presented in this issue, will enable the reader to determine that question for himself.

San Francisco is the birthplace of the union label; it should also be foremost in the demand for that criterion of fair labor conditions.

Notice! All Los Angeles beer is unfair.

BUCK'S COMPANY'S AGREEMENT.

(Continued from Page 1.)

tion was issued by Justice Gould. He declined later to modify it or to explain its terms. On December 18 the court issued the temporary injunction, it becoming effective December 23, when the company filed its bond, approved by the court. The temporary injunction was made permanent March 26, 1908, by Justice Clabaugh of the same court.

Upon the authority of the Norfolk convention of the American Federation of Labor, an appeal from the injunction was taken to the Court of Appeals of the District of Columbia, our main contention being that the terms of the injunction were in violation of fundamental constitutional rights and guarantees, and that it was, therefore, invalid and void. While this appeal was pending before the court, Mr. Van Cleave petitioned the court which issued the injunction to adjudge Messrs. Mitchell, Morrison and Gompers guilty of contempt of court, and to require them to show cause why they should not be punished therefor. We were harassed for months, our counsel and witnesses being required to travel throughout large sections of the country to take testimony. Days upon days were consumed in the examination of Messrs. Mitchell, Morrison and Gompers at Washington. Practically the history of the American Federation of Labor, printed, written or unpublished, was made part of the testimony.

The court heard argument of counsel on both sides as to whether the defendants, Mitchell, Morrison and Gompers, were guilty of contempt of court. And while the appeal on the original injunction was pending, Justice Wright, on December 23, 1908, adjudged them guilty of contempt of court and imposed sentences of six months, nine months, and one year's imprisonment, respectively, upon "Morrison, Mitchell and Gompers."

This passing comment appears apropos: It is that an unprejudiced, impartial judge might well have deferred a decision in a contempt case involving an alleged violation of an injunction while an appeal upon the validity of the injunction itself was pending and was being considered for decision by a higher court, and further, that the unprecedented sentences imposed were entirely in conflict with the spirit and plain provision of the Constitution, as being cruel and unusual.

The language and manner of Justice Wright in delivering his opinion upon the guilt of the men charged with disobeying the terms of the injunction, the fact that he had given his opinion, or permitted it to be given, out in advance, the whole mockery and formality of asking them whether they had any reasons to assign why sentence should not be pronounced, when he had determined on the sentences in advance: all these, as well as the matter and manner of the arrangement for the scene and the delivery of the opinion and sentence, indicated the unfitness of the man to wear the judicial robe and occupy a judicial position.

An appeal from the decision and sentences imposed by Justice Wright was then taken to the Court of Appeals of the District of Columbia. In the meantime—that is, on March 11, 1909, nearly four months after Justice Wright rendered his decision and imposed his sentences—the Court of Appeals handed down its decision upon labor's appeal on the original injunction issued by Justice Gould. The Court of Appeals affirmed the injunction, but modified its terms. The Chief Justice dissented, the two other justices giving different opinions in sustaining, but modifying, the injunction.

On Tuesday, November 2, 1909—that is, on election day—the Court of Appeals handed down its decision affirming Justice Wright's decision and sentences of Mitchell, Morrison, and Gompers, two associate justices constituting the majority of the court, Chief Justice Shepard again dissenting and declaring that Justice Wright's decision and sentence should be reversed on the ground that he issued an order entirely beyond the power vested in him, and that therefore the order was void.

Since then counsel petitioned for a writ of certiorari so that the case may be brought before the United States Supreme Court upon appeal. The American Federation of Labor and Mitchell, Morrison, and Gompers were unsatisfied with the decisions of the Court of Appeals in the "modified" injunction and the affirmation of the sentences. The then counsel of the Buck's Stove and Range Company were also dissatisfied with the modification of the original injunction. Thereupon both the matter of the injunction and of the sentences were by agreement merged into one appeal to the Supreme Court, hearing and argument upon which was set by the court for October 11, 1910.

We have been asked time and again whether the settlement of the dispute between organized labor and the Buck's Stove and Range Company will not change the status of the case before the Supreme Court of the United States. We can answer definitely and absolutely that it does not in any particular, and that the case upon appeal will be heard upon briefs and arguments by the Supreme Court and determined by that tribunal. The counsel for the American Federation of Labor express their absolute confidence that the contention of the American Federation of Labor will be sustained by the Supreme Court of the United States. In the interest of justice and equality before the law, in the interest of human freedom and the perpetuation of our republic it is a consummation devoutly to be wished.

It may not be amiss here to call attention to an important fact. During the hearings in the contempt case we testified that earnest efforts were made by the American Federation of Labor's representative to bring about an honorable adjustment between the Buck's Stove and Range Company and organized labor. This was denied and disputed, and in argument before the court denounced as untrue. At that time we were not warranted in giving the names of anyone other than that Vice-President Joseph Valentine was the authorized representative of the American Federation of Labor to make such an effort. Now that an agreement has been reached, we can say that Mr. Valentine approached Mr. Thos. J. Hogan and Mr. Wm. H. Cribben, the then executive officers of the National Stove Founders' Defense Association, of which the Buck's Stove and Range Company was a member, and Mr. Frederick W. Gardner (the new manager of the company), who even then had a large interest in the company, with the purpose of having a conference with the late James W. Van Cleave, the then president of the company, and that Messrs. Cribben, Hogan, and Gardner dissuaded Mr. Valentine from any such effort by reason of the obdurate position Mr. Van Cleave took to in no way confer or to come into agreement with organized labor.

And now, since an industrial agreement has been reached and has been published in the press of the country, many of labor's antagonists have endeavored to belittle the result and its influence. Labor can pursue the even tenor of its way. The new manager of the company, Mr. Frederick W. Gardner, who has always been in entire agreement with organized labor, has dealt with it, his experiences covering a long period of years, deems that it is most advantageous in this enlightened industrial era to find points of agreement rather than points of disagreement and contention with organized labor. It is this spirit and thought with which organized labor is in entire accord.

It is the hope and expectation that labor will maintain the best possible relations with the Buck's Stove and Range Company under its new management and under its new policy, and that it may result to the mutual advantage of both. Surely its influence upon the workers of our country must be encouraging. That it will have a tendency to have employers generally come into more agreement with organized labor there can be no question. The agreement with the Buck's Stove and Range Company and organized labor will have far-reaching influence upon the progress and success in the evolutionary development of the movement of our country and contribute much to the common uplift of all labor, of all our people.—American Federationist.

INSURANCE IN GERMANY.

In reporting on the new insurance bill, copies of which were recently distributed among the members of the German Reichstag, a correspondent in Berlin says:

The measure has already passed the Upper House (Bundesrat), will receive its first reading in the Reichstag in the near future, and will then be referred to a special committee which will sit during the summer. It is difficult to predict the shape in which it will be referred back to the Bundesrat, but in well-informed circles it is thought there will be a number of modifications, and that its final passage will not take place before the coming winter.

The aim of the new measure is to extend the existing provisions respecting sick-benefit insurance to the working classes not heretofore protected; to create a system of insurance for the dependent relatives of deceased workmen; to harmonize the many different laws, supplementary laws, amendments, and decrees regarding workmen's insurance; and to simplify the methods of procedure for the settlement of disputes between employers and employes arising from insurance matters.

An Illinois man has patented a display rack for edged tools which permits them to be examined without handling. A revolving standard carries circular disks from slots in which the tools are hung.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Sept. 6, 1910.
Regular weekly meeting was called to order at 7:30 p. m., Robert Rollo presiding. Secretary reported shipping medium. The referendum vote on the donation of $400 to be divided equally between the strikers at Portland, Or., and Los Angeles, Cal., was declared carried.

San Francisco, Sept. 12, 1910.
Regular weekly meeting was called to order at 7:30 p. m., Geo. Stedman presiding. Secretary reported shipping slack; Alaska fishermen are returning with a season's catch somewhat below the average.

E. ELLISON, Secretary pro tem.
44-46 East St. Pacific Phone Kearny 2228 Home Phone J 2228.

Vancouver, B. C., Sept. 3, 1910.
Situation fair.
JOHN PEARSON, Agent
122 Alexander St. P. O. Box 1365.

Tacoma Agency, Sept. 6, 1910.
No meeting; no quorum. Shipping medium; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Sept. 6, 1910.
Shipping and prospects poor.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Sept. 6, 1910.
No meeting; no quorum. Shipping and prospects very poor.
WALTER MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Sept. 6, 1910.
Shipping and prospects poor.
HARRY COOK, Agent.
P. O. Box 6. Tel. 225.

Portland, Ore., Agency, Sept. 6, 1910.
Situation unchanged.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Sept. 7, 1910.
No meeting; no quorum. Shipping medium; prospects uncertain.
JOHN W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Sept. 6, 1910.
Shipping dull; prospects poor.
HARRY OHLSEN, Agent.
P. O. Box 67. Tel. Main 662.

Honolulu Agency, Aug. 27, 1910.
No meeting; no quorum. Shipping good; prospects poor.
CHAS. SORENSEN, Agent.
P. O. Box 314.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Sept. 8, 1910.
Regular weekly meeting was called to order at 7:30 p. m., H. Frazer in the chair. Secretary reported shipping fair. Thomas Ellis was elected delegate to the convention of the California State Federation of Labor. Nominations for delegate to the International Seamen's Union will be made on September 22, 1910, at headquarters and the branches (San Pedro agency to nominate on September 26). The election will be held in four consecutive meetings, beginning October 27, 1910.

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Sept. 1, 1910.
No meeting. Shipping slow.
LEONARD NORKGAUER, Agent.
P. O. Box 1335.

San Pedro Agency, Sept. 5, 1910.
No meeting. Shipping poor.
ED. BARRY, Agent.
P. O. Box 54.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Sept. 6, 1910.
Strike situation good.
ALEX. McKECHNIE, Sec'y pro tem.
674 West Madison St.

DIED.

Otto Ambuhl, No. 829, a native of Germany, aged 46, died at San Francisco, Cal., on Sept. 11, 1910.

John Anderson, No. 130, a native of Sweden, aged 60, drowned at Seattle, Wash., on Sept. 1, 1910.

ON THE GREAT LAKES.

(Contributed by the Lake Seamen's Unions.)

LICENSES REVOKED.

Vessel Inspectors Stewart and Van Liew, who investigated into the wreck of the steamers James B. Wood and Frank H. Goodyear, in which eighteen persons were drowned in Lake Huron on May 23, have made their finding.

The vessel inspectors held that both boats were running at full speed in the fog until a very short time before they crashed and that as a result the men in charge of the two steamers violated laws relative to running at full speed in the fog.

The inspectors have revoked the licenses of Captain T. D. Gibson of the steamer Wood; have suspended Captain R. F. Heminger of the steamer Goodyear for sixty days and suspended Donald McLachlan, mate of the Wood, for thirty days.

The finding of Inspectors Stewart and Van Liew is that Captain Heminger violated Rule 15 and that if the weather was thick enough to warrant the blowing of signals, the steamer's speed should have been moderated as the rule required.

In regard to the charges against Captain Gibson of the Woods, his own testimony shows that from Port Huron lightship No. 61 to the time the steamer was checked down, her average speed was more than ten miles per hour.

This shows that first-class Pilot Donald McLachlan was also guilty of breaking Rule 15.

The testimony shows that the Goodyear violated Rule 23 and the Wood violated Rule 2, which makes both steamers equally to blame for the collision. If either rule had been complied with, the collision would not have taken place.

Commenting on the sentences imposed by the United States Local Inspectors at Port Huron on Captain Thomas D. Gibson, of the steamer J. B. Wood, and Captain F. R. Heminger, of the Goodyear, the inspectors said that the testimony showed the Wood and Goodyear exchanged two blast passing signals three or four times, the Wood blowing first, before danger signals were blown at all, and assert that had Rule 23 been observed and had each steamer starboarded her helm, there would have been no collision.

"It appears the Wood did starboard her helm, but the Goodyear did not," says the report, "but we will have to exonerate Captain Heminger because the rule was violated before he got to the pilot house."

The Local Inspectors hold that Captain Gibson's own testimony convicts him of violation of Rule 15, as the Wood, credited with a speed of ten miles an hour, passed Lake Huron light-vessel No. 64 at 7:45 p. m., May 23, and ten hours later had reached the scene of the accident, 103 miles distant, although testimony showed she had checked fifteen or twenty minutes between 4 and 5 o'clock and again about 5:45 a. m., just preceding the collision.

The distance the Goodyear had made from Detour also satisfies the Local Inspectors that vessel was not slowed down to a moderate rate of speed through the fog even though it was so thick as to warrant the blowing of fog signals, until a few moments before the Goodyear was sunk by the Wood, just before which time the Goodyear's engines were reversed.

To secure a license again it will be necessary for Captain Gibson to pass examination before a Board of Local Inspectors in the same way as if it were his first application.

OUTLOOK CONTINUES GOOD.

The Lake District Grievance Committee met at Fremont Hotel, Buffalo, N. Y., on August 24, 25 and 26.

Comrade William H. Frazier, Secretary-Treasurer of the International Seamen's Union, was present and expressed himself well pleased with the outlook. The financial situation of the Lake unions is good, and we need have no fear of the funds giving out. Our comrades on both Coasts are "standing by" with a loyalty, devotion and generosity almost beyond belief. We of the Lakes will never be able to thank them enough, and I do not believe there is a land-workers' organization on earth which can claim the honor of such loyalty among its membership.

How can we lose this strike with such loyal comrades at our back? I would never look one of them in the face again if we should quit. But we won't quit. The "Hellfare" plan must seek another home. Our comrades in England and Europe are going to kick it out of there. We are going to kick it out of America. So the Lord only knows what will become of the curse, and it is a curse worse than even the mind of a Russian bureaucrat could conceive. We won't have it. England won't have it. Europe won't have it. That's final. So buckle down, boys, and let's fight some more, harder and harder, and with never a whimper.

W. H. Jenkins.

Conneaut, O.

ANOTHER COAL DOCK.

Constructions will commence at once on a mammoth coal-handling plant for the Fort William Coal Dock Company at Fort William. The contract already has been let. The company was organized recently. It will become the coal-handling department at the Canadian head of the Lakes for the Grand Trunk Railroad. The plant will have an unloading capacity of 4,000 tons in ten hours. The first unit, to be completed before October 15, will cost about $170,000.

Captain John McQueen, of Amherstburg, has purchased the barge Cyrenian from Sarnia parties, and his tug Leroy Brooks has towed the boat from Sarnia to Wallaceburg, Ont. It is understood that Captain McQueen will equip her with a hoisting engine, clamshell and broom, so that she will be self-unloading.

The old schooner will be entered in either the coal or gravel business, and will be used this fall in hauling sugar beets to Wallaceburg factories. The Cyrenian was built in 1879, and has a capacity of 376 net tons. The boat is 135 feet long and 26 feet beam.

DOINGS OF THE "WELFARE" FLEET.

Cleveland, Aug. 24.—The 600-foot steamer Thomas F. Cole of the Pittsburg Steamship Company went on the rocks six miles east of Detour in the dense fog early this morning.

The big freighter was bound up light when she stranded and she is in bad shape. The Cole is out half her length on the rocks and Nos. 4, 5, 6, 7 and 8 tanks on the starboard side are leaking. The steamer was drawing about 15 feet of water and her stern is in 13 feet.

The wrecked ship is exposed to all southerly and westerly winds. The wrecker Favorite has gone to the Cole from Port Huron and Captain W. W. Smith, who will have charge of the work of floating her, left for Detour this morning.

The big steamer Thomas F. Cole of the Pittsburg Steamship Company, which was ashore near Detour, was placed in drydock at Lorain. She will be out of commission something more than two weeks. The steamer has ninety-two damaged frames and forty-five plates will have to be taken off

Local Inspectors of Steam Vessels suspended the license of Captain T. J. Moran, master of the steamer Uganda, for ten days for violation of rules Nos. 2 and 15 of the pilot rules of the Great Lakes. It was charged that while acting under the authority of his license as master of the Uganda in a dense fog Captain Moran failed to establish proper whistle signals and reduce speed to bare steerage way as required by the rules.

The steamer Uganda was in collision with the tug Anson M. Bangs. The Local Inspectors also suspended the license of the captain of the Bangs for ten days.

Aground and Released.

Huron, August 29.—The tug Goulder with lighter Rescue arrived at noon to-day from Detroit for the purpose of lightering the steamer Flag, which went aground early Sunday morning just outside Huron harbor. The steamer was released by the tug Goulder without the use of the lighter at 4 o'clock to-day.

Steamer Osler Aground.

The Canadian steamer E. B. Osler, upbound with coal, stranded on the Middle ground at Port Huron yesterday and a large part of her cargo will have to be lightered.

The wrecker Favorite and the lighter Wayne are working on the Osler and the tug H. D. Goulder and the lighter Rescue have been ordered to her from Detroit. The tug Booth broke her shaft while pulling on the stranded boat.

Boat Fined $200.

For a violation of Rule 1 of the St. Marys River rules by the steamer Matoa, the Pittsburg Steamship Company, to which the boat belongs, has been fined the sum of $200 by Collector of Customs L. M. Willcuts of Duluth.

The violation consisted of the steamer running at a greater speed than ten miles an hour between Everen's point and the northern float lights in lower Hay Lake.

It was August 14 that the offense was committed and she was reported by the revenue-cutter Mackinac.

Big Repair Job.

Repairs on the steamer Zenith City, which was ashore on Lake Superior, were completed yesterday at the yard of the Toledo Shipbuilding Co. While the boat was in drydock, fifty-seven plates from 14 feet to 28 feet in length were removed.

Seventeen new plates were put on, six plates were faired in place. In making the repairs, 131 channel floors were cut out and the majority replaced with new channels, including connections. This work was completed in seventeen and one-half days actual time in drydock. The officials of the Pittsburg Steamship Co. are very much enthused with the promptness with which the repairs were made. The steamer was docked Thursday, August 4, and let out of dock August 24, noon.

Bulgaria Slightly Disabled.

Sault Ste. Marie, August 28.—The steamer Bulgaria, entering Canadian locks, upbound, this morning, became disabled on account of a broken crosshead. She turned around and tied up at Brady pier, American side, for repairs. It is expected that she will get away in the morning.

The steamer C. C. Hand was aground at Grassy Island yesterday. She was released by the tug H. D. Goulder.

For fair products of all kinds consult the Journal's ad columns!

SANDSUCKERS AT POINT PELEE.

Undisturbed by the friction resulting from the efforts of sand steamers to remove gravel and sand from the bottom of the St. Clair River, near Port Huron, and the efforts of Congressman Henry McMorran to obtain permission from the Government to have sand removed from the front of his premises, the little fleet of steamers that operate in Lake Erie near the mouth of the Detroit River are daily hauling their loads of sand from the Lake bottom to the neighboring cities of Cleveland, Detroit and Toledo. Lorain, O., and Windsor also received big quantities and the customs office at Pelee Island is kept busy reporting arrivals and clearances for the sand fleet.

Among the fleet of "sandsuckers," which can be seen at almost any time in the Lake in the vicinity of Pelee Island and Point, are the Canisteo, Reliance, Walter D., R. E. Doville, Ella G. Brokate, Penobscot, Bessie, Clinton, Mary H., Protection, Albert Y. Gowan, John McKerchey, Pine Lake and Root.

ON THE JOB THIRTY YEARS.

A. A. Schantz, the hustling general manager of the Detroit & Cleveland Steam Navigation Company, recently celebrated his thirtieth anniversary in the service of the company. Schantz began his career as a transportation man in Ohio, his first move being to arrange a "personally conducted" excursion from Mansfield to Dayton, O. He secured a position as local agent with the D. & C. line in 1880. He showed marked ability from the start, and in 1892 he was appointed general passenger agent. In 1902 he was made general superintendent and passenger traffic manager, and a member of the board of directors. Three years ago he took another bound upward, when he was made general manager.

Schantz has proven his merit as a transportation executive by the wonderful business he has built up for the D. & C. line. The company has been continually expanding and its present fleet is the greatest on fresh water in the passenger line.

RUSHING WORK ON DOCK.

The big coal dock of the Northwestern Fuel Company at the foot of Winter street, Duluth, is rapidly nearing completion, a crew of 500 men being engaged to rush the work.

A new coal shed on the anthracite side of the dock, which will give an additional capacity of about 100,000 tons, is just about finished. On the north side of the hard coal shed provision is now being made for an additional space of 360,000 square feet for coal storage purposes. No. 1 dock will be the largest coal dock in the world when completed.

BOUGHT THE BOTHNIA.

The wooden steamer Bothnia, of the Montreal Transportation Company's line, has been sold to Collingwood men, to be used in the lumber carrying trade between Georgian Bay and Tonawanda, N. Y. The price paid was $10,000. The Bothnia was built in 1895 by the Calvins, of Kingston, and has a capacity of 833 tons. Her length is 178 feet and beam 38.

STRIKE
ON THE GREAT LAKES

COMRADES:

The strike of Sailors, Firemen and Cooks on the Great Lakes is still on. We appeal to all seafaring men to assist us in persuading seamen to stay away from the Lakes during this strike.

Any reports that the strike has been settled are false.

The Seamen of the Great Lakes are sticking together solidly, and will keep up the battle for freedom and decent conditions until the fight is won. "God Almighty hates a quitter." (So do we.)

Lend a hand, comrades, by inducing seamen to stay away from the Lakes while the strike is on.

Yours fraternally,

LAKE DISTRICT,

International Seamen's Union of America.

STRIKE ON THE GREAT LAKES

KEEP AWAY!

STEAMER HAZEL SOLD.

August Schmidt, Jr., has purchased the little passenger steamer Hazel at private sale for $1,600 from J. D. Parker, receiver of the property of the Deist Steamship Company. The sale was based upon an order of Judge S. A. Richards of the Court of Common pleas, entered in the receivership proceedings. Mr. Schmidt will proceed at once to raise the Hazel, now on the bottom in the slip at the foot of Decatur street, Sandusky, and intimates that he will put her in commission next year as a ferryboat between that city, Cedar Point, Marblehead and Middle Bass Island.

WILL BUILD CARFERRIES.

Carferries are to be built to handle the traffic of the Grand Trunk Pacific Railroad across the St. Lawrence River until the great bridge at Quebec is completed. Bids for the construction of these carferries will be sought within the next three or four months and commissioners of the National Transcontinental have asked the Grand Trunk Pacific to specify the capacity desired for the boats.

It is expected they will be able to move at least thirty freight cars. It is anticipated a through train service between Weymontachene and Moncton will be possible next spring.

NEW PASSENGER BOAT.

Four decks will be available for passenger use on the new $300,000 steamer to be built by Ashley & Dustin for which Frank E. Kirby will have working plans completed early in October.

The vessel will have a capacity for 3,500 people, will be 240 feet long with 60 feet beam, and will have 3,800 square feet of deck space for dancing. She will be equipped with triple expansion engines capable of producing 3,000 horsepower. The steamer will be operated on the Detroit-Put-in-Bay route.

INFORMATION WANTED.

Charles Bourroughs, No. 2745, Lake Seamen's Union, is inquired for by his father.

Findlay J. McDonald, No. 5499, Lake Seamen's Union, is inquired for by John D. McDonald, Highland Park, Mich.

Comrade Henry Blaschke. Any one knowing the above-named comrade please communicate with Jno. Rook, Jr., 2564 E. 55th St., Cleveland.

Roy Person, No. 12522, L. S. U., is inquired for by his sister, Miss Hazel Person, 225 Chisholm street, Alpena, Mich.

William Young, a marine fireman, aged 50 years, last heard of twelve years ago, is inquired for by his sister. Address, Mrs. Anna M. Mills, 644 W. 61st street, Chicago, Ill.

NOTICE TO MASTERS.

The following has just been issued by the Bureau of Lighthouses: Ohio—Lake Erie—South Passage — American Eagle Shoal Buoy, HS, third-class spar, reported out of position August 11, 1910, about 1,200 feet 193 degrees true (S. x W. 5-16 W. mag.) from its charted position, will be replaced as soon as practicable.

TRUSCOTT RECOVERING.

Alvin Truscott, who has been lighthouse keeper at Harbor Beach for many years, is slowly improving from a paralytic stroke which he suffered about three weeks ago. Mr. Truscott is known by mariners along the Great Lakes, and is a highly respected citizen of Harbor Beach. Owing to his advanced age it is feared that his condition may become serious.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

674 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....21 High Street
Telephone Bell 175 R.

CLEVELAND, O.....1244 Main Ave., N. W.
Telephone Bell West 351.

TOLEDO, O.....54 Main Street
Telephone Bell 1890.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.

SUPERIOR, Wis.....1721 Third Street
Telephone, New Phone, Broad 155 L.

BAY CITY, Mich.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
KINGSTON, Ont., Canada.....(Box 96) King Street
ERIE, Pa.....328 German Street
Telephone Bell 599 F.

CONNEAUT HARBOR, O.....922 Day Street
Telephone Bell 83.

SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 2853 South Chicago.

SANDUSKY, O.....510 Meigs Street

HOSPITAL AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

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Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Mich.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

POWER OF BUREAUCRACY.

Much against the judgment of the Senate, Congress passed an appropriation of $100,000 to be expended by the President in the direction of securing a plan for economy in the administration of government and especially in the conduct of the great departments at Washington. No one has doubted that there was a need for reform; there were many incredulous as to any good results from spending this little fortune. It has been done time and time again; many excellent reports have been made—and filed.

That there is need for economy in government is proved by the statement of Senator Aldrich that he could save the country $300,000,000 if allowed to run public affairs on a business basis. He is not an imaginative man and no one has arisen to dispute his figures. But when it comes to using the pruning knife, there is always a vast deal of trouble. Although the civil service prevails in practically all branches of the departments, Government employes are not without a certain amount of influence. Many of them who are life-long residents of the District of Columbia are accredited to various States; not a Congressional district but has its quota and all of these have friends "back home." One would imagine at times that these friends were sufficient to carry the district one way or another. Aside from this, Congressmen are tender-hearted and very liberal with Uncle Sam's purse.

To make drastic and desirable reforms involves the discharge of thousands of Government employes, suspension of many activities now carried on in the name of science, scaling of many salaries, consolidations of bureaus, reformed methods of bookkeeping and a decided fall in the demand for red tape. Yet this is what the President is determined upon, and his commission has just been put at work spending the money and preparing complete plans for reforming our system. Doubtless the plans and specifications will be excellent, incontrovertible and all that sort of thing—and they will be filed. There must needs be a great spasm of virtue before Congress enters upon the work of administrative reform.—Philadelphia Inquirer.

RUINED CITIES OF YUCATAN.

It was Chichen—Chichen Itza, the magnificent, the "Taj Mahal" of Central America, and the building we were gazing on was the most wonderful of the ruined group.

As we looked upon it in the moonlight we could not help feeling how awe-inspiring this colossal temple, rearing itself a hundred and twenty feet into the air, must have been to the ancients. On the top of the pyramid still stands the crumbling ruins of a temple. It is reached by a stairway on each side of its four sides, having one hundred and twenty steps apiece, and contains three rooms, the door-posts of which are carved with the figures of priests, except the one facing eastward, which has large pillars carved into the forms of serpents. The heads of these are turned so that they lie flat upon the top of the pyramid, their eye-sockets still bearing traces of the rich green jade that once filled them.

As we sat we pictured to ourselves the strange and barbaric scenes that had here been enacted. For, if legends are to be believed, it was on these flattened serpents' heads that the tyrant priests of the Itzas, majestic in their bejeweled and befeathered robes, tore out the palpitating hearts of their sacrificial victims after slicing open the breast with a silex knife.

These sacrifices were probably performed in view of thousands of worshipers of the Sun Deity, congregated on the plains below, the heart, after it was torn from its membranes, being burned as an offering in the inner Holy of Holies, while the body of the victim rolled down the stone steps to be sacramentally eaten by the people.—F. J. Tabor Frost, in Wide World Magazine.

GERMAN STREET-CARS.

In all my street-railway riding in Germany I have not yet seen a crowded street-railway car. Only once have I seen passengers standing inside a car.

The Germans recognize the necessity of making street-railway service flexible, to provide for variations in travel at different times, and they attach trail cars behind the motor cars. In even such small cities as Heidelberg a train consisting of a closed motor car hauling an open trail car is regularly run.

American street-railways have provided for increased traffic by putting on larger and heavier cars, but the Germans have met the same problem by running trains of two or three cars. The advantages of the German system to the public are extremely great, and I believe they are almost as great to the street-railway. The floors of German street-cars are low, like the American street-cars of a dozen years ago. They are far easier to get in and out of than our high-floored American cars, which are designed to accommodate the car-builders rather than the convenience of the traveling public.

The German street-cars are clean. They are even cleaner than the Boston street-cars; and those who know how high the Boston street-railway service stands, compared with that of most other American cities, will appreciate what a compliment this is. Not only are the cars clean, but they are attractive. They are kept well painted and varnished, and they look, in fact, like an American car just out of the shops.

And not only are the cars clean, but the employes are clean. Their uniforms are immaculate, their brass buttons shining, and the men themselves are courteous to a degree that leaves an American dissolved in astonishment.—Engineering News.

WIRELESS ON GERMAN SHIPS

The German shipping lines recognize the value of keeping up communication at sea by wireless telegraphy. The North German Lloyd has just ordered the installation of the Telefunken system on 15 of its steamships on the Eastern Asia and Australian lines; the Hamburg-American Steamship Company is providing the wireless telegraph apparatus for four of its great steamers running to Mexico and Brazil; the Hansa Steamship Company, of Bremen, will equip its new vessels, which will be put on the East India route, and the Roland and the Kosmos lines have equipped their steamships to South-American ports with Telefunken stations.

Demand the union label on all purchases.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interest for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

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BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal
Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the
FEDERATED SEAMEN'S UNION OF AUSTRALASIA
29 ERSKINE STREET, SYDNEY, N. S. W.

SMALLER CITIES SHOW GROWTH.

Careful, although unofficial, analysis of the returns from the Thirteenth Census on cities thus far announced reveals that the increased rate of urban growth for the last decade over that of 1890 to 1900 has been confined largely to places having a population of less than 50,000.

While universally there has been a healthy increase, in a large majority of cities exceeding 50,000 the rate of the previous decade has not been maintained. In no instance so far has an actual loss of population been shown, and present comparisons are only on the rate of growth.

The population of sixty-three cities of more than 25,000 has been officially announced. These are somewhat more than one-fourth of the estimated total number of such cities in the country.

Four announcements cover cities of more than 400,000 people. They are St. Louis, with 687,029, or an increase of 19.4 per cent. as compared with an increase of 27.3 per cent. as shown by the census of 1900; Pittsburg, with 533,905, or an increase of 18.2 per cent. as against an increase in 1900 of 31.3 per cent.; Buffalo, with 423,715, an increase of 20.2 per cent. as compared with 37.8 in 1900, and Detroit, with 465,766, an increase of 63 per cent. as compared with 38.3 per cent. ten years ago.

A decidedly better average is shown for the nine cities whose population ranges between 200,000 and 400,000. These are:

Denver, with 213,381; St. Paul, 214,755; Providence, 224,326; Kansas City, 248,381; Jersey City, 267,779; Washington, 331,608; Newark, 347,469; Cincinnati, 364,646, and Milwaukee, with 373,857. For this group the average growth amounted to 33.8, as compared with an increase of 26 per cent. in the 1890-1900 epoch. But this high average is due in large measure to the exceptional showing made by Denver and Kansas City, two of the smallest cities of the class. Denver scored a growth of almost 60 per cent. as compared with a little more than 25 per cent. for the previous ten years, and Kansas City almost 52 per cent. as against less than 24 per cent. in the earlier decade.

The mean for the ten cities of between 100,000 and 200,000 is favorable to the 1890-1900 period to the extent of almost 4 per cent., the average for 1900 being 35.7 per cent, and that for 1900-1910 32 per cent. But notwithstanding this general falling off, the rate of growth was more evenly maintained in this than in any other class; there were not so many extremes. The advantage also was with 1900 in the twenty-one places of from 50,000 to 100,000, the average gain being 41.6 per cent. as against 39.1 in 1900. It should be explained, however, that Oklahoma City and Schenectady, N. Y., have been excluded from this calculation because of the abnormal increase in both.

From the 25,000 to 50,000 grade, Muskogee, Okla., and Flint, Mich., are eliminated for the same reason that Oklahoma City and Schenectady are taken out of the 50,000 to 100,000 class. Because of their high fgures they would run the average up to an unwonted extent.

But even without them the showing is altogether in favor of the last census. Of the cities of this class there are nineteen. With Flint and Oklahoma City out, the mean growth is almost 48 per cent., while the increase for the same places in 1890-1900 was 25 per cent.

Of the entire number only East Orange, Battle Creek, Colorado Springs and Davenport failed to make as large a percentage as in 1900, but as only one of these indicated a gain for this decade of less than 36 per cent., the falling away was only relative.

VARYING COLOR OF THE SEA.

Why is the Gulf Stream blue and the more northern ocean green? The answer is that it has been proved that the blueness of sea water is in constant ratio to its saltiness. In the tropics the tremendous evaporation induced by the blazing sun causes the water to be much more salt than it is in higher latitudes. For about 30 degrees both north and south of the equator the waters of the world's oceans are of an exquisite azure. Beyond these latitudes the blue fades and changes to green; in the Arctic and Antarctic oceans the greens are almost as vivid as the tropical blues.

The extraordinary blueness of the Mediterranean has two causes. One is that very few large rivers of fresh water run into this sea; the second that the Mediterranean is practically landlocked, and being exposed to a powerful sun, evaporation is great. By actual test the waters of the Mediterranean are heavier and more salt than those of the Atlantic.

But blue and green are not the only colors observed in the world's seas and oceans. In January, 1909, a river of yellow water three miles wide and of enormous length was observed running parallel with the Gulf Stream. It stretched from Cape Florida to Cape Hatteras, and was undoubtedly caused by some tremendous submarine upheaval, probably of a volcanic nature. It remained for several weeks.

Again about nine years ago the sea turned almost black off a large portion of the California coast. The whole of Santa Cruz Bay assumed this extraordinary inky hue, and fishing came abruptly to an end. In this case the darkness seems to have been caused by millions of tiny animalculae known as whale food.

The dull reddish tint which is occasionally seen in the Red Sea, and which has given that sea its name, has a similar cause. The water becomes full of microscopic algae—tiny weed.

China's Yellow Sea is usually supposed to owe its origin to the flood of muddy water which its great river pours into it. But here again modern science has proved that living organisms are responsible.

Occasionally, and for some cause as yet undiscovered, great areas of the ocean turn milk white. In March, 1904, the passengers and crew of a Japanese merchant vessel steaming at night between Hongkong and Yokohama ran into a snow-white sea, not an opaque, phosphorescent surface, but an expanse of pure snow white, having a dazzling effect upon the eyes. The phenomenon lasted for six hours and alarmed the passengers so greatly that no one slept at all that night.—Answers.

A California woman has patented a two-piece undergarment for members of her own sex, supplied with whalebone to lessen the number of articles of clothing which a woman finds necessary.

Demand the union label on all purchases.

DEVELOPMENT OF THERMOMETER.

It is now 300 years since Galileo invented the first thermometer. This consisted of a glass bulb fitted with a long open glass stem; the bulb was filled with air and the stem was inserted, mouth downward, into a vessel of water. By heating the bulb the water in the stem was forced downward, and by cooling the bulb the water rose because of the shrinkage of the inclosed air. For about a hundred years this "air thermometer" served to indicate changes in temperature.

Two hundred years ago the first mercury-in-glass thermometer was constructed, first by a German named Fahrenheit, followed by his contemporaries, Celsius and Reaumur. Some of the thermometers contained mercury and others contained alcohol, colored red or blue, just as is frequently the case to-day. In fact, alcohol was used exclusively for several years after the thermometer was invented. Mercury was finally adopted because of its high boiling point.

Before the adoption of mercury there had been great confusion as to exact temperatures, but mercury made it possible to locate two definite points on the stem—the freezing and boiling points of water. Then the distance between these points was carefully divided into a certain number of equal parts, giving us the thermometer as we have it to-day. Fahrenheit divided this distance into 180 equal parts, Celsius made 100 divisions and Reaumur only 80 degrees. Thus we have three different sizes of degrees, according to the thermometer employed. This is confusing. Doubtless the time will come when the 100-degree thermometer will be used exclusively, as it is to-day in all scientific work the world over.

As it is at present, water boils at 80 degrees Reaumur, 212 degrees Fahrenheit and 100 degrees centigrade, under norrmal pressure.

DWELLINGS FOR WORKINGMEN.

A building and savings association of Frankfort, Germany, has acquired 16½ acres of ground near the city, on 2½ acres of which will be erected 600 small dwellings for workmen. Excepting those of only one room, each dwelling will have a separate bathroom. A trial will be made of "living kitchen," which is so arranged that the housewife will have a pleasant and healthy room for the performance of her housework and can at the same time watch her children at play. A public house with a large garden and bowling alley is also contemplated. The lowest rent for two rooms is $5.46 per month and for four rooms up to $12.34 and $14.30. The other rents will vary between these prices according to the size of the rooms and gardens. The cost of the whole project will be $1,012,000.

The largest locomotive on record recently was delivered by its Philadelphia builders to the Atchison, Topeka and Santa Fe railroad for fast passenger service. It weighed 300 tons and was 105 feet long.

The twenty-four electric locomotives which the Pennsylvania railroad is building for its New York tunnels will be the largest and most powerful on record, weighing 330,000 pounds and developing 1000 horsepower each.

News from Abroad.

Two cases of cholera at Heidenau, near Pierna, Germany, were reported on September 10.

The arbitration treaty between France and Argentina was signed at Buenos Ayres on September 7 and transmitted to Congress for ratification.

Advices from Brazil state that plans are afoot there to hold an international exposition in 1915 to celebrate the elevation of that country to a kingdom.

A London (Eng.) firm will put on the market in October a new aluminum alloy which it is said is as strong as steel while its weight is one-third that of brass and only slightly heavier than aluminum.

Vice-President Elias Fernandez-Albano, of Chili, who had been Acting President since the death of President Pedro Montt at Bremen, Germany, on August 16, died at Santiago on September 6.

A strong earth shock was felt throughout Calabria, Italy, on August 30. The inhabitants, awakened from their sleep, fled panic-stricken into the streets. No casualties have been reported.

Hamilton Smith, President of the Mormon Church, is authority for the statement that President Diaz has assured the Church that polygamy and other practices will be permitted without interference in Mexico.

Serious floods threaten the cities of Osaka and Kobe, on the Island of Hondo. River banks are collapsing and much damage is probable. High water also is doing serious damage in the northern part of the main island.

The cholera epidemic in Russia continues to claim thousands of victims, but encouragement is found in the reports of the sanitary bureau which of late have shown a steady falling off in the total of cases.

The last armed opposition to the new regime in Nicaragua under General Estrada, the provisional President, has ceased with the surrender of General Fernando Maria Rivas with 1000 men and eleven cannon.

The expulsion of Jews from Kiev, Russia, continues on a small scale. A daily average of fifteen persons receive a preliminary notice to depart within a stated period. About twelve persons are peremptorily expelled every day.

The uprising in Nueva Viscaya, P. I., led by Simeon Mandac, former Governor of Ilocos Norte, collapsed on September 3, when Mandac, who had been seized by the people of the province was turned over to the constabulary.

Advices from Teheran, Persia, state that the Parliamentary Committee has proposed the appointment of Americans as financial advisers to Persia, to replace the Swiss citizens, who are subject to French and German influence.

The Norwegian Department of Justice has arrived at the decision that there is no adequate cause to accede to a demand made by the Church Department to take legal measures to put a stop to the Mormon propaganda in Norway.

George Chavez, the French aviator, broke the world's record for height at Paris on September 8, rising in a monoplane 8792 feet. The best previous record was made by Leon Morane, whose mark was 8471 feet, made on September 3 at Deauville.

Taylor's Nautical Academy

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Consular Building, Corner Washington and Battery Streets, Opposite New Custom House, San Francisco, Cal.

Oldest School on Pacific Coast. Largest and best equipped private Nautical School in the United States. Graduates prepared for the American and British Merchant Marine examinations. Warrant officers of the United States Navy prepared for examination for commission officers. Special course for cadets entering the United States Naval Academy.

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Navigation School
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HATS AND
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TAILOR
A. H. ANDERSON, CUTTER
Custom Tailors' Union Label in every Garment.
519 THIRD AVENUE
Three Doors South of James, SEATTLE.

Oscar Pearson
Express and Baggage
Stand Outside of Union Office
Seattle, Wash.

INFORMATION WANTED.

Jose Alonzo and Chas. Domingo, marine firemen, and Antoine Silvia and Jose Requeiva, oilers, are requested to leave addresses with E. A. Erickson, 1st Patrolman, care of Sailors' Union.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Albrigtsen, G. J.	Kalnow, A.
Allen, J.	Keenan, Fred
Anderson, Elnor Chr	Kenny, J.
Anderson, John -1534	Kiesow, P.
Anderson, Alf.	Kronsbrand, H. O.
Andersen, Andrew	Larsen, Claus
Apps, P.	Latz, Konstanz
Armstrong, W. H.	Lewis, Geo. H.
Bausman, E. -1511	Lindegard, J.
Benson, F. -1765	Lundberg, C.
Berg, Edmund -1312	Lunder, Bjorn
Berge, Johan	Lundgren, C. J.
Berenken, A.	Lui, Theo.
Bianca, F. -1661	Mattson, E. M.
Botherel, A.	Martin, Chr.
Bryning, Walter	McAdam, J.
Brown, I.	Miller, James
Carlson, Harold	Mikkelson, M. -1584
Carlson, G. -622	Morgan, Ed.
Christensen, Peter	Moore, J. M.
Christoffersen, Herlof	Monson, Andrew
	Nielsen, N. A. -909
Christensen, Otto -1213	Nielsen, Martin
	Nielsen, M. A.
Davidson, Jacob	Nobereit, Gustaf
Doll, Herman	Nord, G. E. C.
Dxeyer, Herman	Olsen, Oscar, -1062
Elfstrom, A.	Olsen, S.
Erikson, Allan	Olsen, Gabriel
Eskola, Henry	Olsen, Valdimar
Fernandoez, A.	Olsen, B. -597
Franzell, A.	Olsson, John H.
Frivald, John	Olsen, Hans
Fredrickson, B.	Omundson, Harry
Frose, Elias	Paterson, Robert
German, R. B.	Pedersen, Olaf
Grandal, Harry	Pederson, A. -1173
Gronburg, Theodor	Peterson, A. -1223
Gustav, John	Petterson, C. W.
Hansen, John P.	Penningrud, Ludon
Haakonsen, H.	Porje, Anton
Hass, Wilhelm	Randle, Dave
Hansen, Hans Chr.	Ruzner, Ernest
Hansen, Andrew	Rickardson, Adam
Harjes, H. -1940	Rimmer, J.
Haltness, M.	Schmidt, Alfred
Hellisen, H.	Selander, John
Henriksen, Adolf	Shane, J.
Hernonen, H.	Shallow, J.
Hillig, Alb.	Smith, Max
Holmes, Paddy	Speller, Harry
Holmes, Gus	Svensson, A. -1691
Jensen, Hans	Swenson, L. G.
Johansen, C. M.-1593	Tallopon, A. -721
Johansen, Olaf K.	Williamson, A.
Johnson, Bernard	Zagan, J.
Johnson, Chali	Zeisler, A.
Johnsen, C. J.	Zima, W.
Jorgenson, J.	

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Steam, Lager and Bottled Beer
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HUMBOLDT BREWING CO.,
EUREKA, CAL.
Promptly delivered and shipped to any part of the city, county and anywhere ALONG THE COAST.

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Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.
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CIGAR MANUFACTURER.
Cigars at Wholesale and Retail.
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White Labor Only.

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FIRST-CLASS BOARD AND LODGING
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EUREKA, CAL.

FOR A
GOOD CUP OF COFFEE
OR A SQUARE MEAL
TRY
EUREKA CHOP HOUSE
Cor. Second and D Sts., Eureka, Cal.
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The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.
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WATCHES AND JEWELRY
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ABERDEEN, WASH.

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Wholesale and Retail Dealers in LIVE STOCK, FRESH MEATS AND VEGETABLES
Shipping Supplied at Lowest Rates.
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(Inc.)
Wholesale and Retail
GROCERS
SHIPS PROVISIONED.
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Warehouse: Bartlett Wharf, Port Townsend, Wash.

WATERMAN & KATZ
Wholesale and Retail Dealers in GENERAL MERCHANDISE.
Complete stock of Ship Chandlery, Groceries, Dry Goods, Seamen's Supplies and Outfits, etc., etc. Honest and fair dealing is our motto.

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Dealer in
Dry Goods, Clothing, Boots and Shoes, Hats and Caps, Gents' Furnishings and Sailors' Outfits.
315 Water St., next to Commercial Bank
PORT TOWNSEND, WASH.

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Clothier and Furnisher for Gentlemen
Up-to-date Suits Made to Order
Hats, Caps, Shoes, Oilskins and Rubberboots
Bedding, Blankets and Pillows
Uniform gold braids and gold wreaths of all descriptions
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SAN FRANCISCO CALIFORNIA
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Home Phone C-3486

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GENERAL OUTFITTERS FOR MEN AND BOYS
Clothing, Furnishing Goods, Hats, Caps, Shoes, Rubber Boots, Oilskins, Blankets and Quilts, Trunks, Bags, Pipes and Tobaccos, Cutlery and Notions.
Store Closes at 6 p. m.; Saturdays at 10 p. m.
UNION STORE, UNION GOODS CARRIED, AND ONLY UNION SALESMEN EMPLOYED.
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ONLY EXCLUSIVE UNION CLOTHING STORE IN TACOMA.
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All our Clothing, Hats, Caps, Shirts and Collars have the Union Label. Store closes at 6 p. m., except Saturdays.
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Men's Outfitters, Hats, Caps, Shoes, Rubber Boots, Oilskins, Flannel Shirts, Quilts, Blankets, and Notions.
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Everything Union made.
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Residence Phone Tabor 3
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Where the Best
Clothing, Furnishing Goods, Hats, Shoes, Rubber Boots and Oilskins can be had at reasonable prices.
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INFORMATION WANTED.

John Ferdinand Petterson Franken, a native of Finland, is inquired for. Address Coast Seamen's Journal.

Peter Nielsen, from Aarhus, Denmark, is inquired for by Christ Hansen, 230 W. Thirty-second street, Los Angeles, Cal.

Josef Jurek, a native of Rosdzin, Germany, is inquired for by the German Consul, 201 Sansome street, San Francisco.

John Tierney, last heard from by letter, October, 1906, is inquired for by his sister, Mrs. Wm. Degnan, 124 Harrison street, Pawtucket, R. I.

Robert Fordyce Bowers, last heard of at San Francisco, in March, 1907, is requested to communicate with his mother Mrs. M. E. Watson, of 12 Lampton street, Bishopswearmouth, Sunderland, England.

Joseph Flinn, last seen in Los Angeles and San Francisco, Cal., is inquired for by his sister, Marie, and brother-in-law, John O. Breien, of Liverpool, England. Anyone knowing his whereabouts please notify John O. Breien, 4 Conti St., Mobile, Ala.

Carl Wilhelm Swensson, a native of Kalmar, Sweden, born September 15, 1881, supposed to be sailing on the Pacific Coast, is inquired for by his sisters and parents. Address, Klaes Swensson, Sodra Lauggatan No. 26, Kalmar, Sweden.

John Johnson, a native of Norway, born September 15, 1858, at Blegeleidet Bamle; last heard from in 1904 living at 230 Third street, San Francisco. Any one able to give any information kindly communicate with his nephew, M. Olsen, Sailors' Union, San Francisco, Cal.

Wilhelm Pemoeller, a ship's carpenter, who was discharged from the German sailing vessel Nordsee on February 14, 1908, and Johs. Herm. Ditz, a machinist, who left the German steamship Arabia in September of last year, are inquired for by the German Consulate at Portland, Oregon.

Home News.

The towns of Wallace and Mullan, Idaho, were destroyed by forest fires on August 20.

The population of Troy, N. Y., is 76,831, an increase of 16,621 or 16.6 per cent as compared with 60,651 in 1900.

The greater part of the town of Lebeau, S. D., was destroyed by fire on September 8. The loss is $150,000.

The population of Bloomfield, N. J., is 15,070, as compared with 9,686 in 1900.

The population of North Yakima, Wash., is 14,182, as compared with 3,154 in 1900.

The population of Philadelphia is 1,549,008, an increase of 255,311 or 19.7 per cent as compared with 1,293,697 in 1900.

Mrs. Frances E. Beauchamp of Lexington has announced her candidacy for Congress in the Seventh Congressional district.

The population of Boston, Mass., is 670,585, an increase of 109,693, or 19.6 per cent. as compared with 560,982 in 1900. This leaves Boston the fifth city in point of population in the United States.

Investigator Wetzel of the physics department at the City College, of New York, has just finished a series of experiments by which he has computed the weight of the earth to be 7,000,000,000,000 tons.

Complete returns received by the Republican Central Committee at Santa Fe, N. M., give the Republicans sixty-eight and the Democrats thirty-two delegates to the constitutional convention.

Details of plans for a Panama World's Fair to be held in the city of Panama, as part of the celebration of the opening of the Panama Canal in 1914, are being worked out with considerable rapidity.

Professor Nacisse Alfred Helovis, a noted French scientist, arrived at New York on September 10 to demonstrate that he can cure tuberculosis, locomotor ataxia and other diseases arising from bacterial infection and defective nutrition.

Attorney Lee O'Neil Browne of Ottawa, Ill., legislative minority leader, charged with bribery in connection with the election of William Lorimer of Chicago to the United States Senate, was acquitted by a jury at Chicago on September 9.

In 1890 the population of New Mexico was 195,310, by the Federal Census; in 1909, according to the estimate of the Census Bureau, it was 226,835, though the New Mexicans claim that they now number fully 250,000.

The Legislature of California, in special session on September 8, decided to submit a Constitutional amendment providing for a State tax of $5,000,000 in aid of the Panama-Pacific Exposition, to be held at San Francisco in 1915.

General Leonard Wood, chief of staff of the Army, has announced that the Army will be recruited to the authorized minimum strength of 87,000 men. At present the strength of the standing Army is only 82,000, officers and men.

By a vote larger than the combined votes of her two male opponents, Mary M. Archibald, a widow supporting several small children, was nominated at the primaries for Treasurer of Ashland (Wis.) county on September 8. Her nomination is equivalent to her election.

Labor News.

The strike of cloakmakers in New York was settled on August 30, the employers agreeing to recognize the union. Many other concessions were made, including the establishment of a minimum scale and a fifty-hour week.

After several months of investigation, the controversy over the treatment of Russians who are imported by the sugar plantations in Hawaii will not down, and a special inquiry is now being made for the Department of Commerce and Labor.

The strike of the structural steel workers, which began on August 30 in Kansas City, was settled on September 6. The contractors agreed to meet the demands of the steel workers for a raise of fifty cents on the day's pay, which provides for a $5 wage scale.

The leaders of the signal men's strike on the New York Central declared on September 10 that from 1800 to 2000 workers between New York and Buffalo had quit work, and that the railroad had advertised special inducements for men to take places.

On September 10, after twenty-three weeks' suspension and strike in the six mines of the Spring Valley coal mining district, which includes shafts in Spring Valley, Ladd, Dalzell, Seatonville and Marquette, work was begun to place in readiness to resume mining. Three weeks' time will be required for repair work.

Judge Smith McPherson, in the United States Circuit Court of St. Louis, on September 5 denied the application of C. W. Post of Battle Creek, Mich., for an injunction to restrain the American Federation of Labor officials and Buck's Stove and Range Company from entering into a closed shop agreement.

After a shut-down of ten days the Tremont and Suffolk and the Massachusetts cotton mills resumed work on September 7. The Bigelow Carpet Mills also started on the same day. The Pacific and Everett cotton mills at Lawrence and the Pacific Mills at Dover, N. H., reopened, following a shut-down since August 19.

The annual convention of the International Photo Engravers' Union concluded at Louisville, Ky., on September 10, with the election of the following officers: President, Matthew Woll of Chicago; first vice-president, J. W. Hogan, San Francisco; secretary-treasurer, Lewis A. Schwartz, Philadelphia. The next convention will be held in Detroit.

To guard against further strikes in the cloak and suit trade in New York City, a joint grievance committee of four has been appointed by the Cloak, Suit and Skirt Manufacturers' Protective Association, and the Cloak and Suit Makers' Union, to settle all disputes which may arise in any factory in accordance with the terms of settlement of the recent strike.

Members of the National Federation of Postoffice Clerks in annual convention at Chicago on September 7 passed resolutions denouncing an Executive order issued by President Roosevelt in 1902, prohibiting postoffice clerks under civil service to solicit increases in salaries or betterment of conditions or to give to members of Congress information regarding their work unless permission was first given by the Postal Department.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abrahamsen, -1263
Adamsson, John
Allen, Jas.
Andersen, -1620
Andersen, -1310
Andersen, Edvin
Andersen, -1591
Andersen, 1329
Andersen, -1526
Andersen, -1661
Anderson, -1474
Anderson, Harold N.
Anderson, -779
Anderson, -1344

Baker, C. W.
Barney, Chas.
Barwa, David
Beahan, Ed.
Beausang, E.
Beck, John A.
Behrens, Otto
Bendixen, Nic
Berg, H. J.
Berg, Edmund
Berg, Mickel
Berntsen, Eilert
Bianco, -1661
Bietila, -1338
Bjerregaard, Chr.
Bjorklund, Erik
Carlsen, Jakob
Carlsen, Martin
Carlson, A.
Charlsson, Carl
Carnaghan, W.
Carrigan, P. J.
Chaler, B.
Charpie, I. A.
Christensen, C. D.
Christensen, E. H.
Dahl, Olaf
Dahlstrom, Herman
Dahlstrom, -749
Danielsen, Sigurd
Daumgold, Ernest
Day, Harry E.
De Agnello, P.
De Baere, H.
Eckert, W. F.
Edwards, Louis
Ehlert, Aug.
Ekstrom, Geo.
Eliasen, -396
Ellis, Jack
Elonen, M. H.
Engebretsen, -125
Fagerholm, Carl
Faragher, John
Faulkner, John E.
Feeley, Tom
Fersch, Wm.
Fischer, Peter
Fjellman, Jonas
Foley, J. J.
Folkman, John
Garves, C.
Gasman, Geo. A.
German, R. B.
Gibbs, Harry
Godorog, Vasale
Gonzalez, J.
Gottberg, Henrik
Gravier, Eugene
Gronman, -456
Haagensen, Martin
Hageli, Torvald
Hagen, Carl L.
Hallgren, John
Halvorsen, Anton
Halvorsen, Isak
Halverson, -595
Halvorsen, Milton
Halvorsen, William
Halvorsen, Severin
Hamann, Fr.
Hansen, H. O.
Hansen, Hans
Hansen, N. S.
Hansen, C. O.
Hansen, Niels
Hansen, -2085
Hansen, Adolph
Hansen, Hans
Hansen, Christ.
Hansen, Ragnvald
Hansen, -2060
Idog, Chas.
Illig, Gust
Jakobsen, J. E.
Jakobsen, Anders
Jamieson, J. E.
Jamieson, J.
Jansen, Eilert
Jansen, Edward
Jensen, Edward
Jensen, M. C.
Jensen, Geo. L.
Jensen, N. O.
Jensen, A.
Jespersen, Martin
Johansen, Axel
Johansen, Chas.
Johansen, A. F.
Johansen, -1705
Kallas, Aug.
Karlsson, Gust.
Karlsson, Alf
Kaspersen, O. Chr.
Kaus, L.
Kavanagh, Jas.
Kayser, Chas.
Kiel, P.
Kiesel, A. C.
Kinerman, Chas.
Klemetsen, Sigurd
Lagerberg, P.
Lahr, Otto
Laine, Wm.
Larsen, Emil, -1344
Larsen, -1290
Larsen, Martin
Larsen, Julius
Larson, Anton
Larson, K. E.
Larson, Lars M.
Latz, Constantine
Lausman, John
Laws, J. B.
Le Bloa, Sylvain
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Appelgren, John
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Arnold, E. B.
Asker, S. J.
Asplund, Aug.
Austrand, Ch.
Aylward, James
Bjorn, Kristian
Blank, Geo.
Blecha, Alf.
Bliesath, Max
Boisen, Knud
Boye, Axel H.
Brams, C. S.
Bregler, Fred.
Brekke, Hans
Brelin, Adolf
Broden, Julius
Brox, Henrik
Brunwald, H.
Bryde, C. M.
Bush, Peter
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Classen, Henry
Classon, John
Clausen, Chr.
Cooley, Howard
Coughlan, C.
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Crochet, D.
Cutler, Wm.
De Santis, E.
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Doose, W.
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Dreger, Jack
Dreier, Paul
Duff, Wm.
Erdman, -1704
Eriksen, Edw.
Eriksen, Emanuel
Eriksen, Ole
Eriksson, C. E.
Ericksson, Chas.
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Evensen, Andrew
Forsman, Frank
Foyn, Sam
Fraineso, P.
Frankovic, A.
Fransson, Frank G.
Fredriksen, B. D.
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Furesson, Theo.
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Guldberg, Randolf
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Harmonsen, K.
Hartkoph, Joseph
Haug, Hans H.
Hedinskoy, J.
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Helin, John
Helmros, G.
Helmer, Fred
Hendriksen, Hj.
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Heyne, Herman
Hilke, Carl
Hogelid, Tom
Holmberg, Olaf
Hunt, Gus
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Jorgensen, Johan
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Maripu, Johan
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Martin, H.
Matheson, Louis
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Moore, J. C.
Morken, J. L.
Mattsson, Aug.
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McClelland, Thos.
McMahon, -1887
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Metje, Gus.
Meyer, Frank
Mikkelsen, Chr.
Moller, Nils
Muir, F. W. D.
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Nylund, Hans J.
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Odeen, Per.
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Ohls, Johan
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Pettersson, -1065
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Pietschman, Geo.
Pitkanen, J. V.
Plaskette, Mike
Post, Albert
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Purdy, W. T. -1360
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Raahange, J. F.
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Richardson, A.
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Schultman, J. H.
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Smith, Henry
Soderlund, Anton
Sorensen, Michael
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Soto, Santos
Stangeland, P. E.
Sterro, J. E.
Stein, John
Stewart, J. L.
Stolzer, Aug.
Stolt, A. J.
Strand, Olaf
Strom, C.
Sunde Albert
Sund, Alex
Suominen, O.
Svenson, Algot
Sweeney, John
Swenson, Edwin
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Teigland, Carl
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Thorkildsen, J.
Thompson, Ch.
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Toroik, Olaf
Torbjornsen, O.
Tramm, Hans
Trentani, Louis
Tscheekar, F.
Tuft, Edw.
Van der Made, L.
Van der Laan, D.
Vesta, Tom
Viereck, H. A.
Vucie, V.
Vucic, V.
Wahl, Robert
Wahlberg, Rudolph
Wakroom, J.
Wannkvist, E.
Ward, H.
Watson, G. H.
Wehde, Fred
Wenneck, A.
Werner, Paul
Wever, Carl
Whalstedt, Alb.
Wiad, H. I.
Wiborg, John
Wihtol, E.
Wikstrom, Emil
Wills, Geo.
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Zagen, Geo.
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Apply to Secretary of Sailors' Union of the Pacific.

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Andreasen, Hans
Behrentz, C.
Christensen, Christen
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Eckert, W. F.
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Hansen, -1229
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Thompson, A.
Torgersen, Kaspar
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INFORMATION WANTED.

Anyone knowing the whereabouts of Andrew Anderson from Tioedestrand, Norway, will please communicate with the Coast Seamen's Journal.

Axel Osen, a native of Orlandet, Throndjem, aged 23, is inquired for by his mother.

Portland, Or., Letter List.

Antonsen, Fred
Anderson, John
Anderson, P. Risor
Belzen, Ivan
Backman, Ernest
Brown, Chas. R.
Bjomsgaard, Kristen
Carnie, Robert
Conwell, James
Ekblom, Alfred
Goodman, Carroll
Haaversen, Otto
Handloss, Paul
Harbeck, Ted
Jessamine, Alex.
Jacobson, Gus -1092
Kusik, J.
Kuutan, Alexander
Lewis, Geo. Henry
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Mattson, E. -1510
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Ness, Aksel
Norman, Ludwig
Ollgreen, Carl
Olson, Anton
Ponni, Anton
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Steen, Hilmar
Scott, Wm.
Schaab, Anton
Stephan, M.
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Winters, Fred
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Harmening, Fritz
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Kustel, V. J.
Oling, G.
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Andersen, Sam
Adman, O.
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Andreasen, O. L.
Aken, Emil
Benson, John
Birklund, R.
Boze, Ch.
Brand, Nils
Boy, George
Carlsen, Sven
Cooley, Howard
Cutler, Wm.
Comstock, H. D.
Calson, Carl
Collins, F.
Castel, J.
Ecklund, Gus.
Engstrom, R.
Fisko, Oluf
Faccett, Sam
Gundersen, K.
Gardiner, J.
Goeger, C. M.
Graves, Sam
Granberg, Gust.
Hubner, H.
Hauser, Chas.
Hansen, Henry
Hansen, K. -1576
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Jensen, Ingvold M.
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Lindroost, W.
Lorentzen, Ernst
Lundberg, C.
Lengwems, U. L.
Lindholm, Chas.
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Lehtonen, John
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Olsson, Karl G.
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Peddersen, Eddy
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Vejroda, Frank
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Blunt, H.
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Christensen, Harvy
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Nordblom, Ben.
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Olsen, Peder A.
Olson, Bror.
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Stienen, J. C.
Svendsen, Olof
Teigland, G.
Thoresen, Petter
Kalkman, Otto
Walbreth, Carl
Wilsonn, John
Yannie, C.
Yulmky, Wm.



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INFORMATION WANTED.

Nils Edmund Johansen, a native of Tansberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address Martin Johansen, 839 Centennial avenue, Alameda, Cal.

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Domestic and Naval.

The car-ferry Pere Marquette No. 18 sank twenty miles off Port Washington on September 9. Twenty-nine lives were lost. No cause has been assigned for the disaster.

Three coal-passers on the United States battleship North Dakota were drowned in the stokehold on September 8, in Chesapeake Bay, when the compartment was flooded in order to extinguish a fire in the fuel oil.

With a hole in her hull from colliding with a rock off Cuttyhunk on August 31, the steamer yacht Vixen, owned by John D. Archbold of New York, arrived at New Bedford on September 5 for repairs.

The new White Star liners Olympic and Titanic, now building at Belfast, will be ready for service in the summer and fall, respectively, of next year. These vessels will be 860 feet long and 60,000 tons displacement.

After much suffering the fifteen men comprising the balance of the crew of the British steamer West Point, which burned to the water's edge in midocean on August 31, were picked up by the Cunard liner Mauretania en route to Liverpool.

The Lloyd Braziliro is reported to be negotiating for the fleet and business of the Amazon Steam Navigation Company, which operates thirty-three steamships and two tugs on the Amazon and twelve of its tributaries. The Brazilian Government is known to hold a large interest in the Lloyd Braziliro.

The Bureau of Navigation reports that 127 sail and steam vessels, of 14,020 gross tons, were built in the United States during August. The largest steel steam vessel included in these figures is the William C. Moreland, of 7514 gross tons, built at Lorain, O., for the Interstate Steamship Company.

The initial step toward the cooperation of the Government with the State of Illinois in the Lakes-to-the-Gulf Waterway project, was taken on September 8, when the War Department announced the appointment of a board of engineers to pass upon the proposed establishment of navigation from Lockport, Ill., to the mouth of the Illinois River.

Captain C. Morrison, of the British steamer Mariner, at Boston, August 31, reports a notable westerly shift of the Gulf Stream. Captain Morrison found the stream had apparently changed its way of swinging out to sea near Cape Hatteras, and had edged in closer to the Coast, as off Cape Charles Lightship the temperature was 76 degrees.

The British steamer Pannonia reports that on August 21 she passed south of the Spanish steamer Martos, which was sunk after a collision with the German steamer Elsa in latitude 36.08 degrees north, longitude 6.08 minutes west. The wreck shows two white mastheads about four feet above the water, which are very obscure in a rough sea by day and invisible by night.

The fisheries dispute between Great Britain and the United States was settled by The Hague tribunal on September 7. Seven points were involved, five of which were decided in favor of the United States and two in favor of Great Britain. The latter country won what she considered her most important contention, namely, that the three-mile limit should be measured from the headlands.

With the Wits.

Dead Place.—It was the dullest resort on the lake. "The moon is dead," said the romantic girl as they strolled.

"No wonder," responded her chum, "if it has been hanging around here long."—Chicago News.

On the Train.—"My wife is a poor one to get her money's worth."

"How so?"

"Pays extra to take a scenic route, and then spends the entire trip looking at a bride and groom."—Kansas City Journal.

Early in the Game.—Neighbor—Is any one sick over at your house, Johnny?

Johnny—Dad's ailin' some.

Neighbor—Is he very sick?

Johnny—Not yet. Th' doctor only started t' come this mornin.'—Chicago News.

First Professor—My dear colleague, I'm a little puzzled. When did the first Peloponnesian war begin?

Second Professor—431 B. C.

First Professor—Quite right, quite right. That is the number of my doctor's telephone. I was to call him up and tell him my wife is sick.

"You ought to have your car equipped with demountable rims," said an automobile man to Richard C. Jenkinson, the other day. "All you have to do is carry an extra rim with inflated tire. In case of a puncture it can be easily attached by a twelve-year-old child in two minutes."

"Yes," said Mr. Jenkinson, "but the trouble is always to find the twelve-year-old child."—Newark News.

"Where's your baggage, Mike?" asked an employer of the new man of all work upon his arrival.

"Lost, sur," said Mike.

"Lost? All your luggage?"

"Ivery bit of it, sur," replied Mike.

"But how did it happen?" asked the employer.

"The divil of a cork came out, sur," answered Mike.—Ladies' Home Journal.

Children's Accounts

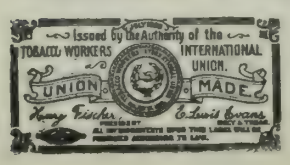
Your children should be taught to save. Open an account for each of them to-day. Show them by example that you believe in a savings account. They cannot start too soon.

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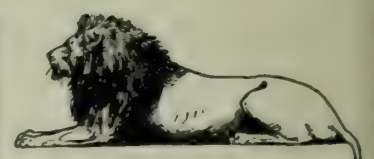
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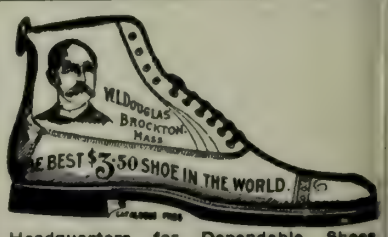
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